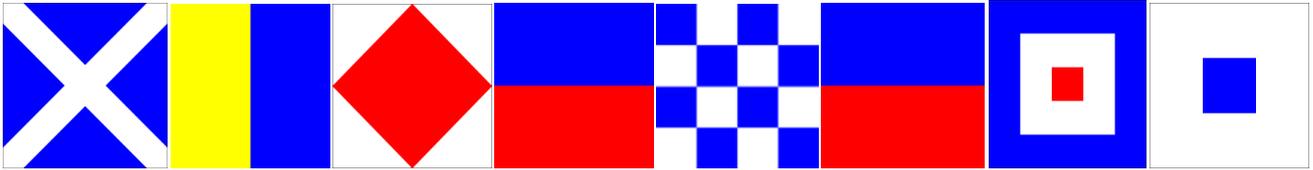


MKF@NEWS

ELECTRONIC NEWSLETTER OF THE
MIDLANDS KITE FLIERS OF GREAT BRITAIN



JULY 2016



*Great works of Art
'Berrington 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.

'MKF@NEWS' DEADLINES FOR 2016+

MKFNEWS	'COPY' DEADLINE	PUBLISHING DATE
17	24 th September 2016	Mid October 2016
18	25 th December 2016	Mid January 2017
19	25 th March 2017	Mid April 2017
20	24 th June 2017	Mid July 2017

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

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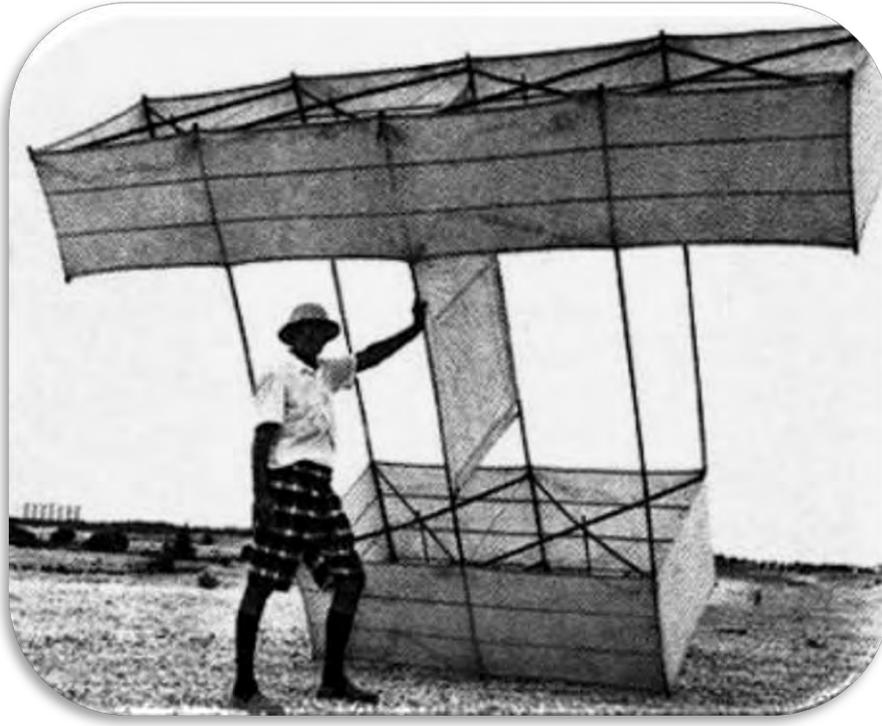
EVENTS CO-ORDINATOR - MKF NORTH

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





H.C.SAULS BARRAGE KITE

Harry C Sauls

The designer of the Naval Barrage Kite, Harry C Sauls, died of a heart attack on December 2 1988, at the age of 90 in North Miami Beach, Florida.

He was born and grew up in a large family in North Carolina. His formal education was brief, but his natural mechanical abilities were considerable.

After his discharge from the Marines in 1920, he raised poultry in California and hung around the car races in Los Angeles, where balloons carried advertising banners. He noticed they would go down in heavy winds, just when the crowds arrived, and decided the cure was a kite. "Having built kites all my life since a kid, I decided to give it a try". He based his design on examples seen at the Smithsonian. After much work and many mistakes, he developed his methods and began advertising for Carroll's Follies, Silver Foam Soap, 7-Up and others. He employed 16 people and 7 sewing machines.

The Sauls kite underwent extensive testing by the Navy before it was adopted in 1941 to fly from ships on cables to ward off enemy dive bombers. The Sauls Vangrow Company was formed in Dayton, Ohio to manufacture the kites. The Navy ordered 3,300 of them at a total cost of \$543,000. Production ran from February 1943 to January 1945. The Sauls VKS-1 was 10' x 14' x 27" and used 24 yards of 36" waterproofed cotton over spruce spars and weighed 21 pounds.

In 1942 he married Edna May White and in 1946 they moved to Florida, where Harry helped engineers survey the North Miami Beach area. Harry then went into building and real estate. He also kept tinkering with kites, and became one of the first members of AKA in 1964. He was active in the Gold Coast Chapter of the AKA along with Jack Aymar, Dom Jalbert, Odell Miller and Walter Scott. He was featured on the cover of Kite Tales (predecessor of Kite Lines) for two successive issues in 1966.

In 1983, the Maryland Kite Society awarded Sauls their Honorary Order of the Kite Award for his Naval Barrage Kite, "thought to be one of the most important military uses of a kite".

Notes from conversations then show both the achievements and the modesty of Harry Sauls, who said, "I've never gone into kites scientifically. I just know I can build a good kite and I do it and that's it."

Sauls is survived by his wife and by the trees and flowers of the Harry and Edna May Sauls Park a block from his home.

-Valery Govig

KITE EXPERIMENTS

CONDUCTED BY: H. C. SAULS
FROM APRIL 1923 - FEB. 1943

On or about April 1923, while residing at Pomona, California, I, H. C. Sauls, did conceive an idea for a collapsible kite for commercial advertising purposes. My conception was for a kite that would fly in low winds; adjust automatically to high winds; and to support large signs consisting of letters 10' in height attached to light weight fish netting. Preliminary sketches (just for the kite) were completed in April 1923, and the actual kite building began in May, 1923.

I completed three kites of the same design, in graduated sizes ranging from 3' to 9' wing span. The kites were of box type construction built of laminated bamboo and silk for fabricating. The kites were completed in September, and tested at Murock Dry Lakes, California, in October, 1923. Ten days testing proved extremely unsatisfactory and the actual kite building was discontinued for research work. Cost approximately \$800.00.

Upon completion of patent searches, I made personal contacts with kite inventors who had abandoned their search for a low wind kite because of the large size necessary for a low wind kite, and the expense of such kites. I continued with my research work which consisted of obtaining weather data over the United States, Canada, New Zealand, Mexico, Hawaii, England, and France. The average wind velocities in these places were compiled along with all statistics on horse race courses, foot ball stadiums, fair grounds, bathing beaches, or any place where huge crowds gathered. Highway statistics throughout the United States was also recorded. I felt that this information would be invaluable should I perfect the advertising kite, and sell territorial rights for its use.

In May, 1924, at Miami Beach Florida, I began the construction of a modified Hargrave kite consisting of 2 cells forward and two cells aft.

This kite was 36" 72" x 36", with no stabilization except the outer wing surfaces. Four months time was required to make tests and change the design and build three kites. All tests unsatisfactory.... Cost approximately \$1500.00.

In February, 1926, at San Diego, California, another kite was built with 7 cells forward, with 8 stabilizers, and 2 cells aft, with one stabilizer in aft. The kite was of modified box type, with all 7 cells removable depending upon wind velocities. The kite was unstable and lacked lift sufficient to support signs for advertising. Several different sizes were built ranging from cells 10" X 10" to cells 36" X 36". Four years was needed for this unsatisfactory experiment. Cost approximately \$8000.00

In September, 1931, at Santa Monica, California, I built another kite with 3 cells forward; with two stabilizers in the leading wing, and two cells aft with one stabilizer aft. Length overall 9'. Wing span 10'. The kite was launched in a 7 mile wind velocity and rose very rapidly to an altitude of 2000 ft., turned completely over and nosed to earth and was destroyed in its first crash. The kite was redesigned and built with no stabilization except the outer fabric ends of wing and tail surfaces. This time the kite rose rapidly in a 15 mi. wind velocity to an altitude of 1000 ft. turned over and made a straight nose dive and was destroyed beyond repairs. I redesigned the kite again with 4 cells forward with central stabilizer in leading wing surface, and two cells aft without stabilizer in leading wing surface, and two cells aft without stabilizer in aft end. Three thousand feet of line was paid out down wind, and the kite released in a 25 mi. wind velocity. This time the kite rose rapidly to an elevation of about 2500 ft. and had a tendency to fly on an uneven keel. It was brought down and after adjusting the central stabilizer, and adding more depth to the central stabilizer to keep it on an even keel. It was again launched in the same manner, and flew for about 6 hours without crashing or landing. The kite dimensions were changed

again to 13'7" wing span, and 10' in length. Cost of experiment approximately \$3,000.00
In February, 1932, at Santa Monica, California, I made drawing of this kite, and began to work out the proper fittings and refinements. In addition to the kite, I immediately began work on my advertising net and letters. Five years were required to perfect this kite and the method of suspending sign below flying line. This experiment cost approximately \$5,000.00.
In 1938, I began my advertising business with a few small contract for operating off the beach at Santa Monica, California. I continued with my experimental and devoted full time to kite experimental work until 1940. In 1940 the kite design was sent to the National Inventors Council, Washington, D.C. Also to the British and Canadian Navy, with a suggestion for its adoption for aerial defense.
In 1941, I was invited by the U. S. Signal Corps, Wright Field, Dayton, Ohio, and the Special aircraft Lab. to demonstrate my kites in Dayton, Ohio. Promptly upon my arrival in Dayton, one of my kites was launched at Wright Field, and witnessed by officers who were favourably impressed. I was asked to build a test-groupe of kites for further tests. I built 6 duplicate kites of the model K1 design, and 4 of the model K2 design. Tests were conducted at Fort Sill, Oklahoma, Camp Davis, North Carolina, in October, 1941. Officers suggested that an Air-foil kite be built to see if more lift could be obtained. One trip to D.C. and Philadelphia, Pa. (Franklyn Institute) was necessary in this undertaking. I returned to California to begin work on the airfoil kite, and on arrival I received a letter to work out another design for a radio transmitter.

In February 1942 at West Los Angeles, California, I began work on a small collapsible kite with three cells forward and two stabilizers in the leading wing surface. The tail section had one cell. The kite was of a collapsible design with all longitudinal and cross members attached, and open like an umbrella. This little kite is now being tested by the Bendix Radio

Corporation, for supporting radio antenna wire from floating rubber rafts. Promptly upon the completion of this small kite for Bendix, I began work on the airfoil design. Several experiments with plastics, laminated spruce, pine and aluminum, were conducted to determine the best suited for air-foil design. After several months experimenting, I finally began the construction of this kite. Spruce was used for the leading airfoil surface as well as the trailing surfaces. Hard balsa was used for the ribs. This kite is build in 4 sections, each section being 7' in length when folded. The design is the old biplane, with all hinges, locks, and fittings made of aluminum sheet and castings. Tests have not yet been completed with this airfoil kite.

In December, 1943, I was called back to Dayton, Ohio, and Washington, D.C. for testing kites aboard ship for the U.S. Maritime Commission. Several weeks were spent in Washington, D.C. and Baltimore, Md., in connectlon with these tests which were finally conducted on the Chesapeake Bay aboard U. S. S. Navigator.

From January 1938, to February 1943, all experimental work including all kite construction costs, travelling expenses, etc. was privately financed without any assistance from any Government. The approximate cost of 5 years work is approximately \$10,000. All costs of kite experimental work since 1923 to 1943, would be approximately \$28,000.00. Labor added for actual time for inventor: \$20,000.00.

Total... \$48,000.00.

November 10, 1942

Director,

Technical Division

Tests of Saul-Vangrow Kite K-1 at
HMC Dockyard, Halifax, N.S.,
November 2nd and 3rd, 1942

In accordance with instructions, the undersigned proceeded to Halifax, N.S., to witness the subject tests.

The tests were conducted under the general direction of Lt. Com. A.E. Woodward, R.N. Rtd., Senior D.E.M.S. Staff Officer at the H.M.C. Dockyard. Sub-Lieutenant Kendrick was assigned to make arrangements for and take charge of the tests. The observers of the tests were M. Vangrow and E. E. Martinsky, representing the manufacturer and the U.S. Maritime Commission, respectively.

The kite was developed by a Mr. Saul and has been and is being used commercially for the display of aerial advertisement on the Pacific Coast. Mr. Saul affiliated himself with Mr. Vangrow of Dayton, Ohio, and they have formed a company called the Saul Vangrow Manufacturing Company. It is understood that extensive tests have been made of the kite at Fort Sill, Oklahoma, by the U. S. Army. Mr. Vangrow arranged the subject tests to demonstrate the usefulness of the kite on shipboard as a protection against bombing attacks. Request has been made of Mr. Vangrow to furnish the Commission with a copy of this report of tests when it becomes available.

Lt. Com. Woodward pointed out that the kites are deemed useful only as a means of protection against low level bombing attacks. Therefore, the kite would be tested only to elevations not exceeding 1,000 feet.

There were two size kites designated K1 and K2. The larger kite, K2 was not flown because its size did not lend itself to assembly on board ship, and further, considerably more relative wind is required to fly it. Neither specifications or plans of the K1 kite were available for inclusion in this report, but they have been requested of Mr. Vangrow. Two photographs are attached as exhibits.

The K1 kite is of the boxtype of construction with four cells forward and two cells aft and a five strand bridle fastened at ends of each bottom longitudinal member. The span is about 13'-6"

and length of kite about 10'-3". The cells are all of the same size which makes the diagonal braces interchangeable. The kite when knocked down may be rolled up to about 6" diameter, and to the length of the six longitudinal sticks joining the forward and aft sections of the kite. Short sticks are run longitudinally in way of the outer cells in forward wing. A vertical centerline stabilizing wing is fitted extending from forward end of kite to forward end of aft wing section. All sticks are of long grained spruce, and the diagonal braces are of airfoil shape to increase the lifting power. A stranded wire is sown in the leading and following edge of the canvas kite fabric. Vertical sections of wire are located five locations where there is no canvas to take the tension caused by inserting the diagonal braces.

Director, Technical Division 11/10/42

To assemble the kite the two vertical struts are inserted at the ends of the stabilizer wing. Working out of the centerline, the diagonal braces are sprung into place, the V cut in the end of each fitting snug against the square, longitudinal pieces. A circular section wood rod is lashed to the center of each group of four cell braces to hold them in line. The weight of canvas used is not known at this time.

All the six long and four short longitudinal wood members are secured permanently to the kite fabric. This leaves 24 diagonal braces and 6 auxiliary fore and aft braces which require to be fitted to assemble each kite. During the tests there was no opportunity to ascertain the length of time needed to assemble the kite, and it is hoped to obtain the same during the further experiments being carried out. Mr. Vangrow stated that an experienced crew has assembled a kite in about 8 minutes.

On November 2nd, the first kite flying was attempted on a British Merchant Ship EMPIRE MOON. The vessel proceeded out of the harbor a few miles to obtain maneuvering room, and then swung into the wind of about 4 knots. The vessel was making about six or eight so the relative wind was about 10 to 12 knots. Attempt was made to fly the admiralty type kite carried by the vessel, but without success. The piano wire kite line was lead from a wire drum fitted on the gypsy head of a cargo winch, through lead sheaves and pipe to a flying off block fitted at the top of the mainmast.

The Sauls-Vangrow kite was then assembled by the crew. On launching the kite it turned over and flew upside down. It was hauled in and launched again, flying right side up. About 500 feet of wire was used, but due to the extremely light wind the kite flew well aft with a resultant low cable angle. The flight was very steady and on launching and haul in operations there was no diving or swooping.

Arrangements were made to fly the kite from a mine sweeper (Fort William J113) on November 3, 1942. The vessel proceeded to sea at 7:00 A.M. and all other test work cleared up by about noon time. The kite was then assembled aft under very unfavorable conditions. There was insufficient deck space to accommodate the kite, and the end cells of the forward sections were assembled with the kite held in the air by the ship's crew.

There was about a 15 knot wind and the ship running at about 11 knots was swung to bring the wind over the starboard bow. The piano wire was led from a storage reel, over the gypsy head of the mine sweep winch, the through lead blocks, etc. to the flying off block on mainmast. This block was at about the approximate height of the bridge. The kite was launched from a point about 30 feet aft of the mainmast and immediately assumed heeled position in the air over the starboard quarter instead of the wind over the port quarter. About 100 ft. of line had been unreeled at the launching of the kite and for some reason no more was unreeled at this time. The kite cable angle to the horizontal was very slight, and the kite held steady in its heeled position. Gradually the kite heeled further, at the same time moving into the wind until it turned upside down, and climbed to a very steep cable angle. Apparently the kite was launched in very disturbed air which caused the heel and unusual direction of flight. However, it passed out of the disturbed air stream without diving into the upside down position.

About 1,000 ft. of cable was let out, the kite climbing steadily. When unreeling stopped, the average cable angle as determined by the sextant was over 50°. The ship was then swung to bring the kite over the beam. During this maneuver the kite held its steady flight. On further swinging the ship, bringing the kite cable forward of the beam, the kite lost the wind and started

Director, Technical Division 11/10/42

to fall by swinging slowly side to side like a falling leaf. The kite cable hit the sea, relieving the kite of the motion imparted to it by the ship. The wind caught it and it picked up resuming normal flight, with cable still partially in the sea. The ship changed course again into the wind and the cable cleared the sea, resulting again in normal flight.

The kite was then hauled in and landed on the aft deck by means of a line attached to a small shackle running freely over the kite cable. In both the launching and landing operations there was no diving of the kite, it remaining practically on even keel at all times. The ship returned to the dockyard landing the party at about 5:30 P.M.

The piano wire was weighted and reported to be 21½#s per thousand feet. Its diameter by use of micrometer calipers was .073 inches. The specifications for kite cable set by the British Admiralty give weight 14 # per thousand feet .072" dia. and 1300 # ultimate strength. The difference in weight are still to be explained.

The advisability of running further tests was discussed with Lt. Com. Woodward during the morning of November 4th. There were no ships other than minesweepers available that day or next for the tests. It was felt that no further useful data would be obtained by flying the kites from such vessels. Arrangements were then made to take the kites and fly them from a cargo vessel which was to leave Halifax about Friday November 6th bound for Sidney, Cape Breton Island. In view of the tests already made it was not deemed necessary for the writer to make the trip to Sidney to witness the further tests.

CONCLUSIONS

1. The Sauls-Vangrow Kite K1 has demonstrated its ability to be successfully assembled, launched, flown and landed from a ship at sea.
2. The kite is stable, does not dive and can be flown right side up or right side down even when abrupt changes are made in the ship's course.
3. The kite cable angle attained of over 50° is equal if not in excess of that achieved by the admiralty kite now in use and, therefore, is deemed satisfactory.
4. The kite can be flown in a minimum relative wind of about 10 knots. The

maximum relative wind encountered was 27 knots, and from action of the kite it could fly in winds of higher speed. The tests at Fort Sill, Oklahoma, it is reported were in winds of much higher velocity.

5. The kite can be easily assembled in a moderate amount of deck space although there are thirty two braces which have to be put into place and twelve lashings to be made. The parts are interchangeable to a high degree, there being only three different length braces, the locations of which are quite obvious.
6. Stowage of the kite in knockdown condition can be easily found due to its small dimensions. Spare braces will be necessary and can be lashed to kite without material increase of the bulk of same.
7. No test was made to determine change in shape or dimensions of kite due to wetting of fabrics. Should considerable shrinkage occur, the diagonal and vertical braces (26 pieces) would not fit. This might be obviated by waterproofing the fabric and/or providing an extra set of braces of proper length. The further tests on the run to Sidney will include this matter as

Director, Technical Division 11/10/42 - Page 4 well as other operational problems. The ability of the kite to withstand machine gun fire will also be tested.

8. Pending receipt of report of tests held at Fort Sill, Oklahoma and of the further tests being performed by the Staff of the H.M.C. Dockyard, Halifax, N.S., it is considered that the subject tests have shown the Saul-Vangrow kite is an acceptable kite for use as a protective device on shipboard.

E.E.Martinsky/ek
CC; Clerical
Gen. Files
E. E. Martinsky
Consultant to Directory

THEY JUST ARRIVED IN THE POST ?

We have been sent a number of images by snail mail (no contact address) of what seems to be a new kite design, no other information is available at the moment

Are any MKF@NEWS readers able to shed light on these images?



UNITED STATES PATENT OFFICE

136,018

DESIGN FOR A COLLAPSIBLE KITE

Hosea C. Sauls, Dayton, Ohio

Application May 17, 1943, Serial No. 110,219

Term of patent 14 years

To all whom it may concern:

Be it known that I, Hosea C. Sauls, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented a new, original, and ornamental Design for a Collapsible Kite, of which the following is a specification, reference being had to the accompanying drawings, forming part thereof.

Figure 1 is a perspective view of a collapsible kite showing my new design.

Figure 2 is a side elevational view.

Figure 3 is a front elevational view.

I claim:

The ornamental design for a collapsible kite, as shown.

HOSEA C. SAULS.

July 20, 1943.

H. C. SAULS

Des. 136,018

COLLAPSIBLE KITE

Filed May 17, 1943

2 Sheets-Sheet 1

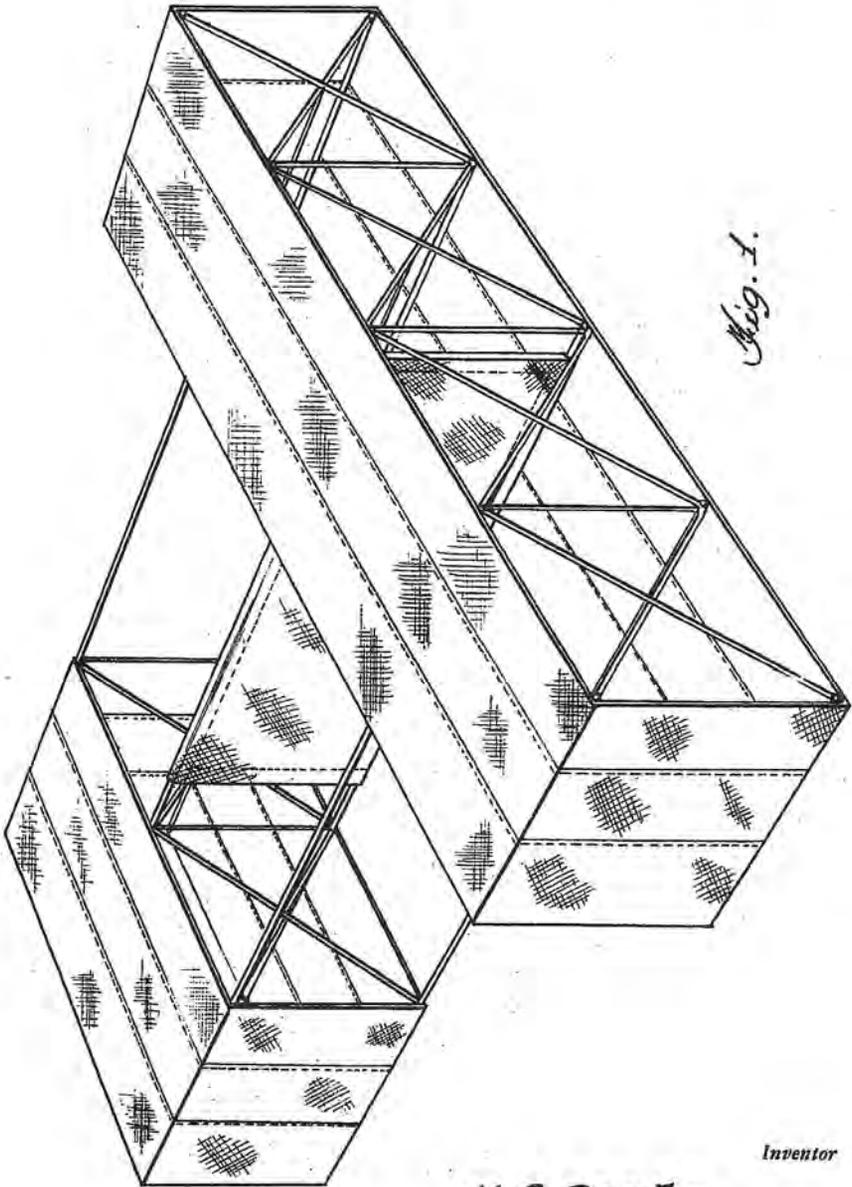


Fig. 1.

Inventor

H. C. Sauls

By

Clarence A. O'Brien
and Harvey B. Jacobson
Attorneys

July 20, 1943.

H. C. SAULS

Des. 136,018

COLLAPSIBLE KITE

Filed May 17, 1943

2 Sheets-Sheet 2

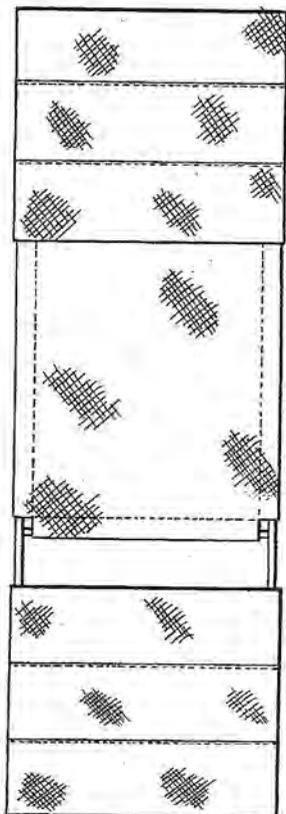


Fig. 2.

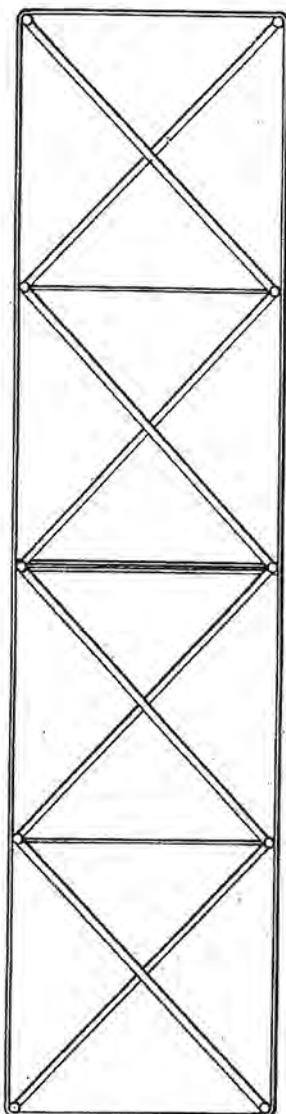


Fig. 3.

Inventor

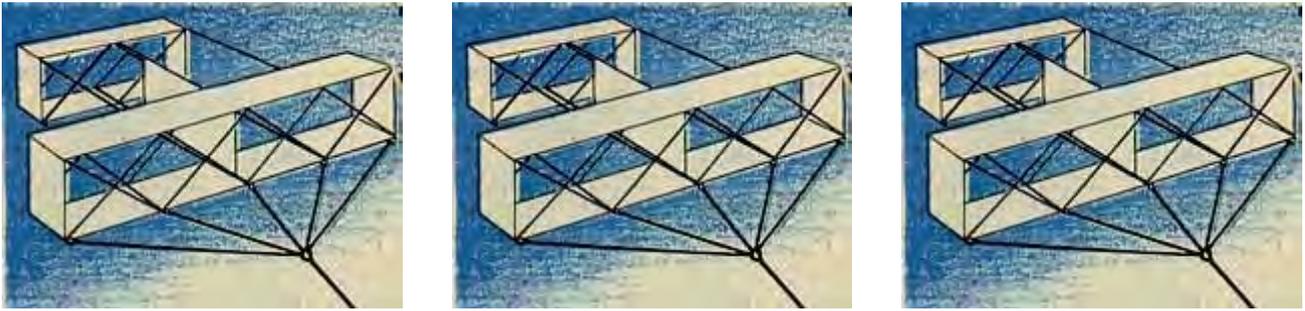
H. C. Sauls

By

Clarence W. O'Brien
and Harvey B. Jackson
Attorneys

MODEL BARRAGE KITE IS LIVELY FLIER

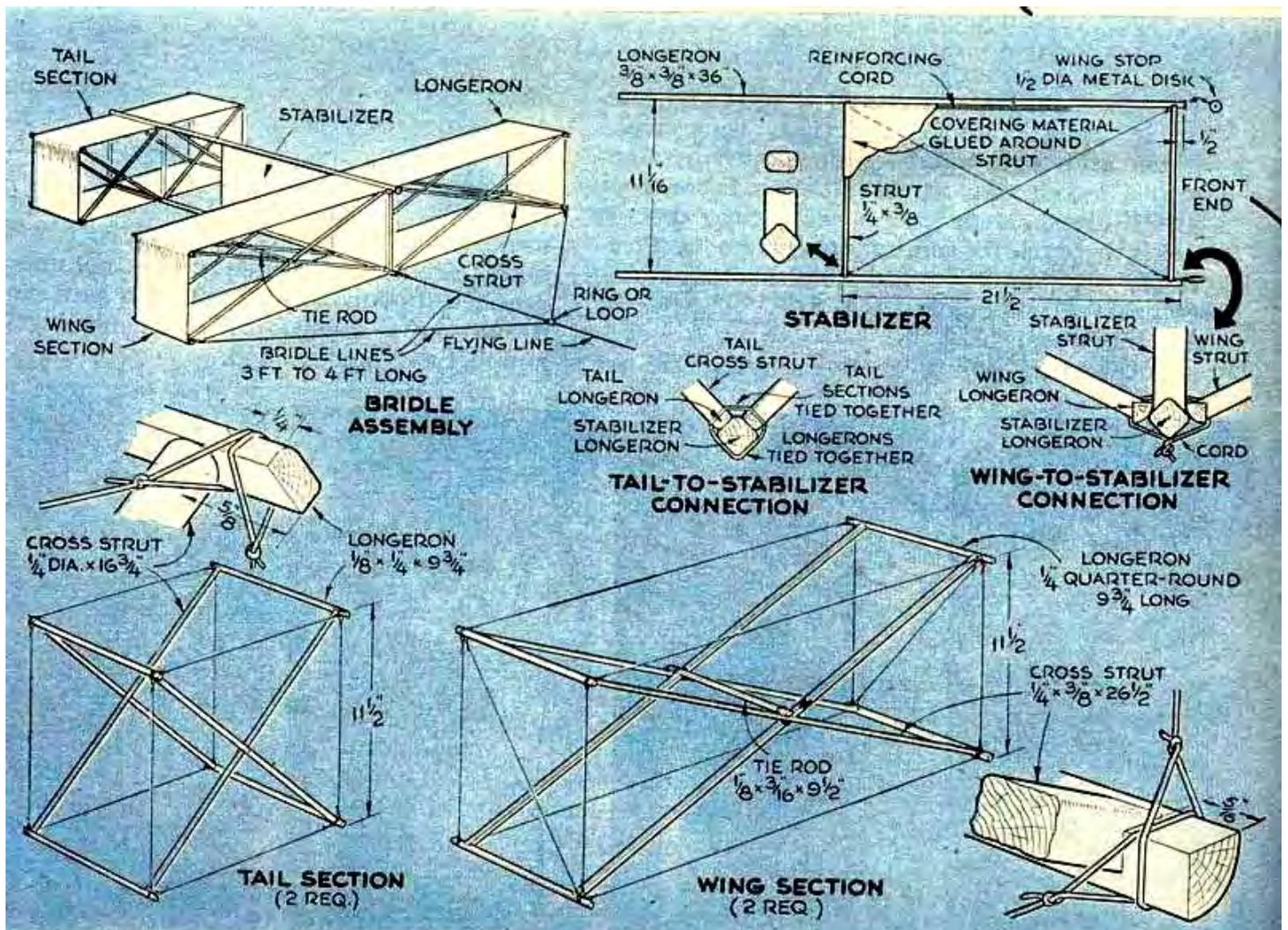
Exciting Fun Is Yours with This Copy of the Kites That Guard Freighters Against Bomber Attack



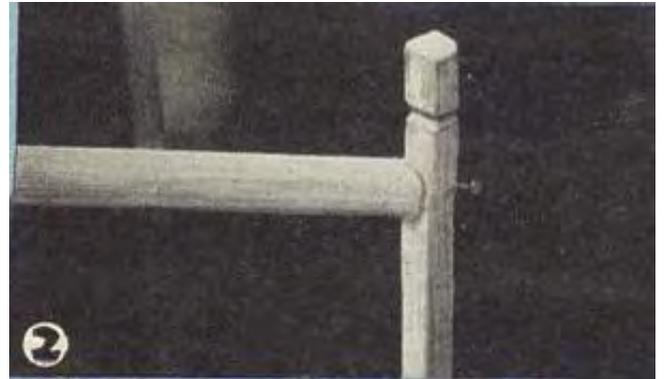
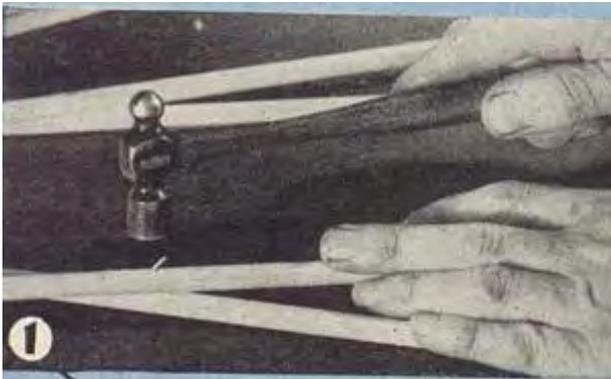
By VERNON B. CASE

SHIPS traveling in areas that are subject to enemy air attack often use barrage kites to carry steel cables into the sky. The cables entangle any dive bomber that ventures too close. (See P.S.M., Aug. '44, p. 125.) A full-size kite would be too much for the amateur to build and handle; but here is a model with a four-foot wing spread that has enough lift to provide thrills aplenty.

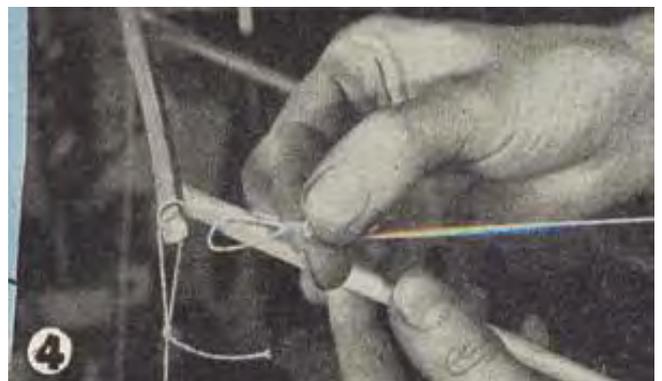
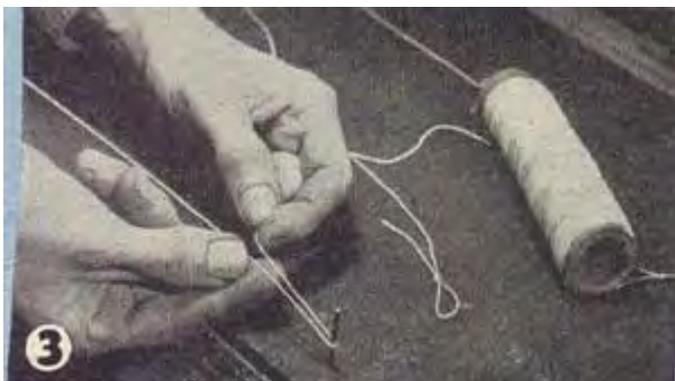
The frame--that is, the struts, longerons, and tie rods--is made of white pine. The covering material is tissue paper or thin muslin (organdy).



Each wing section consists of four cross struts, four longerons, and one tie rod. Mark the mid-points of these struts and fasten them together in pairs, using small nails and bending the ends over as shown in Fig. 1. Spread these pairs slightly to form X's and fasten the longerons to the notched ends with glue and small nails, as indicated in Fig. 2. An excellent adhesive for this purpose is model-airplane cement, or any similar quick-drying preparation, but you can use casein glue if you allow sufficient time for it to dry. Secure the tie rods in place with cord seizing or heavy rubber bands.

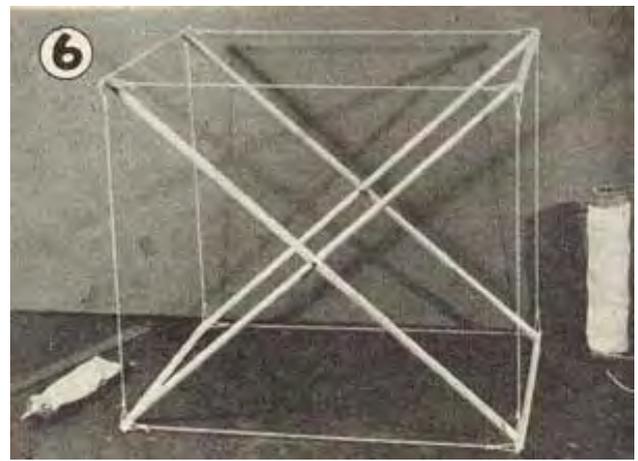
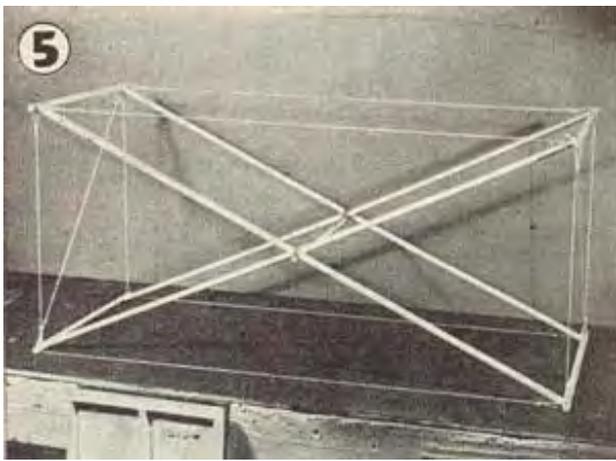


Next make the looped-end cords that hold the struts rigidly in position. Each wing section requires four horizontal, four vertical, and two diagonal lines. Use a light, strong cord. Brown waxed store string is too weak. Lightweight chalk line is acceptable, but 12 to 16-lb. fishing line is ideal. To make all the vertical lines uniform in length, use a jig consisting of two finishing nails and a board. Drive the two nails into the board so they are 1 1/2" apart. Tie a bowline in one end of a piece of cord, leaving a loop about 1" long. Slip this loop over one nail. Pull the cord taut and double it back around the other nail, as in Fig. 3. Holding the doubled portion firmly, slip the cord off the nail and tie a bowline to form a loop like the first one. By varying the distance between the nails, you can similarly form the horizontal and diagonal ties.



Make shallow notches near the ends of the longerons to hold the cords. Slip each cord over the proper longerons, as in Fig. 4, and secure it with a touch of glue. A completed wing section, ready for covering, is shown in Fig. 5.

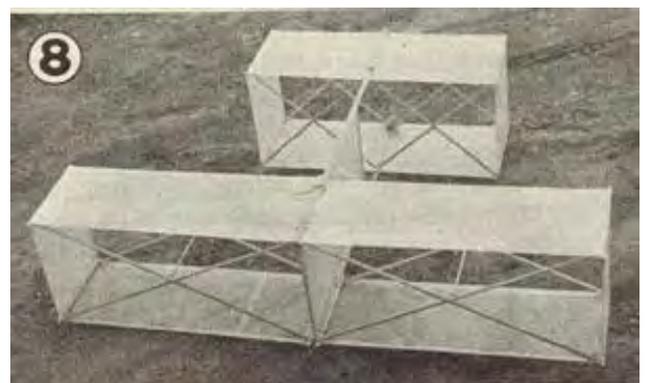
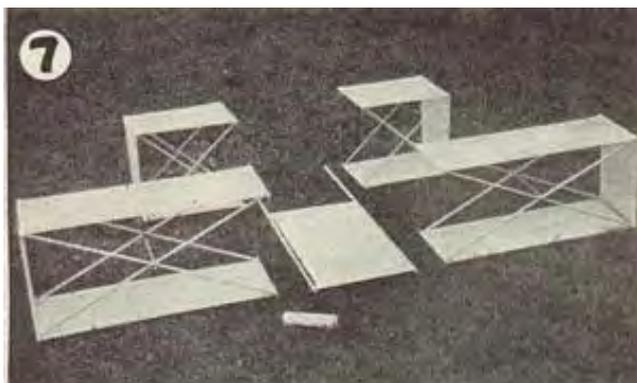
The two tail sections are assembled in the same manner as the wing sections except that there are no diagonal cords or wooden tie rods. An assembled tail-section frame is shown in Fig. 6.



To tie the wings and the tails together, make a stabilizer section. It consists of two longerons and two vertical struts. Crossed diagonal cords stiffen the frame. Nail a small metal disk to the front end of the upper longeron to keep the wings from moving too far forward and possibly slipping off.

When the wings are put in place, the wing longerons will rest against the stabilizer longerons with the front vertical strut holding them slightly apart. Small brads driven into the stabilizer longerons serve similarly to space the trailing edges of the wings. Additional brads act as stops to prevent the wings from slipping back along the stabilizer.

Cover the top, the bottom, and one end of each wing and each tail, and the portion of the stabilizer between the vertical struts, with paper or muslin. Cut the covering material $\frac{1}{2}$ " wider than the space it is to occupy. To cover the wings and tails, fold the edges of the covering material around the cords and secure them with glue; then glue the covers to the longerons. To cover the stabilizer, run lengths of reinforcing cord between the two tops and between the two bottoms of the vertical struts; then glue the cover to the cords and to the struts. If you use tissue paper, you can strengthen it now by applying a coat of linoleum lacquer to it. The kite should then look as shown in Fig. 7, and is ready for assembly.



Punch small holes in the covers $1\frac{1}{2}$ " from the ends of the wing and tail longerons that butt against the stabilizer and reinforce them with glue or lacquer. Through these holes go 12 cords to bind the kite together. Four are used to fasten the tail sections to each other; four more pass through the same holes and tie the tails to the stabilizer; and the remaining four are used to hold the wings to the stabilizer. The assembled kite will look like Fig. 8. It may be disassembled for storage or transportation by cutting away the 12 cords just mentioned.

At the front end of the lower stabilizer longeron and each outer, lower wing longeron attach a small wire or cord loop to take the ends of three bridle lines. These lines come together about 3' in front of the kite, where they are tied to a ring or a loop. The kite line is also tied to this ring or loop, or it may be fastened with a small snap hook.

The kite is now ready to be flown. Wait for a fairly breezy day. Stay well away from woods or other obstacles that might cause gusty air currents. Let out about 50' of cord and have an assistant hold the kite at head level, pointing it upward at an angle of about 45 deg. Hold the line moderately taut. When the breeze is good, take a short run. The kite should rise immediately and continue to climb as you pay out line. If it rides on too even a keel, it may overrun you and go into a dive. To remedy this, add weight to the tail, an ounce at a time, in the form of lead sinkers or blocks of wood that are held in place by string. The kite illustrated showed a pull estimated at 10 to 15 lb. during the test flight, which was made in a fairly stiff breeze.

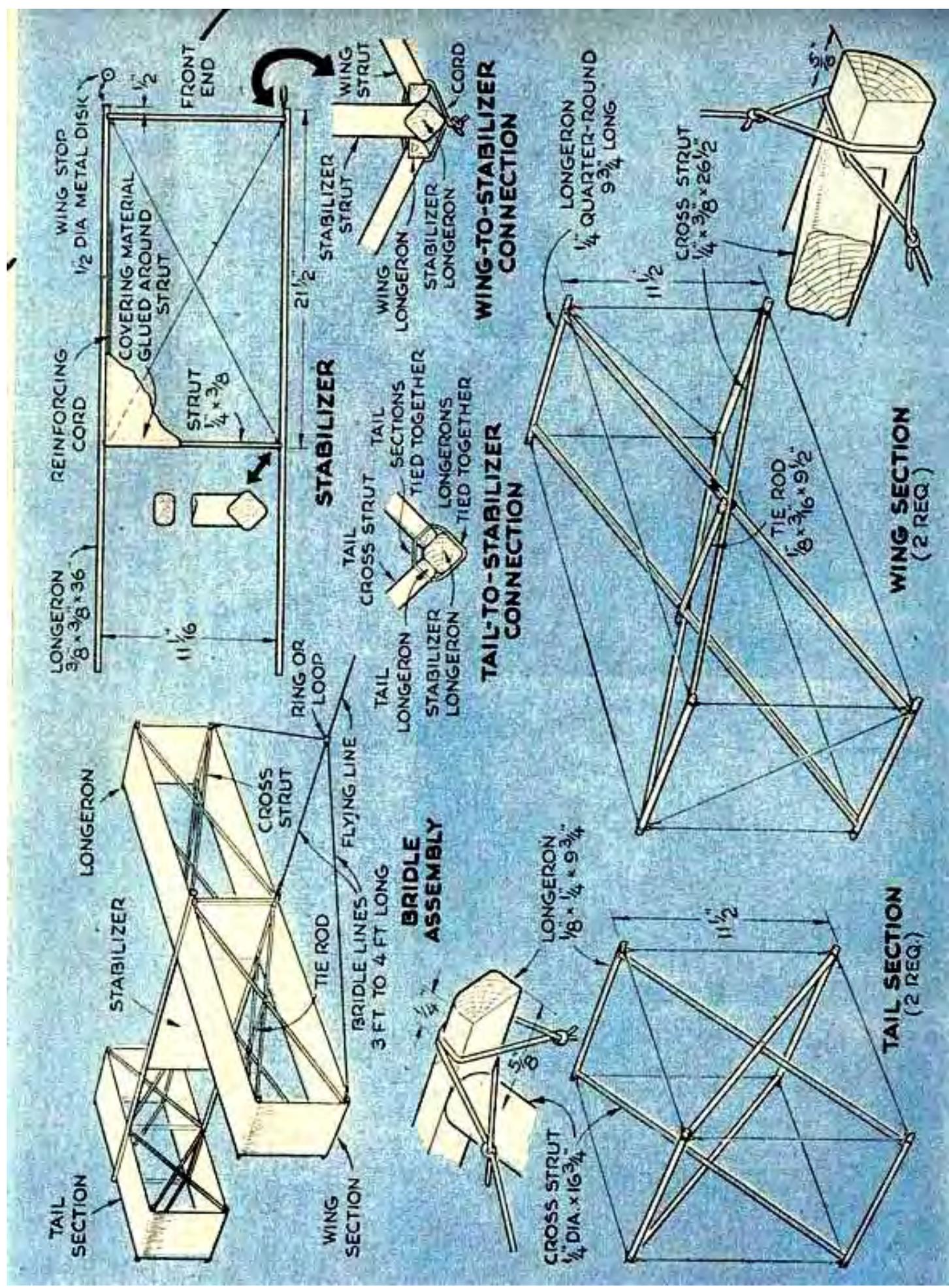


Above, how sailors launch a full-size barrage kite from the deck of a ship to ward off enemy bombers.

It is a good idea on flight expeditions to take along some spare covering material, cord, and quick-drying cement for making emergency repairs.



From Popular Science, Nov. 1944, pages 150-152



TAIL SECTION

LONGERON

STABILIZER

CROSS STRUT

FLYING LINE

BRIDLE LINES
3 FT. TO 4 FT. LONG

BRIDLE ASSEMBLY



TAIL SECTION
(2 REQ.)

11 1/2"

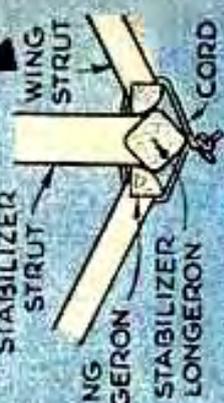
TAIL-TO-STABILIZER CONNECTION



STABILIZER

21 1/2"

WING-TO-STABILIZER CONNECTION



FRONT END

COVERING MATERIAL
GLUED AROUND
STRUT

1 1/16"

LONGERON
3/8 x 3/8 x 36

REINFORCING
CORD

WING STOP
1/2 DIA METAL DISK

1 1/2"

LONGERON
1/4 QUARTER-ROUND
9 3/4" LONG

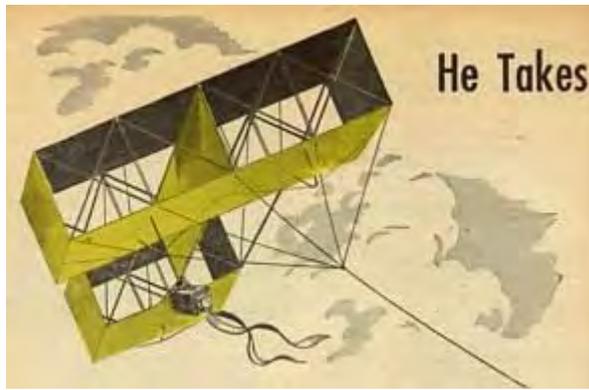
CROSS STRUT
1/4 x 3/8 x 26 1/2"

11 1/2"

TIE ROD
1/8 x 3/16 x 9 1/2"

WING SECTION
(2 REQ.)

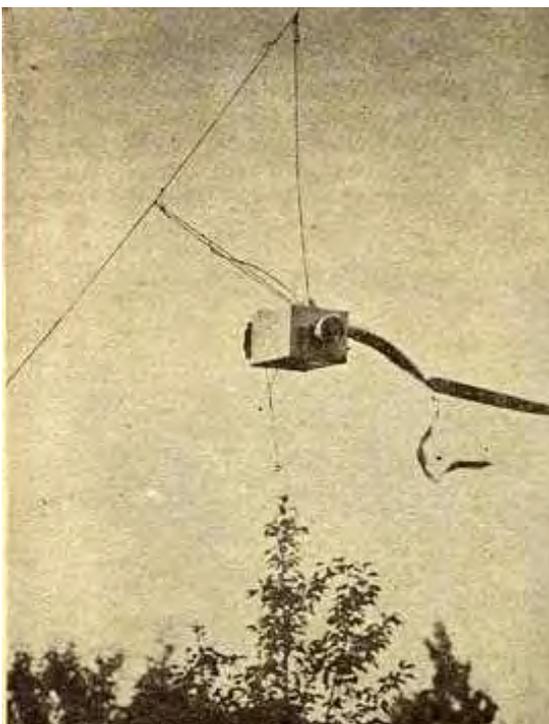
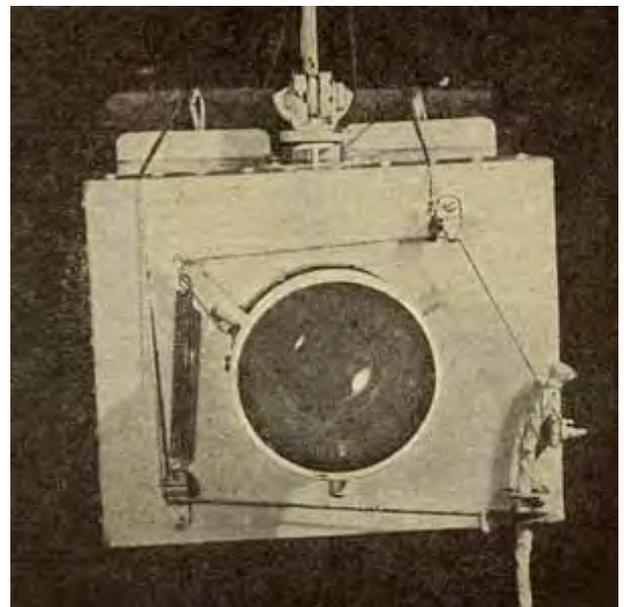




Two of the many aerial pictures that Crowell has taken with homemade cameras. The use of aluminum permits making a cut-film camera weighing 13 oz.

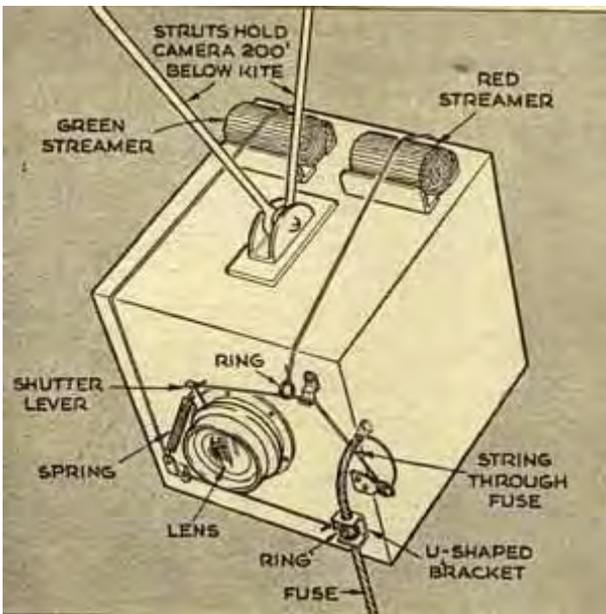
THE old stunt of using a kite to fly a camera aloft has been developed to a fine art by Frank S. Crowell, of St. Albans, N. Y. His homemade aluminum cameras, fitted with fuse-operated shutters, have flown to a height of 2,000', and Crowell explains that only the hazard of collision with planes has kept him from going higher on days when conditions were favorable for flying kites.

His 13-oz. cameras take 4" by 5" or 2 $\frac{1}{4}$ " by 3 $\frac{1}{4}$ " cut film, and the exposure is usually 1/300 or 1/400 sec. at f/16. A camera may be mounted either on the kite or on two aluminum struts 200' below, an arrangement that allows the camera to be reset without landing the kite.



Coming down, left, the camera trails the two warning streamers. In the close-up below, note how the fuse releases two separate signal strings in order.

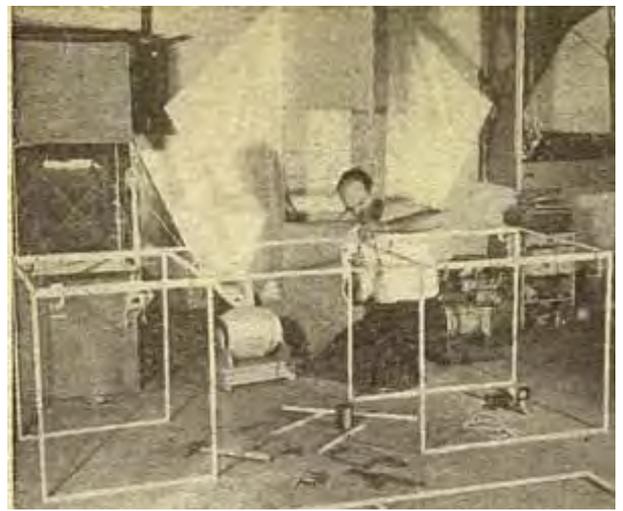
An ingenious signaling system tells Crowell what is happening aloft. A fuse, made by soaking plumber's cord in saltpeter and water, is cut to burn for a fixed length of time, and the camera sent up. One minute before the fuse trips the shutter, a green crepe-paper streamer is released to trail behind the camera, warning Crowell to hold the kite string for maximum steadiness. The moment the shutter has clicked, a red streamer tells Crowell that he may reel in.



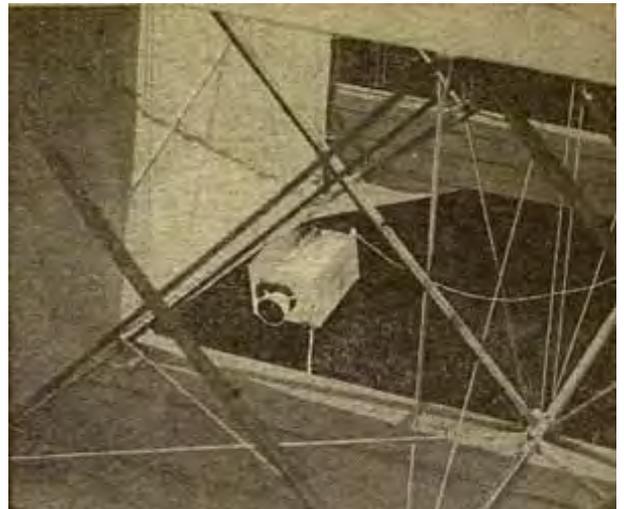
Schematic view of the shutter release and signals. A minute after the fuse frees the warning streamer, it burns through the spring-loaded shutter string.



Below is one of the geared reels Crowell has made. He has about 12,500' of cord



Here Crowell works on the center section of a 15' airplane kite, which is the biggest he has built.



Detail showing one method of camera mounting. The kite is an 8' barrage type from P.S.M. plans

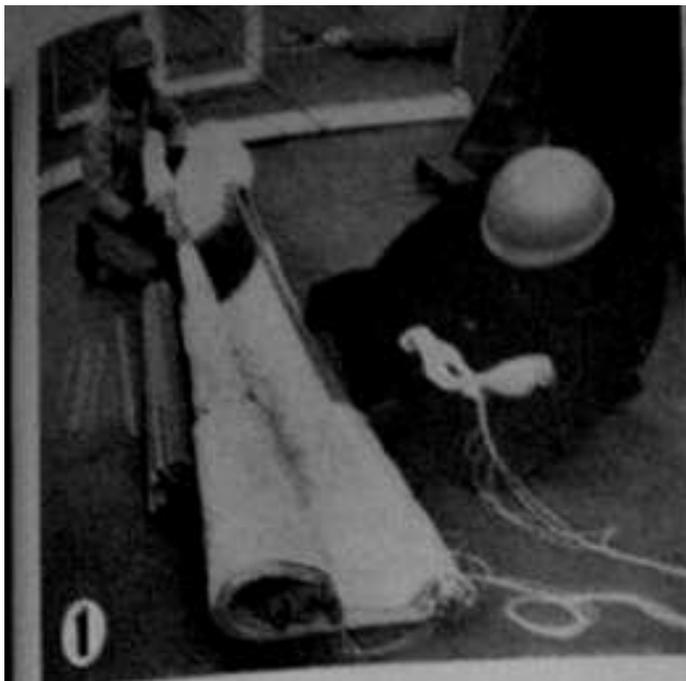


The 8' barrage kite is designed so that it can be taken apart and rolled up into a compact bundle. Three struts underneath are for protecting the camera during landings. The kite is a reliable performer.

From Popular Science, April 1946, pages

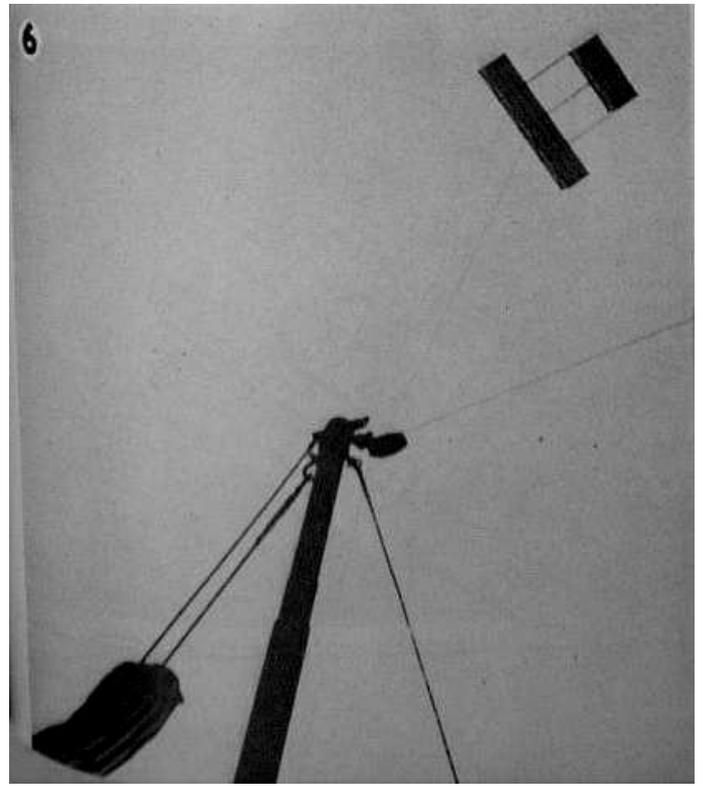
"Barrage Kites" Shield Convoys

Kites now comb the sky above our merchant ships, trailing in the paths of attackers the same kind of wire that is used on barrage balloons. The wire is invisible from a plane, but it will rip off a wing or foul a propeller. Knowing that, enemy airmen keep their distance. A kite is easier to launch and maneuver in a high wind than a balloon, does not slow a ship down so much, and costs less -- \$108 as compared with \$1,200 for a balloon. The box kites used are of aircraft fabric, with spruce struts and 2,000-foot lines. W/Bsn. H.C. Sauls, of the War Shipping Administration, experimented 12 years to perfect this type of kite, which was intended originally for displaying advertising signs. The Navy adopted it in 1941. Since then, more than 1,000 officers and seamen have been taught its use at the U.S. Maritime Service Kite and Barrage Balloon School in New York.



Two men can launch an antiplane kite in 10 or 11 minutes. The fabric is unfurled (1), and the 20 pieces are put together (2). Sailor puts in struts and the guideline is made fast (3). Men toss assembled kite from deck of the ship (4), and line is paid out from a winch (5) as it rises over the mast (6) to ward off enemy planes with its wing-shearing, propeller fouling cable.





Popular Science, August 1944, page 125



The International Dieppe Kite Festival 2016

The festival will be held on the lawns of Dieppe beach from 10th to 18th of September.

The theme of this new edition: Primary Arts

For any request send us an email to:

infos@dieppe-cerf-volant.org

A colorful festival

One of the main characteristics of the Dieppe Kite Festival is its international character with the attendance, to each edition, of **about forty invited countries**.

Every 2 years, there are **eight hectares of lawn between the city and the sea** which is available to the kite flyers and the public. This exceptional area forms a kind of natural amphitheatre.

Listed among the 300 biggest world events, in all categories taken together, this innovative festival presents all the kite disciplines. **The best teams and acrobatic kite pilots, the best creative artists, but also a wide panel of traditional kites are faithful to go** .

This free festival allows, thanks to many activities , to learn the construction within the framework of workshops, or piloting at sessions supervised by professionals. Specific activities are organized for the children, schools, and the underprivileged public such as the handicapped public . On the kite village, the contact with the official delegations is permanent.

This festival develops intercultural and innovative actions. It enables also to initiate an entire artistical work of creation and to promote world artists (sculpture, painting, music, etc.). The organizer team is also engaged in a reflection around the new technologies.

The festival of Dieppe, accessible to everyone, receive more than half million of visitors. It is considered today, given its international representation, as the biggest kite festival in the world. It provides the visibility and readability of the kite world heritage also the know which is linked to it.

The festival of Dieppe takes place every two years.

All inquiries to: Dieppe Capitale du Cerf-Volant - BP 142 - 76204 Dieppe Cedex - infos@dieppe-cerf-volant.org - www.dieppe-cerf-volant.org

General organizer / coordinnator: Sandrine Frébourg

The Story of the Festival

September 1980: First kite meetings in Dieppe: participation of a half-dozen of European countries. The meetings will be renewed every two years.

1986: The 4th meetings welcomes for the first time delegations from distant countries: Thailand and China.

1988: The 5th international meetings are presented as "the biggest European event of its kind", with the presence of 17 foreign delegations and receive a media recognition.

1990: 21 represented countries, 120.000 visitors come to the meeting of 400 kitefliers on the lawns of Dieppe.

1991: Creation of the association "Dieppe Capitale du Cerf-Volant" whose goal will strictly be the organization of the International Kite Festival of Dieppe.

1992: 7th International Kite Festival. 22 countries are represented. There are a total of 500 kitefliers on the lawns of the seafront. The charms of this event is conirmed with more than 150.000 visitors.

1994: The 8th International Kite Festival confirms its position, it is the most important in Europe with 25 represented countries.

1996: The festival will reach a fame never yet ranked in Europe with 300.000 visitors, 140 invited kitefliers, 1.000 attendee kitefliers and 30 represented nations.

1998 : Dieppe welcomes the World Cup of Acrobatic Kite, the world record of flight in team as well as the World Cup of Fighting Kite.

2000: Dieppe celebrates the end of the millenium with the company of 34 nations .

2002: The festival reaches the 400.000 visitors . An innovative edition with the presence of Lithuania and Finland. An amazing show, colourful with giant kite representations, Balinese dances and musics.

2004 : On the theme of the Woman, the festival reaches its apogee with 450.000 visitors . An 18% increase of the attending is noticed. Dieppe welcomes for the first time Tasmania and Morocco (first Maghreb country represented in Dieppe).

2006: On the theme of Fauna and Flora, the festival exceeds more than half a million visitors. Dieppe emphasizes the protection of the environment with the support of Nicolas Hulot Foundation. The festival, with the help of a Maori team, reconstitutes and introduces their traditional kites for the first time in the world.

2008: Dieppe turns its seafront into a giant stove of wind. The kites from all over the world come to play their most beautiful melody tuned on air to a kite string. Like in each edition, the festival is declined through hundreds of colours, on the theme of music and sound. The invited delegations make the public discover traditional instruments and music from their country (e.g.: didgeridoo).

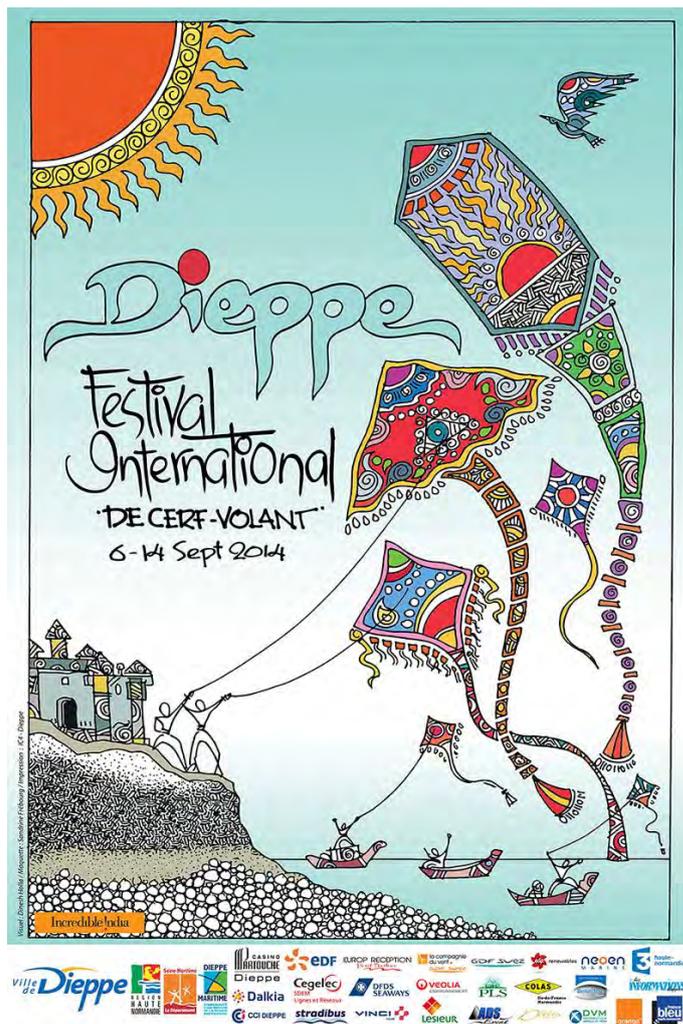
The Latin America, guest of honour: Papalote in Mexico, Barilete in Argentina and Guatemala, Volantín in Chile, Papagayo or Pavano in Nicaragua, Papelote in Honduras, Piscucha in Salvador and Nicaragua or also Cometa in many other South American countries (Colombia, Cuba, Ecuador, Panama, Peru, Uruguay), the kite is very popular in Latin America. Every country in Central and South America, has its own kite traditions. In 2008, the public could discover the inheritance linked with traditions and cultures from Latin America.

2010: Dieppe celebrates the 30 years of the festival. It is now ranked among the 300 largest global events. 44 countries gather for the event! Thailand is guest of honour and present the traditional kites: Chula Pakpao. The festival

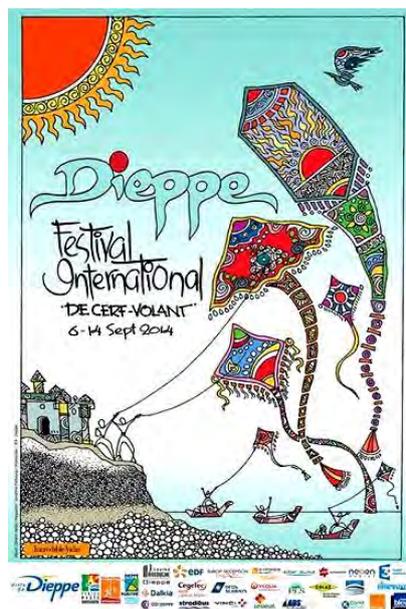
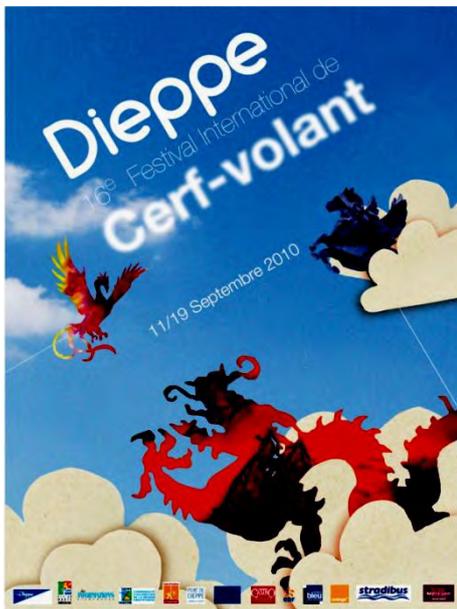
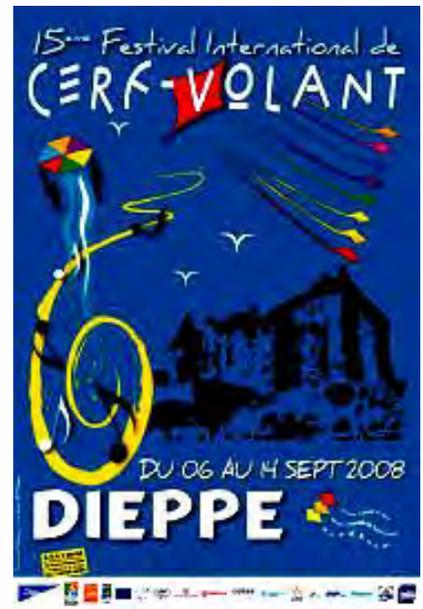
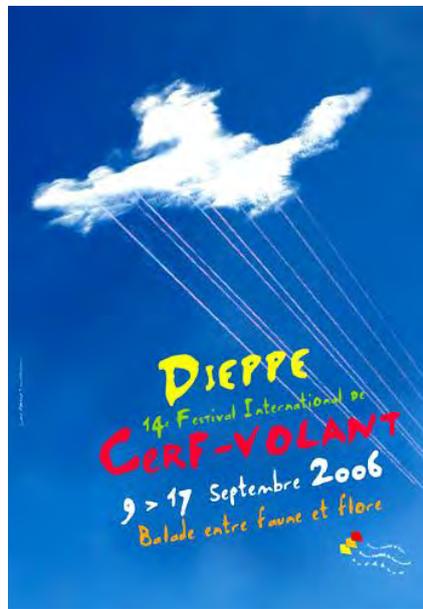
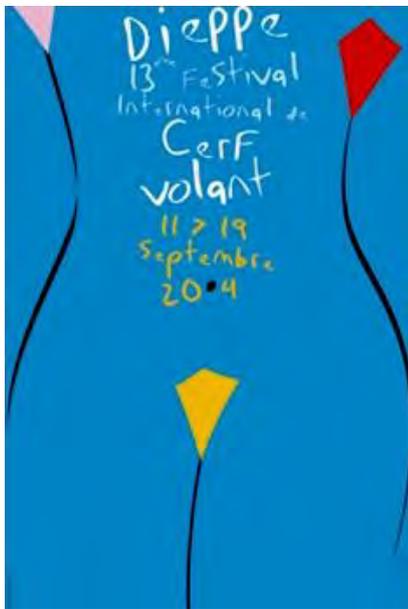
comes on the theme of "Flying Structures Not Identified."

2012: On the theme of the 5 elements, the festival maintains its leading position. The UK is brought to honor. "Pipe band", Irish dancers and traditional performances are showed on the scene. Dieppe hosts for the first time the Senegal (first country in Africa to present his kites on a festival in the world).

2014 : The Festival has welcome as guests of honour two nations, India and Indonesia.



Drawing : Dinesh Holla from the team "Mangalore" - India



European Air Gallery

The European Air Gallery is a unique collection of Edo Kites painted by European artists. The collection is now owned by North East Kite Fliers, a kite club based in the North East of England. The collection was a gift to the club in March 1998 from Sunderland City Council, who wanted these unique kites to stay in the North East and continue to be exhibited or flown at Sunderland's own International Kite Festival held at Washington, Tyne and Wear, UK, at the beginning of July each year.

The European Air gallery was an innovation promoted by Sunderland City Council early in 1994 when the first phase of the project was launched. The inspiration for the project came from the Hague Air Gallery in Holland where some years ago Gerard van der Loo in collaboration with Els Lubbers initiated a wonderful air gallery of Edo style kites painted by many well known Dutch artists. This original Hague Air Gallery gained an international reputation and was an inspiration to many kite makers and artists alike across the world.

Sunderland City Council with its team of enthusiastic workers from the Department of Education and Community Services found sponsorship for this project and this culminated in the production of 22 of these unique works of art. Gerard van der Loo gave guidance to the team and made the kite sails and frames at his kite shop, Vlieger Op in Holland. The project achieved its full potential during The Year of the Visual Arts in 1996. Sunderland City Council staff took the kites to many European venues to display and fly with the help of locally trained volunteers. In the UK, the kites have been displayed at a number of venues including Newcastle and Stanstead airports and in the Civic Centre and Central Library in Sunderland. Each year they have been flown at The Sunderland International Kite Festival.

In 1997 Sunderland City Council felt that the Kite Collection had achieved all the objectives set for the project and therefore the council offered the collection to North East Kite Fliers, the present owners of the Kites.

North East Kite Fliers accepted the gift and will endeavour to continue to promote the collection and Sunderland's role in the origination of the collection and the wonderful work done by the original team. The club will display or fly the kite whenever possible, in particular at Sunderland's International Kite Festival.

Basic technical information about the kites:

The kites are based on the Japanese Edo Kite with the sails made in rip-stop nylon.

The frames are made from detachable fibre glass and carbon fibre spars.

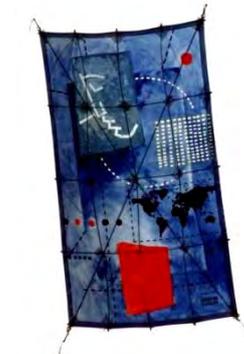
The kites are rectangular standing 2.4 metres tall and 1.4 metres wide.

The kites have 17 bridle/flying lines about 30 metres long, arranged in two groups, each terminating in a padded wrist strap, the top group ends in a red strap and when pulled causes the kite to climb, the other strap is yellow and is the handle for descent. The bridle lines all pass through a plastic grid to keep them separated and running free. The ascent and descent of the kites can be controlled using the two handles but very little control can be exerted on any lateral flight. This system of two handle control was devised by the Vlieger Op team in Holland.

The sails have been painted with a special Dupont paint Teflon, the brand name of the paint is Lucite Household Paint manufactured in Germany. It is imported into this country and is available in a limited range of colours but not in small tins. It is a water-based paint and in Holland the Dutch suppliers will mix almost any colour. Whilst it is an expensive paint probably around £12 to £15 a litre, a little goes a long way.

More details are available from the North East Kite Fliers Secretary: *Peter Heayns*

EUROPEAN AIR GALLERY



Soldiers in Japan take part in traditional Giant Kite Festival

May 9, 2012

Tetsuo Nakahara, U.S. Army Garrison Japan Public Affairs



CAMP ZAMA, Japan (May 9, 2012) -- An annual traditional event in Japan that centers around the construction and flight of massive kites involved participation this year from more than 40 Soldiers and family members assigned here.

Representatives from the 35th Combat Sustainment Support Battalion took part in the Sagami Giant Kite Festival held May 5 at the nearby Sagami River, and were successful in getting their hand-built apparatus airborne during the unique and exciting cultural event.

Members of the 35th CSSB initially assembled the 18-square-foot frame of their kite in March of last year, using more than 100 bamboo poles. They were assisted by members of the Sagami Giant Kite Preservation Association, or SGKPA, who helped them cut the bamboo poles from a forest of the stalks located on Camp Zama.

The 2011 Giant Kite Festival was canceled due to the 9.0-magnitude earthquake and subsequent tsunami that struck northeastern Japan in March, earlier that year. The 35th CSSB had thus been waiting for more than a year to fly their kite, and their debut on Saturday marked the first time in the festival's history that the U.S. Army has taken part in the event.

The weather on Saturday was a welcome and ideal mix of clear skies and strong winds, following a week-long bout of rain throughout the area.

While constructing the kite, the 35th CSSB Soldiers and SGKPA members decided to paint the words "Ichidan" -- or "One Team," also the

motto of U.S. Army Japan -- and "Samurai" in Japanese characters on the kite's paper body.

"We're very excited and honoured to be a part of this festival," said Lt. Col. Joseph O. Ritter, 35th CSSB commander. "We relied upon the SGKPA members to help us out, and we really needed to work together with them and follow their lead, because we had never flown a kite before."

"It was a big challenge, but everyone worked together to get the kite up in the air, from building it to learning how to fly it," added Ritter. "The culture of Japan is very unique and very beautiful. This is just another significant part of the culture of Japan."

With help from their Japanese friends, the Soldiers and family members got their kite in the air on their first attempt. After catching a gust of wind, they pulled the kite's thick rope line against in unison and ran backward. After two attempts, they managed to keep their kite in the air for a personal best time of seven minutes.

"I think this kite has a lot of pull -- very tough, very strong -- you need more strength than you do [with] the little kites in the states," said Sgt. 1st Class Brian Reeder, assigned to the 35th CSSB. "[This festival] was great way to bring about a better understanding of the Japanese community and of us. It added to my adventure here in Japan, because it's something I never got to do in my lifetime [before]."

The main event of the festival was the 43-square-foot giant kite, which weighed one ton and required more than 100 men to lift it into the air. The massive kite remained airborne for a recorded time of 28 minutes, 50 seconds.

"I think the 35th CSSB members did a wonderful job for their first time flying a giant kite," said Kazuhide Nishiyama, a native of the Shindo district in nearby Sagamihara City, and chief builder of the Sagami giant kite. "I remember their rope work when tying the frame together was great when they built the kite last year. They also have great teamwork.

"This was a great opportunity for them to

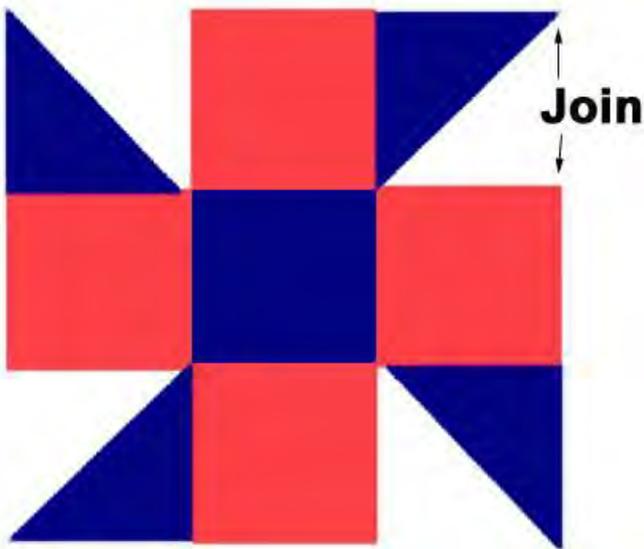
experience the Japanese culture and our traditions, especially since they are our neighbours," added Nishiyama. "And I also appreciate them attending this festival and displaying a good understanding of that culture."



From 10inch Squares to Robotrolls

With apologies for the (old money) measuring.

The Idea for the Spinning Cargo Chute Was Paul Morgans of Skybums. Paul came up with adding the extra Triangles to make the thing spin and it was seeing one of these that started us off. I thought it looked fairly easy to make and Ivan wanted two to spin in opposite directions. So Ivan arrived one Thursday morning with a 10inch square, and a triangle. We put the two chutes together (he cut I sewed) in a few hours.



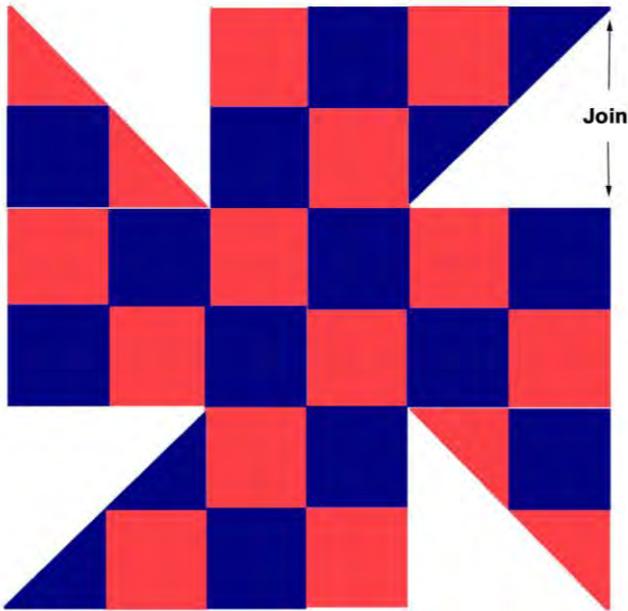
The sequence was easy to work out. Just join the three squares and sew the joints flat. Then hem the long edge of the triangles and attach them to the squares. You can then hem and sew flat across the whole piece in one go. Then join the point of the triangle to the edge of the square with a bit of overlap for strength. Next hem the outer edge all the way round and add a tape tab at every junction. Bridle length is about one and a half times the diameter of the chute.

So it's the next Thursday and Ivan arrives with a 4inch, 6inch and 8inch Squares and Triangles and... Dave looks to the heavens. Anyhoo... we made these up over two days and very nice they looked. As Ivan was going out of the door I asked if he could make me up a 12inch (30cm) Square and Triangle.... Ivan rolled his eyes to the heavens. But being Ivan he kindly cut the 12inch triangle and the square and delivered it as he was passing to go to Roden Garden Centre Fly-in on the Sunday. Well the 12inch was even easier to make than the 10, it only took two hours to complete....But to me it still was not big enough.

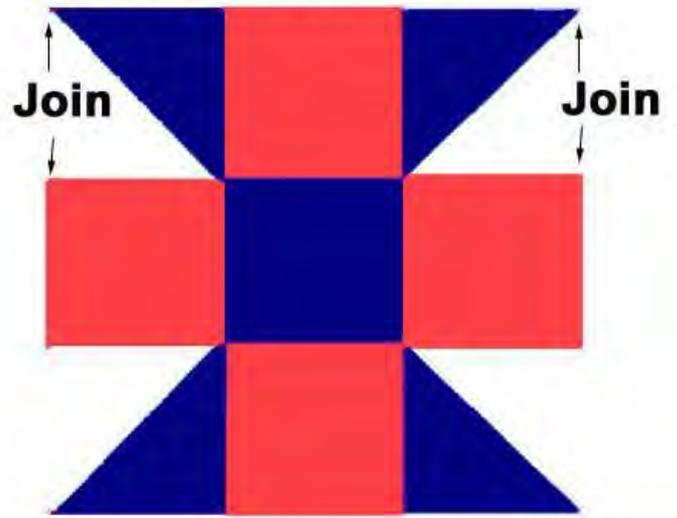


4,6,8,10 and 12inch

We cut 28 squares and I sewed them into 7squares 4 squares across. Cut one of them across the blue squares and one across the red to make a harlequin version. I think this produced quite a good looking piece of line junk. It has a lot less drag than a similar sized Bol but needs more wind to keep filled.



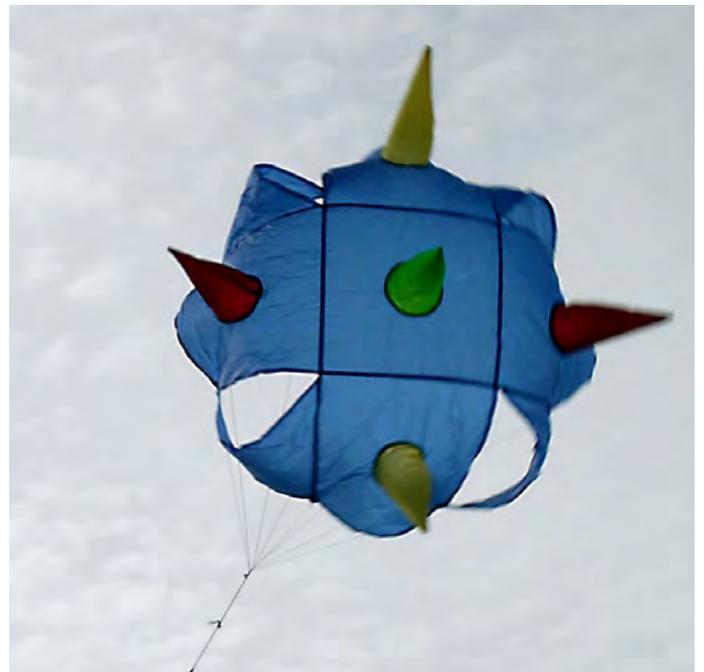
Teddy Bear Chute



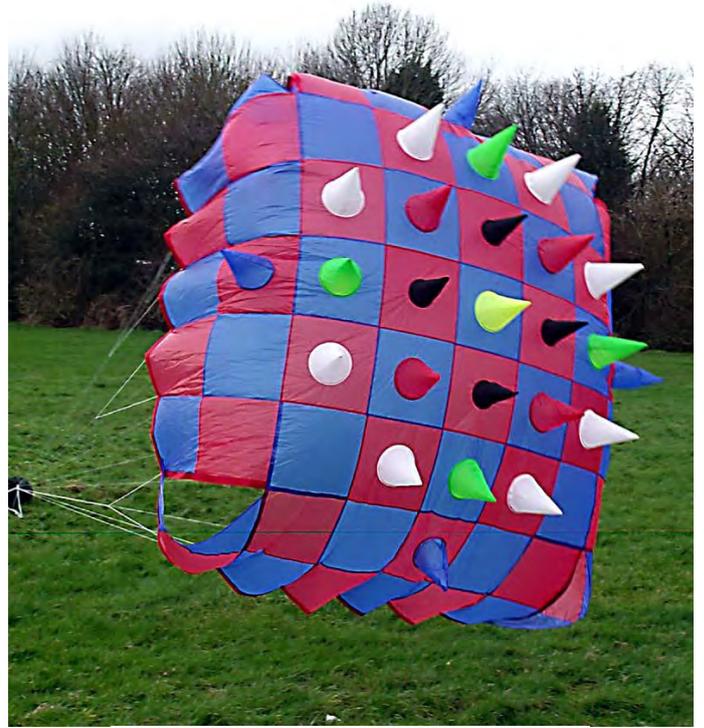
Now we fancied building a spikey bol but I haven't sewn spikes since I made a blue hedgehog ... many years back. To practice my spike making I returned to the 12inch Square and marked an 80mm hole made a spike pattern. I also tried a CD sized hole which was easier to sew but not good in proportion to the bol we wanted to make. The now spare spikes were sewn into a chute with some extra triangles. It made a sort of crown shaped thing which looks ok.



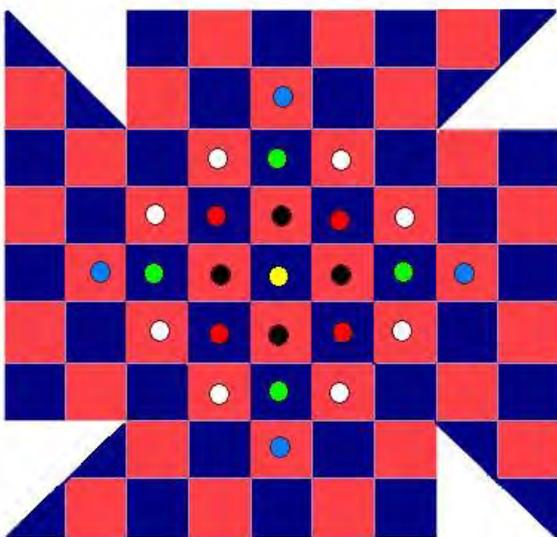
Ivan and I made a non spinning teddy bear parachute which had so much lift I nearly lost a perfectly good pair of socks which were standing in for the bear.



I still wasn't ready to try doing the spiky bol as I wanted my point sewing to be a bit better as it was..... rough. I hit on the idea of turning the central square of the chute into a cube with spikes on which worked ok.



Then I had the (Mad) idea of turning one of the outer faces of the cube into a robot face and there was Robotroll.....Crazy. Finally I had a lot of practice squares left so I added a few and sewed together the...thing which John Ryan has christened "The bed of nails".



Paul Morgan thinks that the bed of nails shape could be adapted to make a play sail. So, I have just finished sewing the 96 points for the bol and we had a lot of fun on the way there.

Dave Salmon and Ivan Sheffield.

DAVE SALMON PRACTISES AT COFTON PARK ONE MAN, TWO KITES, FOUR LINES.....



KITE FLYING EVENTS IN FRANCE

'Kite Calendar' details are available from;
<http://affichescv.free.fr/-/calendrier>

KITE FLYING EVENTS IN BRITAIN

'Kite Calendar' details are available from;
<http://www.kitecalendar.co.uk>

KITE FLYING EVENTS IN ITALY

'Kite Calendar' details are available from;
<http://vulandra.altervista.org/ita/calendario>

KITE FLYING EVENTS IN AMERICA

'Kite Calendar' details are available from;
kite.org/activities/event/events-calendar
(Please remember that most British insurances do not cover you for kite flying in the States. Contact the AKA for cover details....Ed.)



Events 16-19 June

Kite Flying At Calke

SUN 19

Bring a kite or make one in a workshop, then take it out for a fly. Calke Abbey, Ticknall, Derbs.
nationaltrust.org.uk

WAITROSE WEEKENDING MAGAZINE

**FREE EVENT
NEW FOR 2016**

**TEL FORD
KITE
FESTIVAL**

SUNDAY 4 SEPTEMBER [11AM-4PM]
QEII ARENA, TELFORD TOWN PARK

LET'S GO FLY A KITE...
with all the family in Telford Town Park

KITE FLYING DISPLAYS
BUILD YOUR OWN KITE WORKSHOPS
WITH HELP FROM KITE ENTHUSIASTS
BRING A PICNIC
FOOD AND DRINK STALLS

www.discovertelford.co.uk
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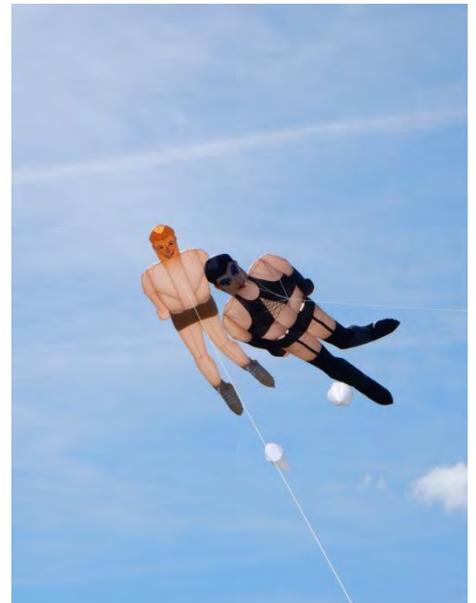
Discover Telford

JOLLY-UP 18 23rd & 24th APRIL 2016

A personal view by Bill Souten



Not what you want to see after a few beers....



Introducing the boys from Bristol....



I usually go to see my Mother after the Jolly-Up



Fantastic to see an 'Old Friend' flying again....

Los Angeles Kite Tournament

The Third Annual Kite Tournament of the Los Angeles City School District was held April 3, 1909. It was a glorious day but the wind was quite uncertain, changing from a northerly direction in the morning to a southerly direction in the afternoon. The tournament began at about 2 o'clock; some of the boys brought their lunch and were on the grounds by eight in the morning. There was not sufficient breeze at the beginning to support the large kites and it looked quite discouraging, these kites only pulling about 2 lbs., but by three o'clock some of the kites began to break away and our fears were removed.

It was a magnificent sight when all the various creations of colour, shape and energy were exhibited. The interest is ever increasing with both the children and the parents and a great assembly was present to witness the contest. Larger kites and more complex construction were attempted than heretofore. A good start was made on trussed construction and interest did not cease with the tournament. Many are planning to secure a prize next year. One kite had a windmill inside its frame which gave motor power to work a lever which caused a head to wag above the kite. One example of the sort is enough to start a whole new field of possibilities. Electricity will probably be used for a similar purpose next year. Simple diplomas stating the feat in which the contestant excelled were given to the victors. The diplomas were 5 1/2 in. x 8 1/2 in., printed with brown ink on a light tan paper.



Second Prize, Artistic Kite - Tournament of 1909, Los Angeles, California.

A number of girls entered this year but do not like to compete with the boys except in artistic make-up and decorative features, so a number of feats exclusively for girls will be added next time. The small boy too is hard pressed and so a place will be given for fifth grade and under.

The spirit of the whole occasion was excellent - no bitter strife of one school with another - each child enthusiastic about the whole affair, and all the thousands of children, while excited, were genteel and happy.

Many a boy works on his kite for a month or more. At first, some of the members of the family will be very indifferent, but by the time the kite is finished, father, as well as the rest, is making suggestions, and they turn out in full force to see Bobbie win the prize. Sometimes the simpler kites with inexpensive materials are superior to the opposite. In nearly every case there is a very willing submission to the decision of the judges. In a race, one wins and the others must lose, so the children are learning valuable lessons for life in their own contests.

The larger boys try for the difficult feats of skill and strong pulling. Two kites seemed almost alike, but when the scales were applied one pulled 34 pounds while the other registered but 28 pounds. This comparison brought out further study in which it was found that one had a curve that the lighter puller did not have.

Only two yachts were in condition at the time for the race, then one of the kites kept breaking away so the one left made its ascent of 400 feet where the sail was tripped and the yacht spun down to its proud owner, making the round trip in about 2 1/2 minutes.

Perhaps the most exciting feat was the quarter mile dash. Out of ten entries but seven started; the string was all measured and handed to the boys at the time for starting. Each boy was to start his kite, play out 1320 feet of string, and when it was all out he could attach it to a reel and wind it in as fast as possible. Each boy was entitled to one helper and they were timed by one of the judges. Policemen kept the crowd back from the lines. Very soon three kites were far in the lead, some getting mixed up, one failing to carry all the string, etc. See! one is at the end of his string and is winding in; now another is winding in; the third, soon after starting to wind in, catches his kite way out in

yonder tree, and snap goes the string! The other two are working to their limit, one winding in a little over a yard at each turn; up the kites mount in the sky; now to this side, now to that; they are being pulled unmercifully. Now one is nearly overhead! Noisy? No; the excitement is too great to even yell. Here comes the first one right down with a bang on the heads of the spectators. It is not allowed to remain there, however, but is dragged right into the reel. The second follows hard after, and so the race is over. There was a prolonged yell about this time, Nat Stockwell of the Union Avenue School had won first place, and Elgin McNarry of McKinley Avenue second. The crowd about the boys shut off all breeze and to say that the boys perspired freely is putting it very mildly.

A real glider was brought on by one of the boys; it was very interesting at the time, and also instructive for next year's construction. An attempt was made to glide for a short distance but a gust of wind caught the aeroplane and forced one corner to the ground, snapping off a post.

One event looked very serious for a time but had no serious consequences. A lad had entered the wireless competition and had laid good plans; he had aluminum wire for a conductor from his kite and had the ground wire attached to a water hydrant. A gust of wind, however, snapped his kite loose and let the wire drop across the trolley wire.



An Old Bicycle Brought Into Service In The Los Angeles Tournament.

When the kite broke loose he became confused and got tangled in his wire. The current was sufficient to stun him and he fell. As soon as he was removed he revived and was taken home immediately. The boy claims he did not have any bad effects from the shock. This is reported that others may be cautious how they handle wire kite lines near trolley systems. The program of the tournament was as follows:

Group I. - a. Bird kite; b. Insect kite; c. Artistic kite; d. Best decorated kite; e. Animal kite; f. Man kite; g. Suspended Figures; h. Star kite.

Group II. - a. Strong puller (over 3 1/2 feet); b. Strong puller (under 3 1/2 feet); c. Yacht race; d. Quarter mile dash; e. Parachutes; f. Kite antics; g. High flyer.

Group III. - a. Balloon ascension (endurance); b. Balloon ascension (beauty); c. Wireless operations; d. Photograph from kite; e. Dragon kites; f. Aeroplane as kite; g. Real glider.

Group IV. - a. Smallest plain kite; b. Smallest box kite; c. Quick construction of kite; d. Kites with moving parts; e. Best invention; f. Reels; g. Windmill kites.

A few of the winners are shown by the photographs, but the colours are missing, a very important feature in the kite's appearance.



This article is from the book "The Construction And Flying Of Kites", by Charles M. Miller.

Available as a free download – just google the title..... Ed.



Fotokite



Intuitive Control

The tether provides a safe, intuitive way to fly. The visible, load-bearing physical link allows clear visual accountability for bystanders and property owners.



Usability

Delivered in compact, carry-on cases, both the Fotokite Phi and the Fotokite Pro are built for immediate operational use. They can be flown by a novice after only 5min of training.



Safety

Thanks to the physical tether, Fotokite is more an intelligent kite than a drone. It is welcomed by safety experts as a safe, more reliable way to access aerial perspectives.



Unlimited Flight

A specialty of the Fotokite Pro: the tether is used to supply power from the ground, allowing the user to fly for hours

Further details from
Perspective Robotics AG
www.fotokite.com



WARNING TO MEMBERS

Having been asked by several individuals, I must warn members that the clubs insurance does not cover the use of this type of 'kite'. If indeed it is a 'kite'.
Ed.



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

- Sunday 3rd January 2016
- Sunday 7th February 2016
- Sunday 6th March 2016 (Mothering Sunday)
- Sunday 3rd April 2016
- Sunday 1st May 2016
- Sunday 5th June 2016
- Sunday 3rd July 2016
- Sunday 7th August 2016
- Sunday 4th September 2016
- Sunday 9th October 2016 - OSOW
- Sunday 6th November 2016
- Sunday 4th December 2016

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.



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



LEOMINSTER & HEREFORD KITE FESTIVAL
BERRINGTON HALL, LEOMINSTER, HR6 ODW
Saturday 16th & SUNDAY 17th JULY 2016

Contact Bill Souten of the Midlands Kite Fliers for full details
52 Shepherds Court, Droitwich Spa, Worcestershire, WR9 9DF.
bill.souten@mkf.org.uk ☎ 07840800830

MIDLANDS KITE FLIERS CLUB KITE FLY-IN SCONCE AND DEVON PARK SUNDAY 10th JULY 2016

Sconce and Devon Park, Boundary Road, Newark, Nottinghamshire, NG24 4AU

Sconce and Devon Park is easily reached from the roundabout on the A 46 by taking the B6166 / Farndon Road into Newark. Amenities include good toilets and a lovely cafe run by local charities.

Kite Fliers are asked to access Sconce and Devon Park by the entrance opposite the **Spring House Pub** on the Farndon Road. There is a small parking area, and weather permitting we may be able to park on the grassed area.



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MIDLANDS KITE FLIERS KITES OVER CROOME SUNDAY 28th AUGUST 2016

Croome D'Abitot, Nr High Green, Worcester, WR8 9DW



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DESIGNED BY JACOBSON AND PARKER

TELFORD TOWN PARK FESTIVAL OF KITES

SUNDAY 4th SEPTEMBER 2016
Queen Elizabeth II Arena, Telford Town Park
Telford, Shropshire, TF4 3NZ. (Sat Nav use TF3 4BZ)



CAP 393
All Navigation: The Order
and the Regulations
TODAY'S HEIGHT
LIMIT WILL BE
500 feet
MIDLANDS KITE FLIERS

MIDLANDS KITE FLIERS ACCESS TO TOWN PARK

From the A4169 / Queesway take the B4373 /
Castlefields Way to Southall Road.
At the first roundabout exit right on to
Hinkshay Road / Dark Lane.
Continue into the park and follow the MKF Signs.



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MIDLANDS KITE FLIERS KEDLESTON HALL 13th ANNUAL KITE DAY SUNDAY 18TH SEPTEMBER 2016

Quarndon, near Derby, D22 5JH



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email: chairman@mkf.org.uk - 07840800830



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BASED ON A PAINTING BY MARGARET STERMER-COX

MIDLANDS KITE FLIERS 'ONE SKY ONE WORLD' WORLD KITE FLY FOR PEACE RUFFORD ABBEY COUNTRY PARK SUNDAY 9th OCTOBER 2016

Ollerton, Nottinghamshire, NG22 9DF.



MIDLANDS KITE FLIERS OF GREAT BRITAIN
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MIDLANDS KITE FLIERS ANNUAL GENERAL MEETING

SUNDAY 20th NOVEMBER 2016

****CHANGE OF VENUE****

APEDALE COUNTRY PARK CENTRE
Blackbank Road, Knutton, Newcastle Under Lyme, Staffordshire, ST5 6AX

ADVANCED WARNING



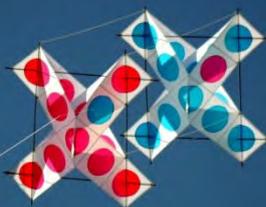
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Shropshire Kite Festival 2016

23rd and 24th July
Lacon Childe School
Love Lane
Cleobury Mortimer
Shropshire
DY14 8PE



raffle
kite stall
competitions
camping on site

www.skybums.com 01939 234486 kites@skybums.com

Shropshire Kite Festival 2016 will take place on 23rd and 24th July 2016. The site is situated at Lacon Childe School, Love Lane, Cleobury Mortimer DY14 8PE. Those of you that have been know that Cleobury Mortimer is a quaint little town with a host of excellent cafes, Hotels, B&Bs, take-aways, restaurants, Butchers and shops not to mention the excellent views. It is an excellent site which is situated next to all the above amenities and near to the Hobsons Brewery. The site has three fields available to us, excellent facilities i.e. showers and toilets. Camping is available from Friday afternoon until Monday morning for the very reasonable price of £20 for campervans and caravans and £15 for tents for the duration. This is definitely a site not to miss and we look forward to seeing everybody there.



Seen recently in Homebase
Orange cord winder 374107
£1 98 each.....

Maybe of interest to some kite fliers!!!?

A WORLD WITHOUT STRING IS CHAOS

RUDOLF SMUNTZ - MOUSE HUNT 1997



MIDLANDS KITE FLIERS

CALENDAR OF EVENTS - 2016



	M	T	W	T	F	SATURDAY	SUNDAY
JULY					1	2 2nd BOGNOR REGIS KITE FESTIVAL, WEST PARK, BOGNOR REGIS, WEST SUSSEX. 7th INTERNATIONAL Vliegerfest Twenterand, Overijssel, Holland	3 MKF FLY-IN COFTON PARK, LONGBRIDGE, BIRMINGHAM. B31 2BQ 2nd BOGNOR REGIS KITE FESTIVAL, WEST PARK, BOGNOR REGIS, WEST SUSSEX. 7th INTERNATIONAL Vliegerfest Twenterand, Overijssel, Holland
	4	5	6	7	8	9 38TH BRIGHTON KITE FESTIVAL, STANMER PARK, BRIGHTON, BN1 9SE.	10 MKF FLY-IN SCONCE & DEVON PARK, BOUNDARY RD, NEWARK, NG24 4AU 38TH BRIGHTON KITE FESTIVAL, STANMER PARK, BRIGHTON, BN1 9SE. WHKF FLY-IN BARBURY CASTLE COUNTRY PARK, NR SWINDON, WILTSHIRE.
	11	12	13	14	15	16 LEOMINSTER & HEREFORD KITE FESTIVAL, BERRINGTON HALL, LEOMINSTER. HR6 0DW	17 LEOMINSTER & HEREFORD KITE FESTIVAL, BERRINGTON HALL, LEOMINSTER.
	18	19	20	21	22	23 SKY BUMS -SHROPSHIRE KITE FESTIVAL, CLEOBURY MORTIMER, SHROPSHIRE.	24 SKY BUMS -SHROPSHIRE KITE FESTIVAL, CLEOBURY MORTIMER, SHROPSHIRE.
	25	26	27	28	29	30 5TH ST ANNES KITE FESTIVAL, ON THE BEACH, ST ANNES, NR BLACKPOOL. 16TH DUNSTABLE DOWNS KITE FESTIVAL, WHIPSNAD RD, DUNSTABLE, LU6 2GY. FAR HORIZONS INT KITE WEEKEND, BEVERLEY RACECOURSE, YORKSHIRE, HU17 8GZ	31 5TH ST ANNES KITE FESTIVAL, ON THE BEACH, ST ANNES, NR BLACKPOOL. 16TH DUNSTABLE DOWNS KITE FESTIVAL, WHIPSNAD RD, DUNSTABLE, LU6 2GY. FAR HORIZONS INT KITE WEEKEND, BEVERLEY RACECOURSE, YORKSHIRE, HU17 8GZ
AUGUST	1	2	3	4	5	6 19 NORTH HANTS KITERS JOLLY-UP, CLIDDES DEN, BASINGSTOKE, HANTS, RG25 2JL	7 MKF FLY-IN COFTON PARK, LONGBRIDGE, BIRMINGHAM. B31 2BQ 19 NORTH HANTS KITERS JOLLY-UP, CLIDDES DEN, BASINGSTOKE, RG25 2JL
	8	9	10	11	12	13 PORTSMOUTH INTERNATIONAL KITE FESTIVAL, SOUTHSEA COMMON, PORTSMOUTH. TESTON BRIDGE KITEABILITY KITE WEEKEND, TESTON LANE, MAIDSTONE, ME18 5BX. 5TH PRUDHOE KITE FESTIVAL, HIGHLAND PARK, PRUDHOE, NE42 6EY	14 PORTSMOUTH INTERNATIONAL KITE FESTIVAL, SOUTHSEA COMMON, P.MOUTH. TESTON BRIDGE KITEABILITY KITE WEEKEND, TESTON LN, MAIDSTONE, ME18 5BX. 5TH PRUDHOE KITE FESTIVAL, HIGHLAND PARK, PRUDHOE, NE42 6EY
	15	16	17	18	19	20	21 20TH HUNSTANTON KITE FESTIVAL, SMITHDON SCHOOL, NORFOLK. PE36 5HY NKG FLY-IN THE BEACH, LEISURE CENTRE FLEETWOOD, LANCASHIRE, FY7 6HF
	22	23	24	25	26	27 6TH LEBA INTERNATIONAL KITE FESTIVAL, BEACH FRONT LEBA, POLAND. EXMOUTH KITE FESTIVAL, IMPERIAL RECREATION GROUND, EXMOUTH, DEVON, EX8 1DG	28 CROOME KITE DAY, CROOME NT, NR HIGH GREEN, WORCESTER, WR8 9DW 6TH LEBA INTERNATIONAL KITE FE8 9DW, STIVAL, BEACH FRONT LEBA, POLAND. EXMOUTH KITE FESTIVAL, IMPERIAL RECREATION GROUND, EXMOUTH, EX8 1DG
	29 B.H	30	31				
SEPTEMBER				1	2	3 NAT. MUSEUM OF FLIGHT KITE FEST, EAST FORTUNE AIRFIELD, EDINBURGH, EH39 5LF.	4 TELFORD TOWN PARK FESTIVAL OF KITES, TELFORD, SHROPSHIRE. TF3 4BZ NAT. MUSEUM OF FLIGHT KITE FEST, EAST FORTUNE AIRFIELD, EDINBURGH, EH39 5LF.
	5	6	7	8	9	10 DIEPPE CAPITALE DU CERF-VOLANT 2016, THE SEAFRONT, DIEPPE, FRANCE 10TH -18TH SEPT	11 DIEPPE CAPITALE DU CERF-VOLANT 2016, THE SEAFRONT, DIEPPE, FRANCE WHKF FLY-IN, BARBURY CASTLE COUNTRY PARK, NR SWINDON, WILTSHIRE. HOGHTON TOWER KITE FESTIVAL, NR BLACKBURN, LANCASHIRE, PR5 0SH WICK COUNTRY PARK KITE FESTIVAL, WICKFORD, ESSEX, SS129PQ
	12	13	14	15	16	17 DIEPPE CAPITALE DU CERF-VOLANT 2016, THE SEAFRONT, DIEPPE, FRANCE	18 13TH KEDLESTON KITE DAY, KEDLESTON HALL, QUARNDON, DERBY, DE22 5JH DIEPPE CAPITALE DU CERF-VOLANT 2016, THE SEAFRONT, DIEPPE, FRANCE
	19	20	21	22	23	24	25 WAKEFIELD KITE DAY, HEATH COMMON, WAKEFIELD, YORKSHIRE. WF1 5SL THE CAPSTONE FESTIVAL, CAPSTONE COUNTRY PARK, CHATHAM, KENT, ME7 3JG.
	26	27	28	29	30		
OCTOBER					1		2 EXKITEMENT, APEDALE COMMUNITY PARK, NEWCASTLE UNDER LYME, ST5 7LB
	3	4	5	6	7	8	9 OSOW - COFTON PARK, LONGBRIDGE, BIRMINGHAM, B31 2BQ. OSOW - RUFFORD ABBEY COUNTRY PARK, OLLERTON, NOTTS. NG22 9DF. OSOW - NUMEROUS OTHER SITES AROUND THE WORLD
	10	11	12	13	14	15 WHKF Ralf Maserski Workshop, Hook Village Hall, Wiltshire, SN4 8EF	16 WHKF Ralf Maserski Workshop, Hook Village Hall, Wiltshire, SN4 8EF NKG LIGHT UP THE SKY, OTTERSPOOL, SOUTH LIVERPOOL, MERSEYSIDE.
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
31							
NOVEMBER		1	2	3	4	5	6 MKF FLY-IN COFTON PARK, LONGBRIDGE, BIRMINGHAM. B31 2BQ
	7	8	9	10	11	12	13 REMEMBERANCE SUNDAY
	14	15	16	17	18	19	20 MKFAGM @ APEDALE COMMUNITY PARK, NEWCASTLE UNDER LYME, ST5 7LB.
	21	22	23	24	25	26	27
	28	29	30				
DECEMBER				1	2	3	4 MKF FLY-IN COFTON PARK, LONGBRIDGE, BIRMINGHAM. B31 2BQ
	5	6	7	8	9	10	11 WHKF, BARBURY COUNTRY PARK, NR SWINDON, WILTSHIRE. NKG XMAS FLY-IN, OTTERSPOOL, SOUTH LIVERPOOL, MERSEYSIDE.
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26 B.H	27 B.H	28	29	30	31	

As with any calendar of future events please check with the organisers before travelling any distance.