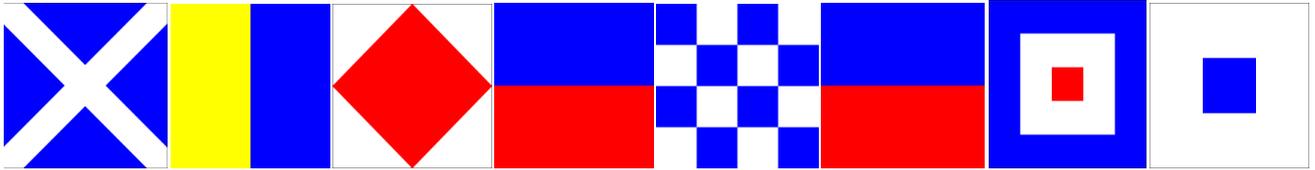
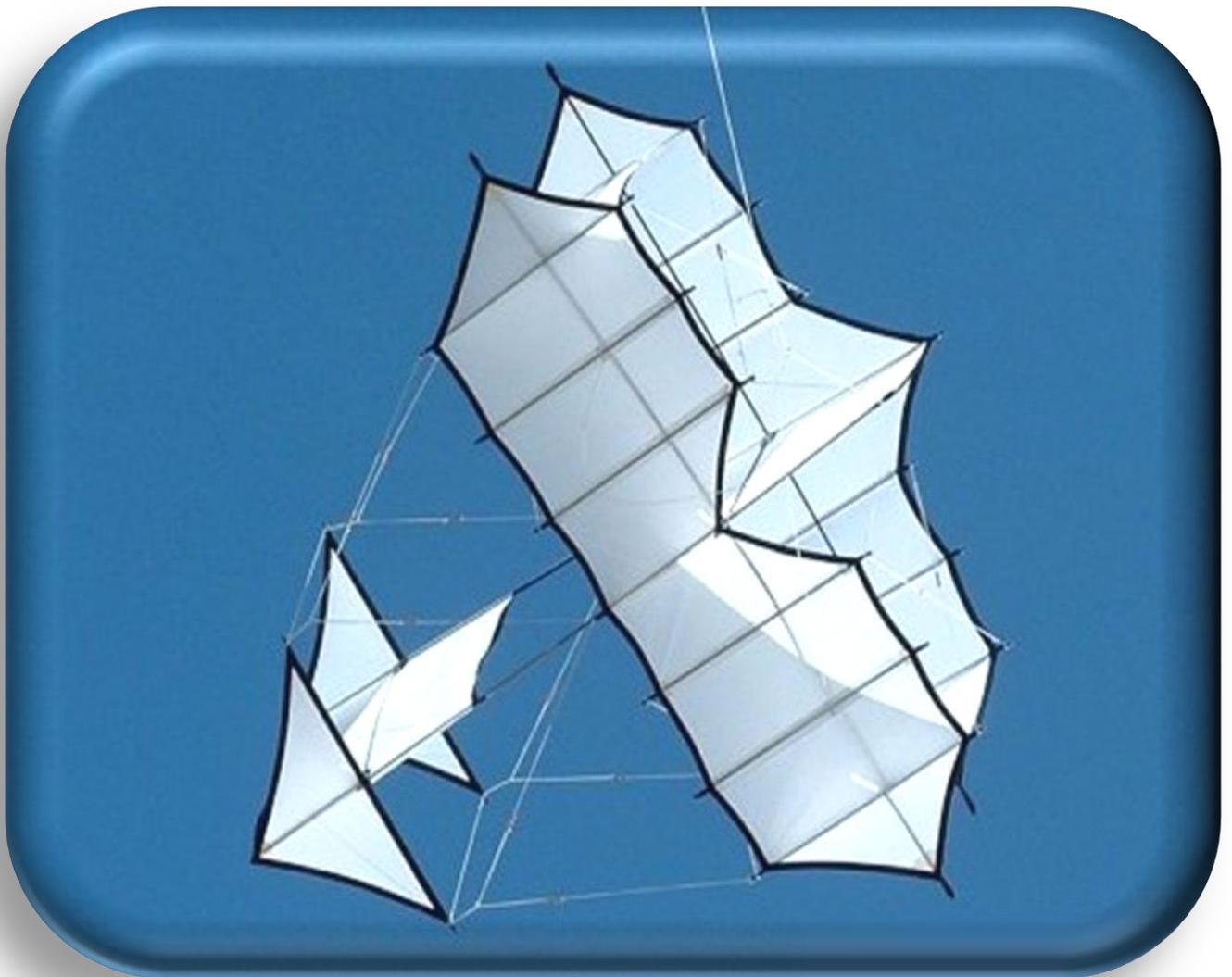


MKF@NEWS

ELECTRONIC NEWSLETTER OF THE
MIDLANDS KITE FLIERS OF GREAT BRITAIN



OCTOBER 2016



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 2017+

MKFNEWS	'COPY' DEADLINE	PUBLISHING DATE
18	25 th December 2016	Mid January 2017
19	25 th March 2017	Mid April 2017
20	24 th June 2017	Mid July 2017
21	24 th September 2017	Mid October 2017

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

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

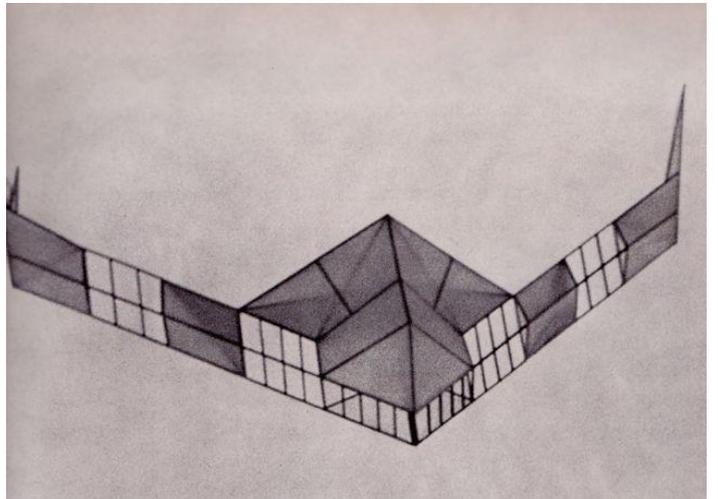
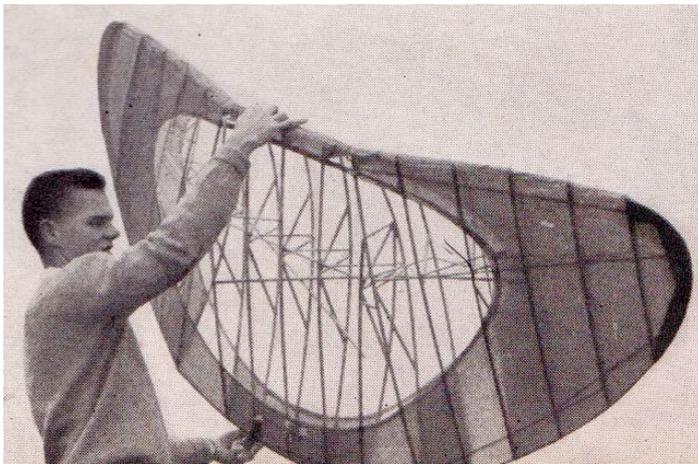
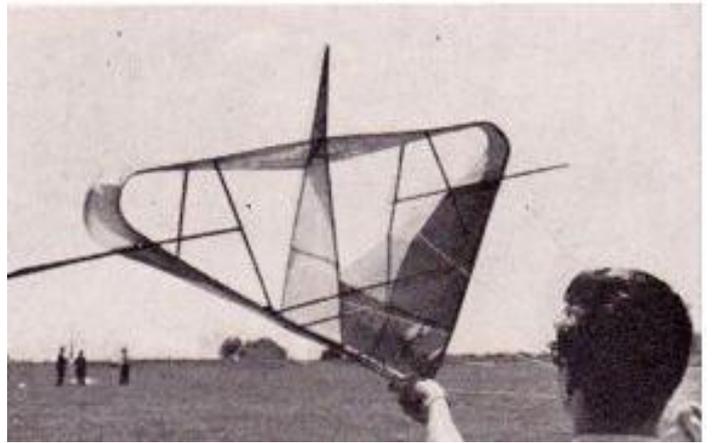
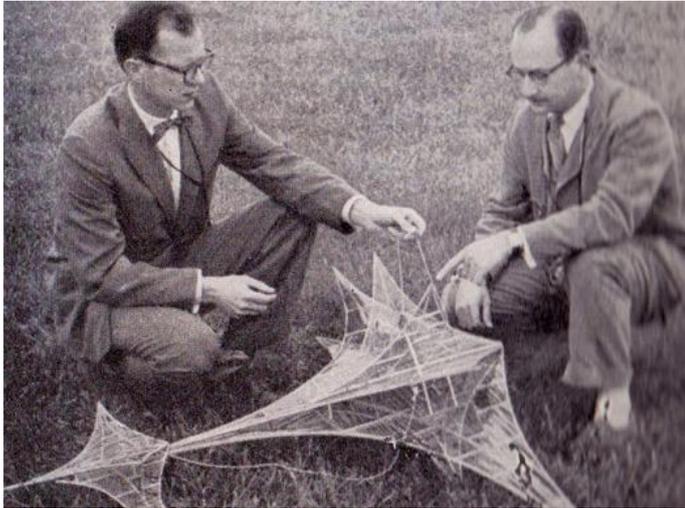
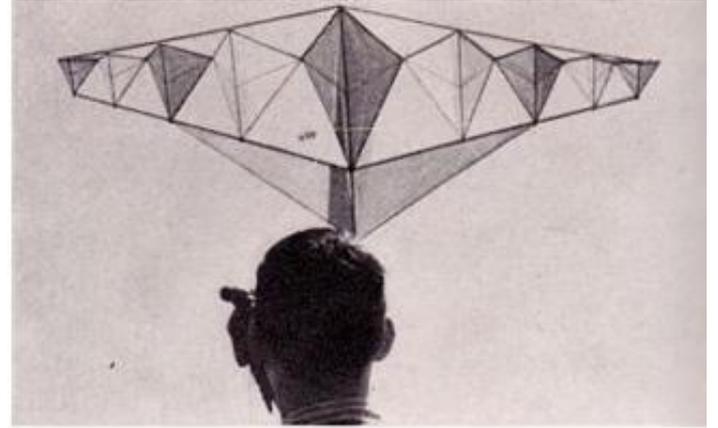
EVENTS CO-ORDINATOR - MKF SOUTH

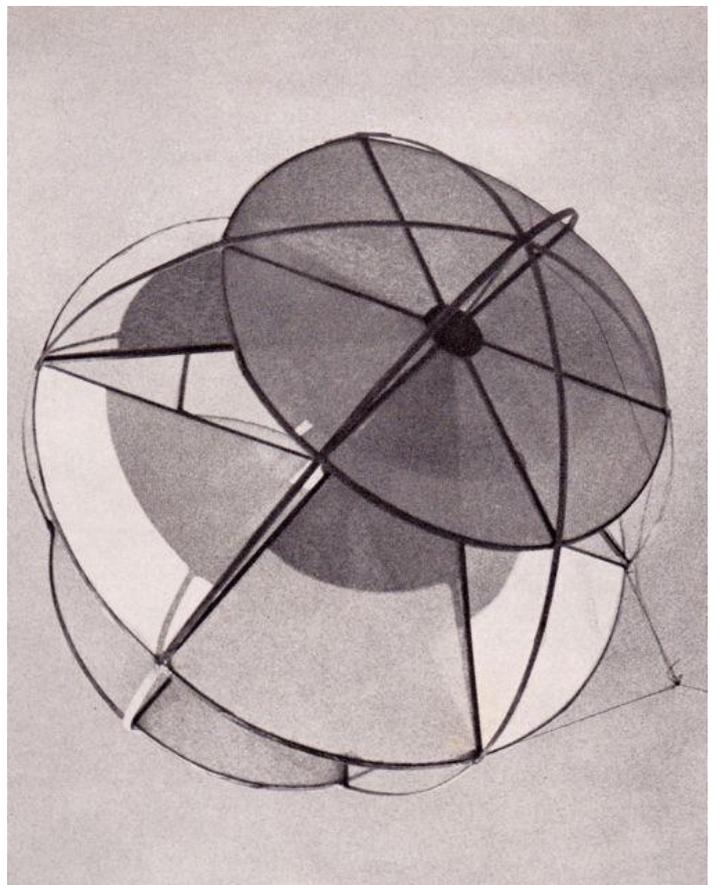
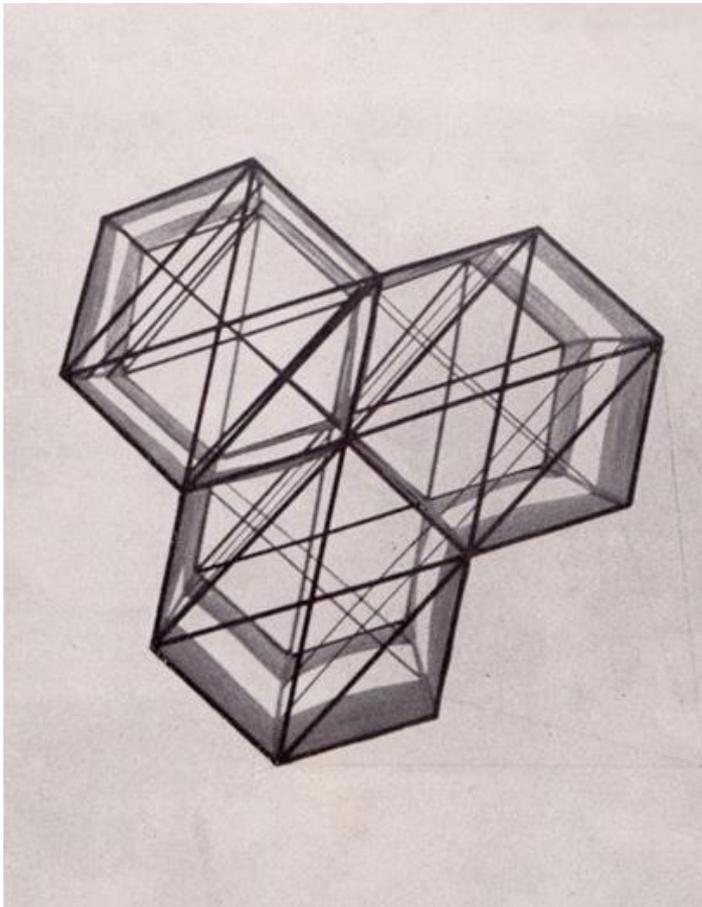
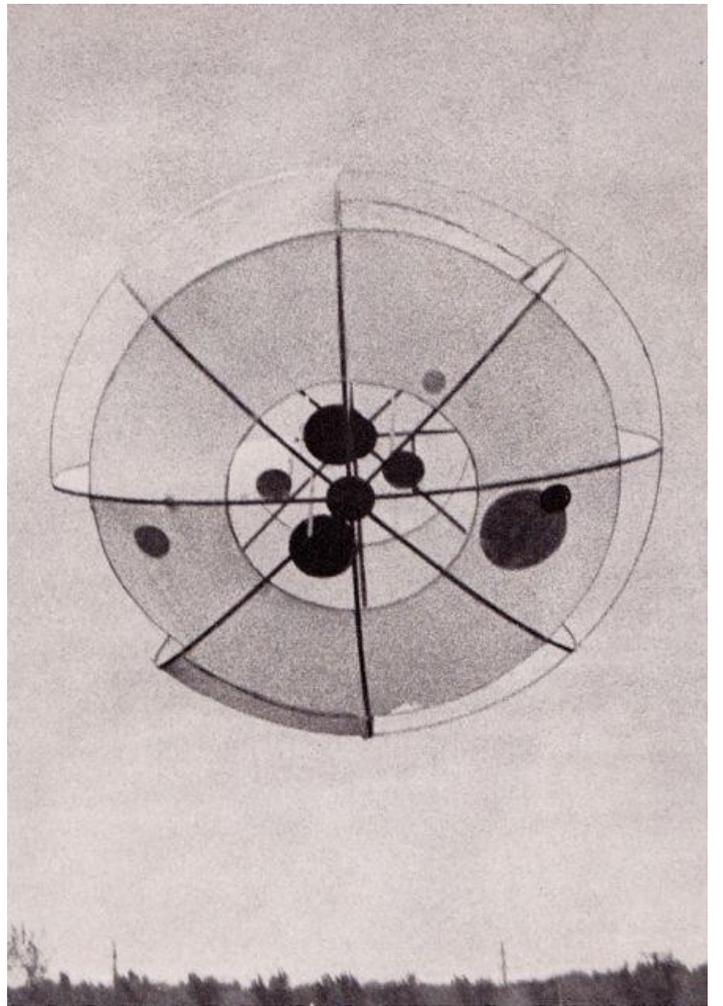
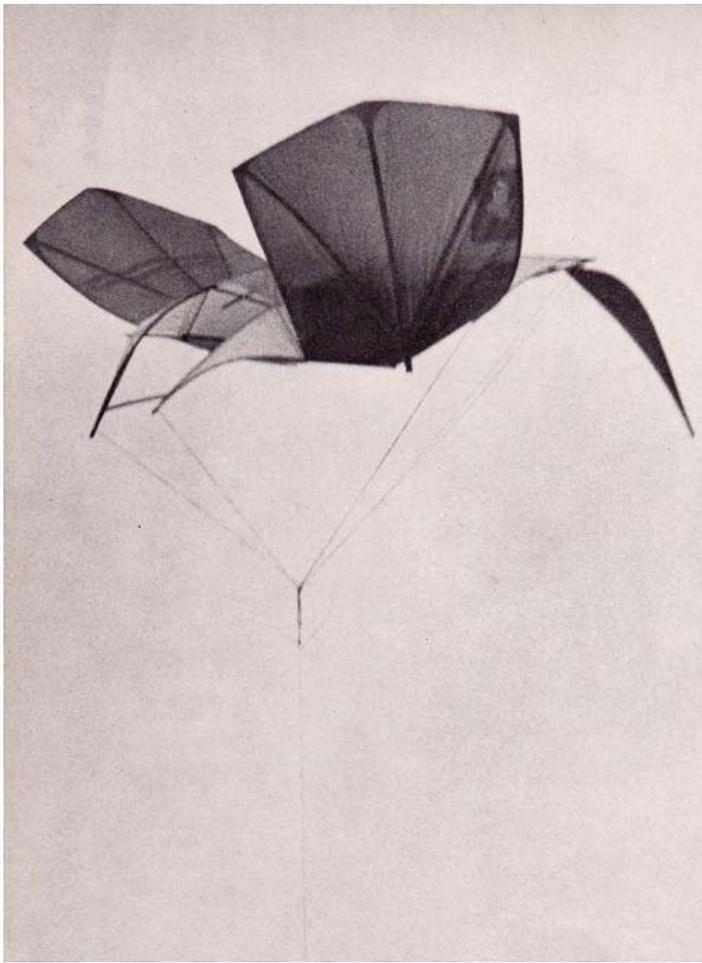
If you could help fill this post please contact the Chairman



1957 KITE DERBY DAY

Tell me that I'm not the only person around who hasn't flown a kite since 1995. I don't actually know how to do it. But that's not stopping me from these fascinating kite images. I'm currently fixated by geometrics and old school images. These are photographs from University of Illinois, titled "Kite Derby Day," 1957.





THEATR CLWYD

KITE

7 April - 9 April 2016

An adventure as wild as the wind

A lonely girl, recently orphaned, is taken to live in her grandma's airless flat where the windows are shut tight. Her memories of seagulls and sand dunes begin to fade in the silence. One night a handmade kite comes to life and heralds the start of a wild adventure and the chance to find what it seemed was lost forever.

Inspired by the world of indoor-kite flying and stories such as **The Snowman** and **The Red Balloon**, **Kite** is a play without words, with originally composed music, dance, puppetry and of course kites.

From acclaimed theatre company The Wrong Crowd, creators of inventive, playful and compelling new theatre (**Swanhunter**, **Hag**, **The Girl with the Iron Claws**), **Kite** is for audiences of all ages (7+). A poignant love-song to the wind, freedom and the joy of play.

Based on an original story created by the company.

The Wrong Crowd in association with Soho Theatre

Supported using public funding by Arts Council England

Director: Rachael Canning, Movement

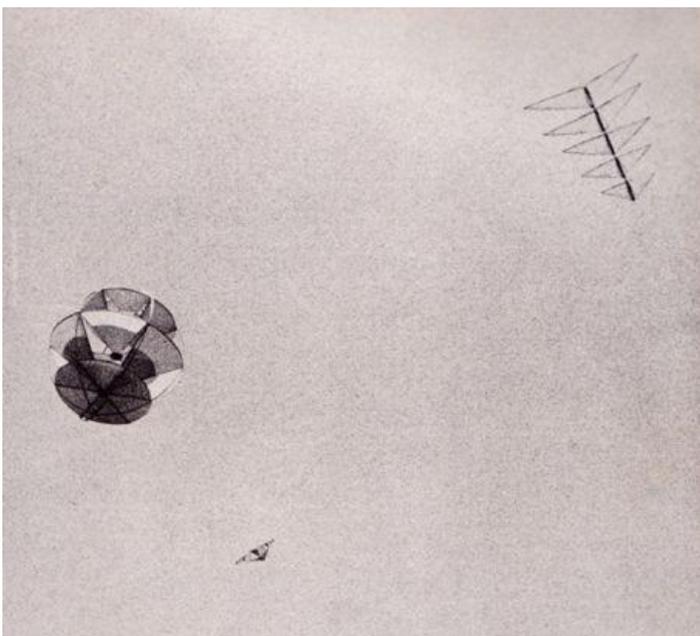
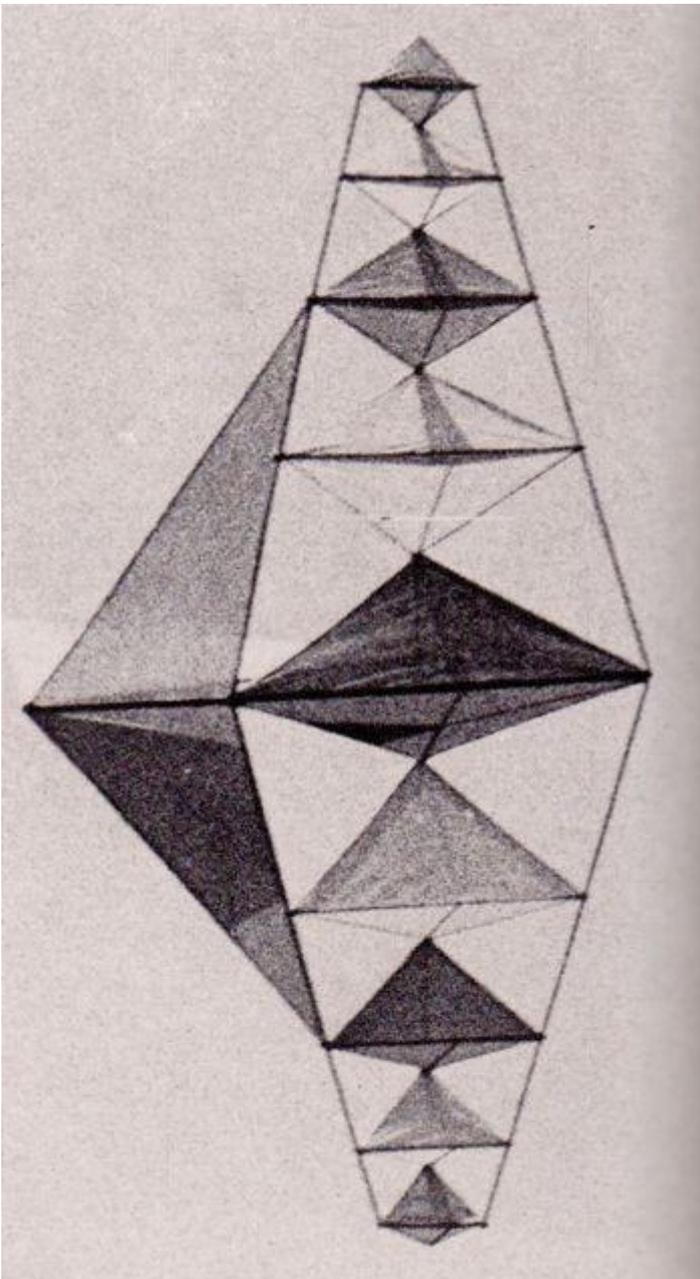
Director: Eddie Kay, Composer: Isobel Waller-

Bridge, Producer: Bonnie Mitchell

"An enchanting piece of theatre striking a balance between its imagery and delicate choreography. The effect is thoughtful and truthful." ★★★★★ [The Stage](#)

"A constant visual delight – magical" ★★★★★ [Plays To See](#)

"Will delight audiences of all ages" ★★★★★ [Everything Theatre](#)



Photographs from University of Illinois "Kite Derby Day," 1957



Kites

DVD1980 28 Minutes

A documentary on Kites and the people who make and fly them.

This film presents a collage of kites in the air, creating a dazzling display of colour and movement. A number of kite-makers and kite-fliers are interviewed and are seen building and tying kites from many parts of the world. In the East kites have long been associated with ritual and ceremony, incorporating images such as fantastic beasts and warriors. The film also shows kites designed for specific uses such as the Bank Islands fishing kites and Indian fighting kites, used in a game in which contestants try to break their opponents' lines. In the West there has been an emphasis on abstract shapes and the use of kites for scientific and aeronautical experiments.

Many enthusiasts still attempt to perfect the designs of Graham Alexander Bell and Samuel Franklin Cody, whose pioneering work is described in the film. Re-creations of their designs are shown being tested, including a set of large kites capable of lifting a person. The film also shows a range of contemporary designs from tiny kites in the shape of insects through to enormous parafoils. One kite-maker, experimenting with a windsock design, considers his work "to be similar to that of a sculptor, only using different materials and exhibiting his creations in a different place."

Throughout the film our attention is directed skywards but it becomes clear that the person at the end of the line is as important as the kite, which becomes an extension of their personality. There has been a renewed interest in making and flying kites in recent years, and this film captures the enthusiasm of the participants and conveys a strong sense of the persistent universal wonderment at the mystery of flight.

ARTS COUNCIL ENGLAND (ACE).

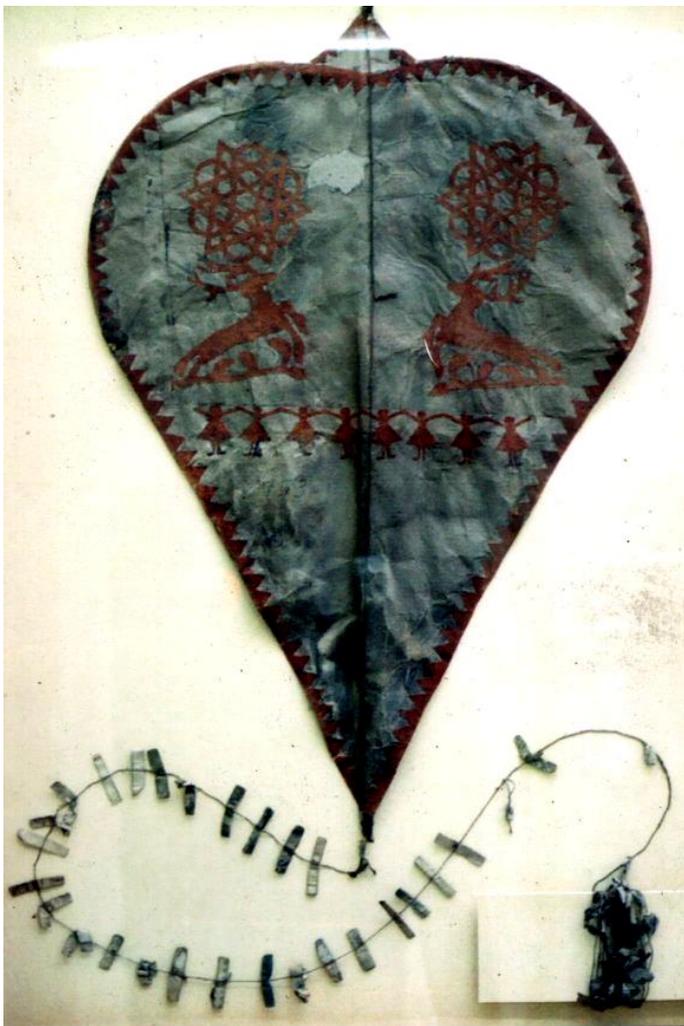
Available for educational screenings only (not for private purchase). Details on request.

Please contact Concord Media

Please contact Concord Media, 22 Hines Road, Ipswich, Suffolk, IP3 9BG, UK

+44 (0)1473 726 012

sales@concordmedia.org.uk



This is the story of a kite who was born in 1773 and buried for hundreds of years in the attic floor of an old Dutch house. The 18th(?)century Dutch pear-top kite is one. This kite was discovered in Leyden (near den Hague, Netherlands) in the early 1980's and is in flyable condition- but I promise I won't, if Scott (Skinner) promises he won't also.

The date 1773 and the initials RB and TB are written on it- which is no guarantee of this dating of course- but the materials, construction and it's known provenance (so far) don't discount this either. Currently it's in the care of Drachen Foundation in the USA. They are coordinating specialist study of its various aspects. I will link with Drachen's site on this project and publish regular updates.

Peter Lynn

This text will be expanded soon, meantime take a look at this short movie courtesy of [You Tube](#) and [The Drachen Foundation](#).



Boys flying Kites

Godfried Schalcken

(Dordrecht, 1643 - The Hague 1706)

or Nicolas Maes

(Dordrecht 1634 – Amsterdam 1693)

National Trust Inventory Number 446734

This picture is a celebration of one of the favourite pastimes of young boys, and is not intended to carry any message of frivolity or transience. The attribution has not yet been fully resolved, but it bears many similarities to 'The Angler' in the Staatlichen Museen, Berlin, which is signed by Schalcken. It too contains large yellow irises, on one of the open blossoms of which a red admiral sits, just like the dragonfly in this picture. It seems that this is an example of his earliest manner, after he had been taught by Hoogstraten, but before he had come under the influence of Dou.

Cleaning of the picture has made more evident the heraldry in the kites. However, it has not proved possible to identify the tinctures and charges as those of a family or city in the Netherlands.



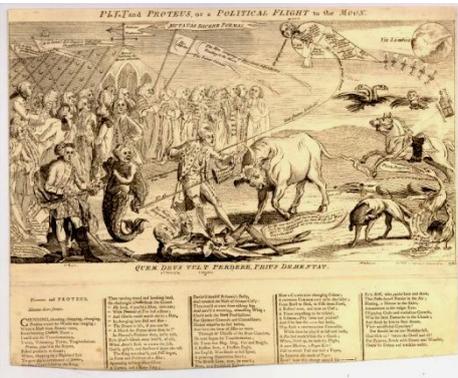
Family Kite Flying in Berlin c. 1880



Three boys from Christ's Hospital and St Margaret's Hospital c. 1750 - 1800



Plaque with a boy holding a kite c. 1765-1795



Pitt and Proteus, or a Political Flight to the Moon, 1767



François Corbeau by Jean-Baptiste-Jacques Augustin



Master Stenninge by Mason Chamberlin the elder, c. 1750



Drawing of two boys playing with a kite by Johann Conrad



Three children of Richard Arkwright with a Kite by Joseph Wright of Derby, 1791



The entrance to Warwick Castle from the lower court by Paul Sandby, 1776



Two boys making a kite from The Drawing School for Little Masters and Misses c.1780





One Sky One World promotes annual activities in concurrence with events in hundreds of locations around the World on the Second Sunday of Every October utilizing the multi-cultural symbol of the kite and the ocean of air that we all share. People are made aware of the kite's contribution to cultural history, the arts and sciences through recognition and enjoyment of the kite, it's many manifestations and the activity of kite flying as expressed in many nations and regions throughout recorded history. The art and entertainment activities associated with the One Sky One World event, leads to community enjoyment, understanding, friendship between people, environmental awareness and promoting world peace



History

The Annual One Sky One World International Kite Fly for Peace takes place in hundreds of worldwide locations each year on the second Sunday of October. October 11, 2015 will mark the 30th annual event held in Denver and around the world.

1985: OSOW cover story of Soviet Life Magazine

1986: International Press Conference sponsored by Hotel Jerome in Aspen, Colorado

1986: Dr. David Schramm, a world leader in theoretical astrophysics from the University of Chicago, a leading authority on the Big-Bang model on the formation of the universe, endorses OSOW

1989: OSOW receives Peace Award from the City of Ferrara, Italy

1989: Pope John Paul blesses OSOW and all World Kite-Fliers

1992: Kites fly in 1st peaceful protest in Tienamen Square, Beijing, China

1996: NASA commemorates OSOW 10th anniversary, takes 1st kite into space on Space Shuttle "Endeavor"

1997: Jane Parker-Ambrose first woman admitted into "The Kiting Hall of Fame" at the World Kite Museum along with Ben Franklin, Wright Brothers, Domina Jalbert (parafoil), Alexander Graham Bell

2000: UNESCO votes to accept OSOW into the DECADE OF NON-VIOLENCE activities

2001: The OSOW International Reporting Site is established on the internet by Tomas Jekel of Germany

2006: John McConnell, Founder of Earth Day, speaks at One Sky One World in Denver

2009: OSOW in Denver is linked live to other OSOW locations around the world via Skype and the internet. Earthday Founder, John McConnell, at age 94 is linked to worldwide locations.

2010: DreamWorks Animation, in celebration of its feature adventure and peace movie, "How to Train Your Dragon", honors the 25th Anniversary of One Sky One World 2010.

2012: Founder of One Sky One World, Mrs. Parker-Ambrose traveled to Paris, France, and was the first person ever recorded to fly a kite off the Eiffel Tower. She flew a kite made by Belgian architect and kitemaker, Nest Lernout,



SUNDAY 9th OCTOBER 2016

Midlands Kite Fliers

Cotton Park, Longbridge, Birmingham, B31 2BQ

Midlands Kite Fliers

Market Bosworth Country Park, Market Bosworth, Leicestershire, CV13 0LP

White Horse Kite Fliers

Barbury Castle Country Park, near Swindon, Wiltshire

Kent Kite Flyers

Radnor Park, Folkestone, Kent, CT19 5HY

Northern Kite Group

Pontefract Racecourse, Pontefract, Yorkshire.

Northern Kite Group

Overlooking the Mersey, Otterspool, South Liverpool, Merseyside.

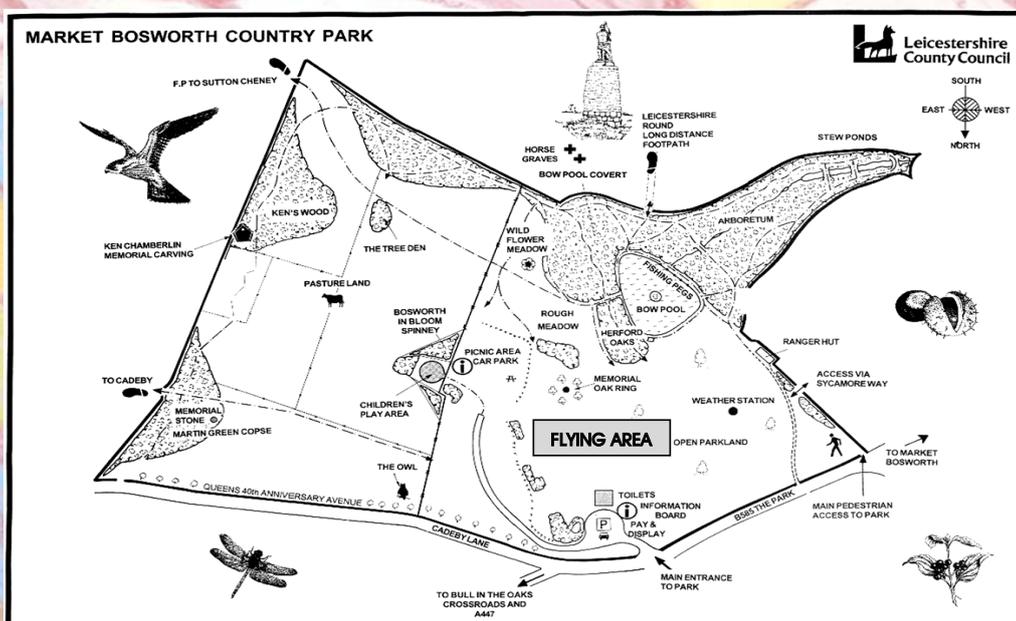
Essex Kite Group

Hylands Park, London Road, Chelmsford, Essex, CM2 8WQ

Plus many other events around the Globe

MIDLANDS KITE FLIERS 'ONE SKY ONE WORLD' WORLD KITE FLY FOR PEACE MARKET BOSWORTH COUNTRY PARK SUNDAY 9th OCTOBER 2016 Market Bosworth, Leicestershire, CV13 0LP

Market Bosworth Country Park is located on the eastern edge of the traditional market town of Market Bosworth, fourteen miles west of Leicester. The car park can be found off The Park (B585), CV13 0LP. Grid ref: SK 41122 03193. There is a Car Parking fee of up to £4.00, so come prepared. Toilets available on site. Height clearance will be 500'.



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



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 Site Owner approved.

BASED ON A PAINTING BY SYLVIA MARTINS

What are the rules for flying drones?

If you have a drone, or are thinking of getting one, make sure you follow the rules.



Last updated: 19 April 2016, 10:29 BST

As the search continues for the owner of a drone which is believed to have hit a flight landing at Heathrow Airport on Sunday, here's a look at the rules for flying drones.

Drone pilots could face criminal prosecution if they fail to conduct a flight in a safe manner. They can be jailed for up to five years if they recklessly endanger an aircraft.

Users can also be prosecuted under the Air Navigation Order 2009 if they fly their drone beyond their line of sight, which is measured as 500 metres horizontally or 400 feet vertically.

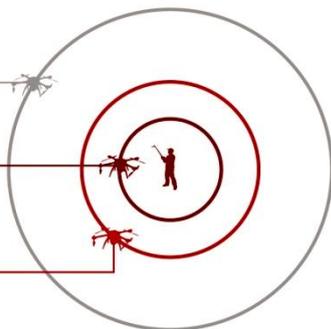
Unmanned aircraft fitted with cameras must not be flown within 50 metres of people, vehicles, buildings or structures, or within 150 metres over a congested area or crowd of people such as at concerts and sporting events.

Drones: the rules

No further than **500m** from view

Not within **50m** of people/structures

Not within **150m** of large gatherings, e.g. sporting event



London Eye **180m** (590ft)

Drone no higher than **122m** (400ft)

200m

100m

No further than **500m** from view

SNAPPA

Source: UK Airprox Board

Pilots are forbidden from flying drones near aircraft, airports and airfields.

They must obtain permission from the Civil Aviation Authority before using a drone for commercial purposes.

In September last year a man was prosecuted for flying drones over Premier League football stadiums, the Houses of Parliament and near Buckingham Palace.

Nigel Wilson, 42, from Nottingham, used the drones to shoot videos which he uploaded onto his YouTube channel.

He was fined £1,800, the first time someone has been prosecuted for using drones following a police-led operation.



In the US the law says owners of unmanned aircraft system must register before they fly outdoors. However, there is no registration system for users in the UK.

An expert has claimed because of this detectives are unlikely to catch the operator of the drone which is apparently hit the British Airways plane on Sunday.

Justin Pringle, chief technology officer at Newcastle-based firm Drone Operations, told the Press Association: "There isn't any chance of catching the pilot because drones do not have to be registered.

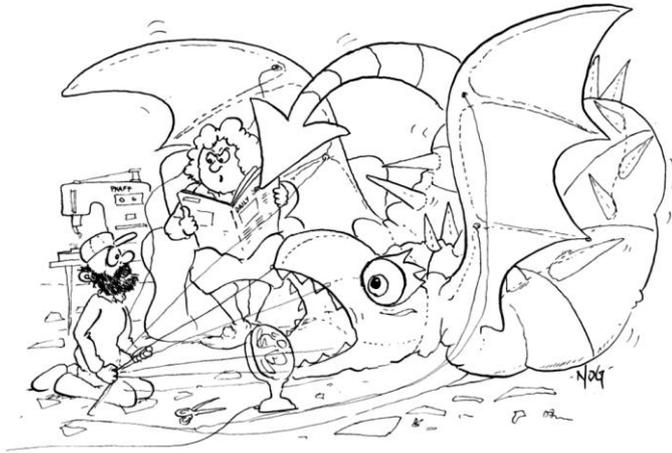
"It's an untraceable event. There doesn't have to be any registration on the drone, there's nothing that tells you where you got it from and ultimately someone has got one of these things and abused it."

Transport Minister Robert Goodwill said the Government is looking at the possibility of introducing a registration scheme in the UK, similar to the ones already in place in Ireland and the US.

KITING WITH NOG



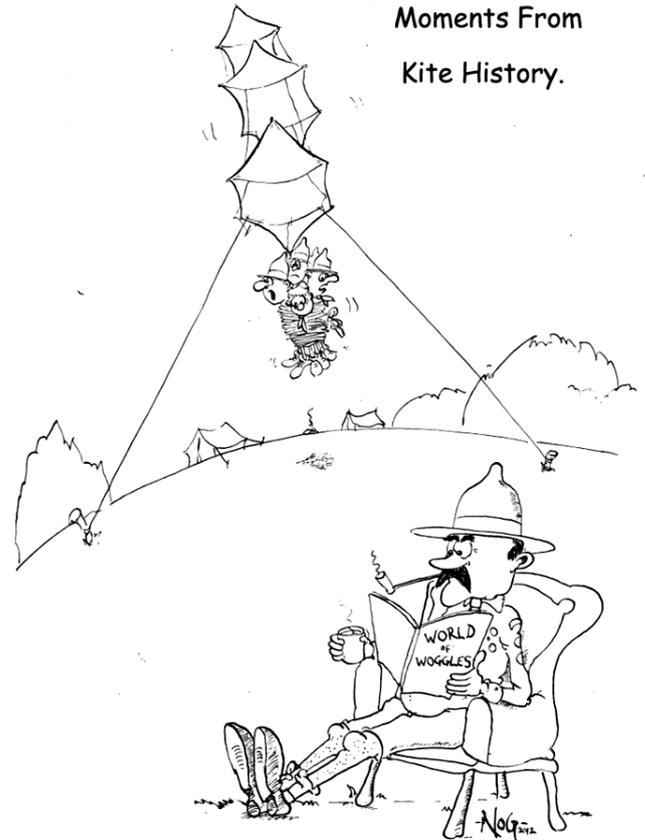
No.3 Steve Sutton's neighbour inspires the invention of the flowform.



"Why can't you take up golf like normal men?"



No.1 . Mrs Pocock giving George a right earful for spending a fortune developing his *char-volant* in order to avoid the penny toll at the local bridge.

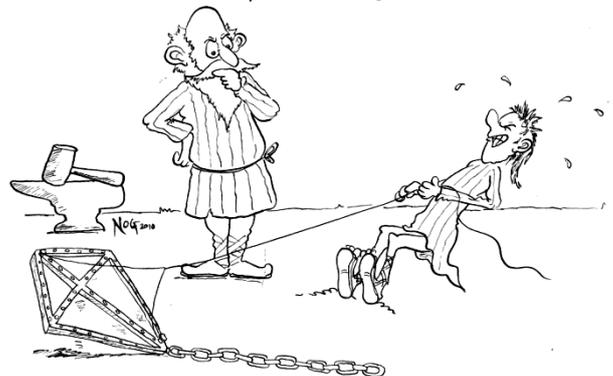


Lord Baden-Powell finds a use for his brother's Levitor kite during an early Scout camp.



No.2 S.F. Cody does some hasty recalculations after meeting his first volunteer for his manlifter.

Moments From Kite History : The Iron Age.



Kite Makers struggle to apply the new technology to their art.



The Portsmouth Kite Festival took place on Saturday 13th & Sunday 14th August and was celebrated as the 25th Portsmouth Kite Festival. The photos above will hopefully give you a feel of what the festival was like. (Many thanks to ALL photographers.) I arrived by local bus as I was staying with my elderly mother at the time..... What a stupendous roar went up as the bus turned the corner and everyone on board saw the spectacle of the Kite Festival for the first time. Everyone, young old or not really bothered became animated and very vocal as to what they were experiencing in that moment.... *It brought a large lump to my throat.* As Kite Fliers we sometimes take what we know as the norm. A tremendous thank you to everyone at Portsmouth for giving me that sensation once again. Keep up the hard work Gill & Jon it is appreciated. Ed.

MASS TRILOBITE FLIGHT PORTSMOUTH 2016

Hello All

A big thanks to everyone that turned up and took part in the mass Trilobite attempt at Portsmouth this weekend and thank's to the Kite Society for giving a slot in the timetable both days.

Saturday was the most successful in terms of numbers with twenty one being captured on camera by David Poole.

Note that the pilots of these kites were all stood in the same arena that measured 100mtrs x 8 mtrs (except for one in the adjacent arena).

Don't be put off, as was I, by number 16 hiding behind number 17 - you can see its eye and tentacles.

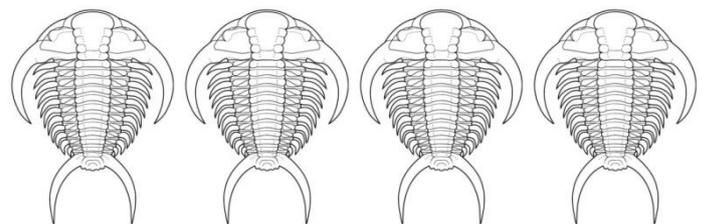
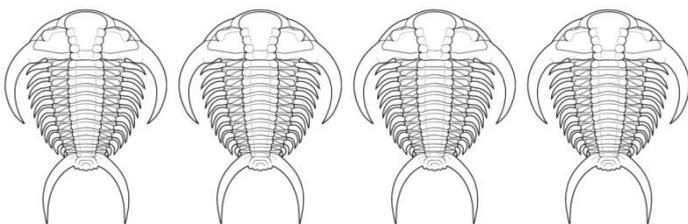
My own photo doesn't show all the kites but gives an idea of what it was like to be there watching - or better still taking part.

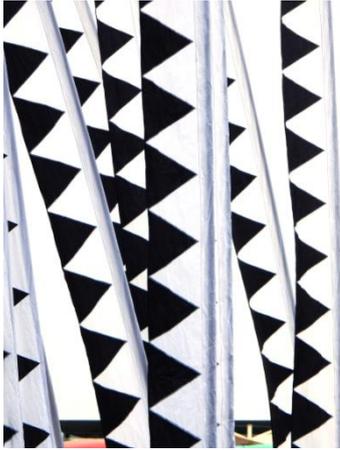
We believe this to be a new record - it's there as a challenge for all comers - kites strung out along a long beach won't count.

A Portsmouth 2016 festival may, eventually, come out of the Close Encounters studio but meanwhile, don't forget our nice Trilobite video to watch again or to pass on to your kite friends.

<https://www.youtube.com/watch?v=QXy1xQgF0qc>

Allan Pothercary
www.closeencounterskites.co.uk







TEXAS was represented by
Kathy Nixie.....



The Jolly-Up can be a very demanding time for 'gentlemen' of a certain age!!



Mystery Solved!



My "Superhero" kites seem to have caused a bit of a stir in and around the flying fields and thought you might be interested in how they came about

Over the years most of us have moved away from "traditional" kite making materials, paper, bamboo and doweling has been replaced by rip stop nylon and various flavours of carbon which made me think about creating a new type of kite to utilise these modern materials

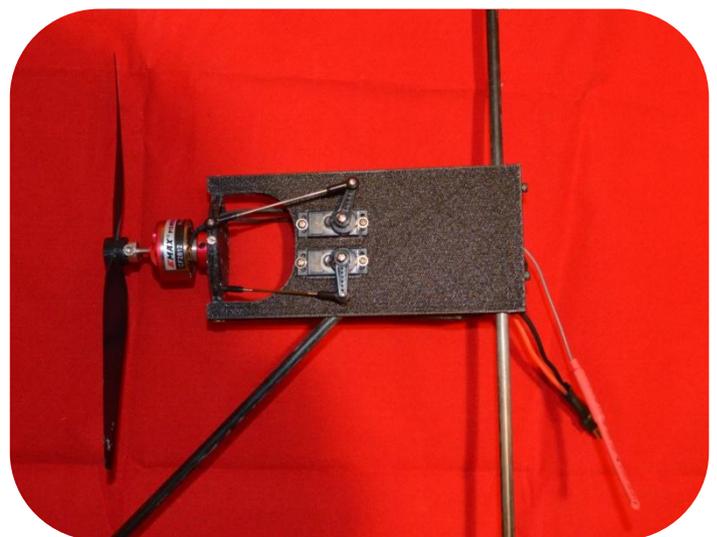
Back in the late 1960s Saab a Swedish engineering company flew a unique twin in-line winged aircraft called the type 37 Viggen, also known as the "CANARD". It was to me a thing of beauty and the wing configuration interested many kite flyers at that time and true to form we saw, we designed, we built and finally flew several versions of a four sail kite based on the Viggen design,



image 002 is of my first (successful) canard and ultimately managed to get a Chinese company to produce 100 units at a knock down price which over the years I have given to anyone interested in one of these kites. As time passed commercial companies, Premier RC Shop as an example, started to make a version of their own to add to their portfolio. I am not sure who first included the fittings to enable a vector based electric motor to be fitted for use when the wind failed but I do know Premier will supply a complete power unit if required. I bought a power unit from them and still enjoy flying my home made canards in light to medium winds conventionally on a line and when the wind fails I turn the kite into a RC controlled powered "air craft" using the Premier power unit or one of my own designs

In the early days of the superhero development I mounted a Premier power unit onto my original canard and apart from my inability to master RC the kite flew well when under power. At this time I also had an open source eagle kite in my kite bag and decided that it would be reasonable to assume that this could also be adapted to fly using the Premier power unit and the modified eagle kite flew quite sensibly. Accepting the now proven possibilities I decided to create a unique kite design specifically to utilise a vector power unit

My version of the 3D printed vector power unit



The main issue in respect to my own variation, the superhero style, was the quite sharp angles required for the arms and the legs, no standard off shelf connector was available and I reverted to the bodge it and hope use of reinforced synthetic tubing, it flew after a

fashion but was not firm enough to maintain its shape in any kind of wind

In the end the answer was simple – I already had a 3D printer so why not print the connectors, one of the early developers who is an engineer did the drawing for the legs to backbone connector and bingo, job done. We did experiment with these printed joints and instead of making them out of solid plastic we used a honeycomb structure to make them lighter, unfortunately these failed, again due to stress related to size issues,

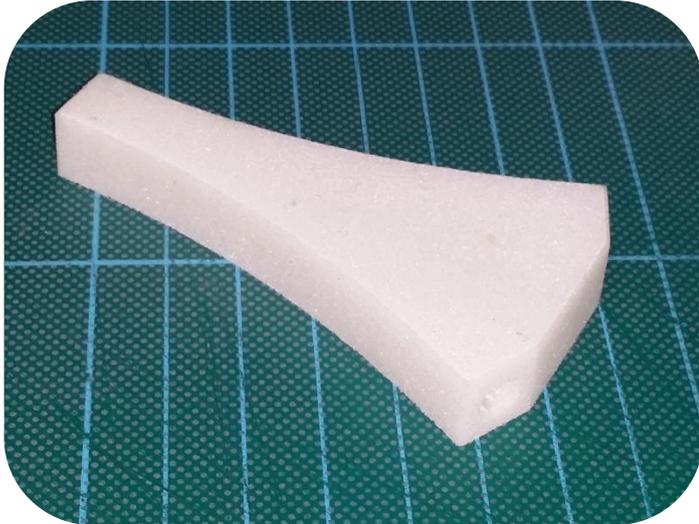


image (004) shows the printed connector, the drawing for the leg, body connector is available on the open source forums but in truth, if you have access to a 3D printer then chances are you can design your own

The look of the kites was also a unique requirement and several versions were drawn up by a professional artist and a “copywrite” applied for, in the end my personal choice was as image (005), the body of the kite would be with the exception of gender and colour scheme similar in every detail but the ability to “paste” an individual’s face onto the body of each kite was to my mind a great success. I now have 5 different individual superhero kites which create considerable interest when flown in public, especially if the flyer is on both ends of the line, I have also produced 6 others unique superheroes for friends and family – when they are in the air they look quite impressive particularly when they all fly together, indeed a family of superheroes at 200 feet really is something to behold



LEOMINSTER & HEREFORD FESTIVAL BERRINGTON 2016



*The Berrington Kite Fliers Regnfrakken Challenger was hotly contested by several kite fliers, but in the final there were three major contestants, each with their own inimitable style. The final prize monies of £50 was finally awarded between Karl Longbottom (£30) and Mick House (£20) as there seemed to be some 'interesting' interpretations of the rules..... (Some might even say "What ***** rules!?!") Each contestant had a very individual approach to the Challenger, one even needed two attempts.....*

A Series of Kite Ariel Photographs by Roger Prescott showing the bits of Berrington Hall that very few kite fliers ever visit. Thanks Roger.

Details of next years Challenger will be announced shortly – watch this space..... Ed. (Judge?)

Izzy's Flying Adventure

'Who's going to help me fly the kite?'

'You should wait for Daddy – he bought it for you.' said Mummy.

But Izzy persisted: she continued unpacking the kite that looked like a monster-man with short stubby legs and staring eyes.

Those eyes mesmerized Izzy – they seemed to be saying, well almost singing 'Fly me, quickly fly me – put me in the sky me – as fast, as fast as you can.'

'I think you should wait for Daddy', Mummy repeated. Daddy was late down the beach again!

Assembling the kite was more complicated than Izzy had expected. After ten minutes, she'd sort of got it together with its control chord just attached. But before Izzy grabbed hold of the chord, just as she was admiring her work, a really huge gust of very, very strong wind caught the kite-man – yes – with Izzy holding on for dear life!

Up, up they flew – Izzy and the staring eyed man.

Izzy was very, very scared but she knew if she let go that matters could get worse. But slowly, she got used to the flying feeling and began to like it. Some seagulls, squawking away, started to keep them company, rising and diving on the unseen waves of wind.

They soon flew over Thorne Island with its old fort that guarded the Haven. Below, a massive oil tanker pushed its way into port. The Irish ferry set out to cross to the Emerald Isle and Izzy was now enjoying her unexpected flight.

There was so much to be interested in. Pembrokeshire lay like a living map below her. There was so much wild life to wonder at. Puffins from Skomer Island, terns, guillemots, gannets – all sorts of sea birds hunting for fish. In particular, one large and very friendly seagull stayed around them – circling, diving, and climbing for a longish time.

The kite-man was also good company, enjoying his new found freedom. He started to talk!

'We can go to the North Pole,' he suggested.

'But I haven't got my anorak on.' said Izzy.

'Well what about the Equator?'

'Much too hot' thought Izzy 'And I haven't put my sun-cream on.'

Now Izzy started to get worried again. She thought about her big sister Gwen eating all the sandwiches, about Mummy, Daddy, Nanny and Taid enjoying the beach. In fact, they were looking despairingly at the little speck in the sky, disappearing after the ferry boat on its way to Ireland.

Daddy was annoyed because Mummy hadn't stopped Izzy building the kite. Mummy was unhappy because Izzy had not waited as she was told. Gwen put on a brave face but secretly, she too was concerned. Nanny said Taid should have stopped Izzy, but Taid was asleep on his deckchair.

Just then, something magical happened. Nanny, who as you know is afraid of birds, gave the loudest shriek you have ever heard.

The biggest seagull they had ever seen had landed on Taid's head. He woke up with a start and shook his head, only for the seagull to drop onto his shoulder.

The bird then put its beak near Taid's ear and started to caw. Now Taid is a bit deaf so the gull had to caw louder and louder; gradually, Taid started to be able to make out the meaning of these noises and now shook his head in approval.

Taid gave the bird a sandwich and just as suddenly as he'd arrived Gerald took off. (Taid called him Gerald after Giraldus Cambrensis, the famous Welsh traveller who came from nearby Manorbier all those centuries ago.) He flew westwards in the direction of Ireland, towards the speck in the sky. Taid was smiling. 'A little kindness goes along way', he said. He told Daddy, Mummy and Gwen to walk down to the little waves on the beach and to take some morsels of food and then see what happens.

Meanwhile, the friendly seagull had flown at top speed to catch up Izzy and the staring eyed kite-man. When Gerald got to them, he caught hold of the Kite's trailing chord in his beak and turned back towards West Angle Beach, tugging Izzy, who was still holding on bravely, with him.

Because Gerald was now flying with the wind – the North Atlantic Jet Stream - it was a little easier although he was tugging both the kite and Izzy.

Just as his tiring wings were about to go to sleep, Gerald dived down to the sea-shore where Mummy, Daddy, Gwen and Taid were waiting. Izzy and the kite-man splashed into the wavelets; Izzy ran to Mummy, Daddy and Gwen and they all had the biggest hug imaginable.

Taid remembered his promise to Gerald and they all gave their friendly gull something to eat. Gerald flapped his wings and cawed appreciatively.

The kite-man lay on the sand but he seemed to be wearing a smug and almost wicked smile!

By Hugh & Steph Llewelyn. Owners of a B&B near Margam.

Sent in by Mick & Norma House. Enjoy.....Ed.

RUGBY ADVERTISER

Let's go fly a kite

SEE PAGES 14&15



Motorists face month of misery

SEE PAGE 8

For the love of kites

By RICHARD HOWARTH
Richard.howarth@jpress.co.uk
01788 539973

If like me your experience of kites amounts to an abject failure on the beach and nearly decapitating some picnickers with a stunt kite in the 1970s, you've really missed out. For when you take a closer look

at what's involved you discover it's an incredibly popular, sociable activity.

This has been the experience of Neil Lover from Bilton, who works in an office by day but on a family outing ten years ago saw kites in action and is now an active member of the Midlands Kite Fliers club.

He has a collection of 100 kites in a wide variety of designs but still maintains you

can get started with a simple delta kite for about £10.

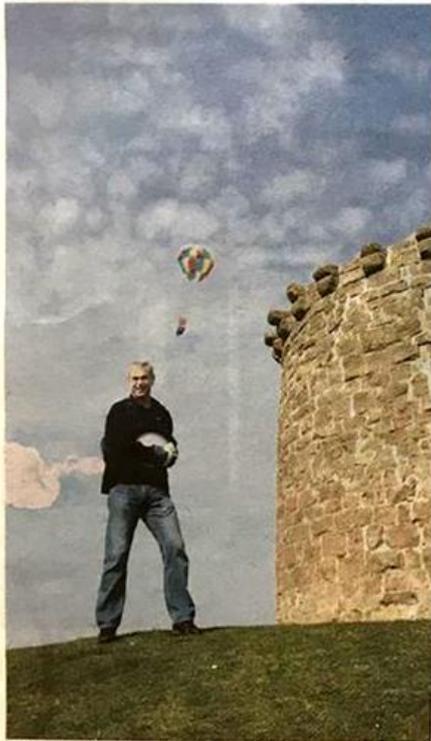
There are some essential rules to be followed but he says for most people when a kite doesn't fly properly it probably just needs a simple adjustment to how the line attaches.

And this is where the sociable side comes in.

At the many festivals and events he says there are always people ready to help.

And he summed up the appeal of kite flying: "It's being outside, it's learning something that's fun, it's a hobby where people are accommodating - and the events raise a lot of money for charity."

To check out what's on, go to kitecalendar.co.uk but Neil says two good spots to fly kites are the Alwyn Road park and further afield, the Burton Dassett Hills.



Neil Lover at a favourite local spot for kite flying, Burton Dassett Hills.



One of the striking kites in Neil's collection.



In the great outdoors when it's great weather, what's not to like?



On the line below the main kite you'll often find other characters attached.



At first sight they look like balloons but they are most definitely kites.



Bol kites at last year's Bristol festival.



Kite fabric skills can be used for a variety of events and attractions, including this striking display.

FIRST PLÉMONT KITE DAY

Sunday 24th July 2016 - National Trust for Jersey



Kite Flying at Plémont
SUN 24 JULY AT 2 PM

MOURANT OZANNES



NEW CAA REGULATIONS PUBLISHED

A completely revised version of the Air Navigation Order comes into force today. (25th August 2016.) It is included in CAP 393 which has been revised accordingly.

I will be working through this over the coming weeks and will try and get a summary of it. It has removed the requirement for lights on kites at night which I cannot believe was intentional – I am awaiting a reply from the CAA.

It does appear to have removed some of the ambiguity with respect to small unmanned aircraft and the weight issue – kites are specifically excluded from the ANO without limitation in many cases – but it is going to take a very careful reading to get to the bottom of it.

The new CAP 393 can be found here http://publicapps.caa.co.uk/docs/33/CAP%20393_AUG2016.pdf

Many thanks to Jerry Swift from BKFA for keeping us up to-date.....Ed



From A View of the Weekly Journals in The Gentleman's Magazine in 1746, for example:

Westminster Journal, Aug. 16.

Contains a dissertation on the art of kite-making, and some hints for improvement. The diversion of kite-flying, which, tho' omitted by Ainsworth, probably as a childish thing, the author observes, cannot be justly consider'd as the mere pastime of boys; since the ingenious Mr Condell, who has imitated the figure and motion of the living kite in the paper one, frequently amuses himself with flying it, as well as several other persons, who are men, as far as age and stature can make them so. — To render this contrivance useful as well as entertaining, he hints (among other fancies) that a good artificial kite, dextrously play'd, may keep partridges couched on the ground till the net can be drawn over them; and that the likeness of the Duke of Cumberland flown over the Highlands would have the same effect on the skulking rebels.



ALWAYS ASK – NEVER ASSUME!

His request approved, the Bulletin Newspaper photographer quickly used his mobile phone to call the Townsville airport to charter a flight.

He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger.

He jumped in with his bag, slammed the door shut, and shouted, 'Let's go'.

The pilot taxied out, swung the plane into the wind and took off.

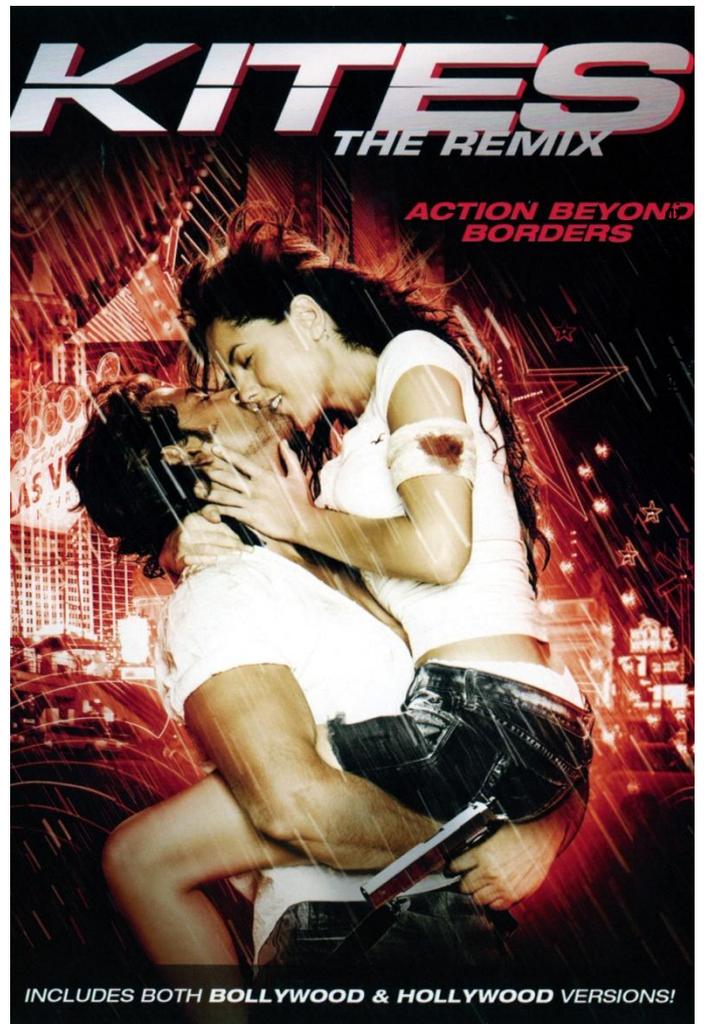
Once in the air, the photographer instructed the pilot, 'Fly over Mount Stuart and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot.

'Because I'm a photographer for the Bulletin' he responded, 'and I need to get some close up shots.'

The pilot was strangely silent for a moment, finally he stammered, 'So, what you're telling me is

You're NOT my new flight instructor?'

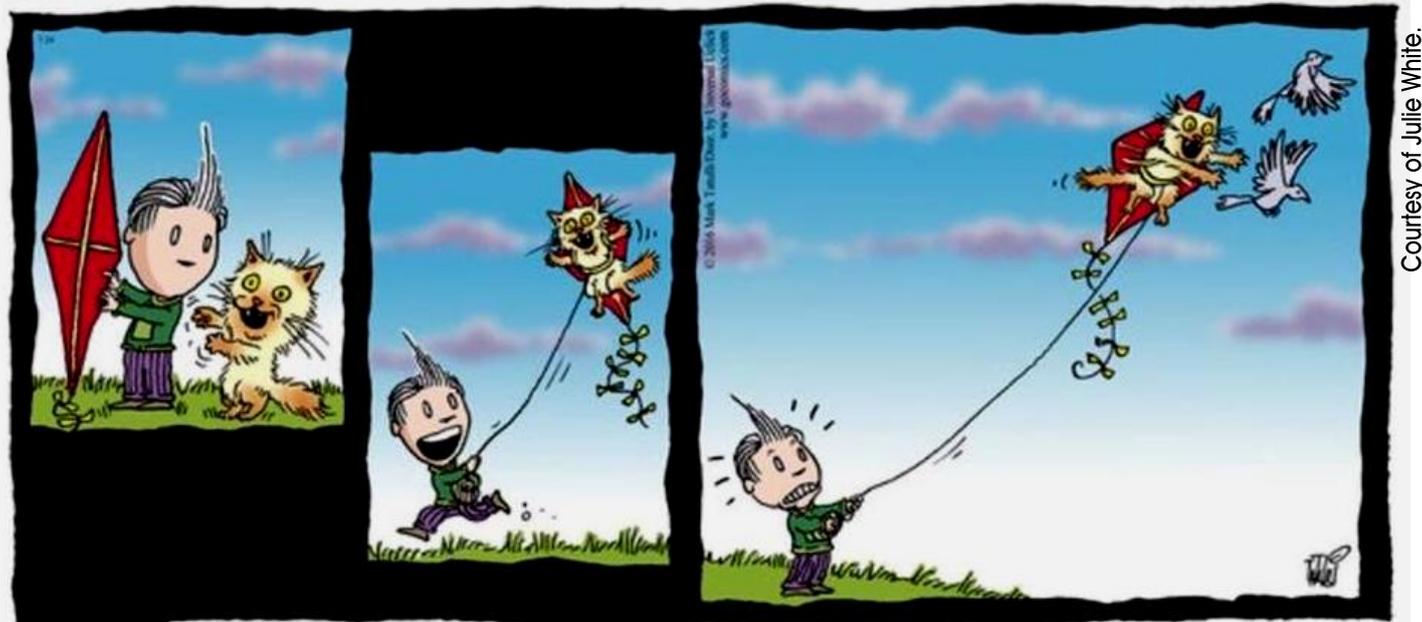


Look what happens when your partner 'Googles' – Kites. It took some explaining....Ed.

Lio by Mark Tatulli

LIO

BY MARK TATULLI



Courtesy of Julie White.

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

Last year we had to hold two AGM meetings as we did not achieve the 'Quorum' necessary to run the meeting. Please try to attend this years meeting and have your say in how the club is run.....

Printed copies of the AGM Agenda will be available at the meeting.

Limited refreshments will also be available.

Flying after the meeting will have a height limit of 500 feet.



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



DESCRIPTION No. 666,427. Patented Jan. 22, 1901.
C. H. LAMSON.KITE. Application filed May 9th, 1900
No. 666,427. Patented Jan. 22, 1901. C. H. LAMSON KITE.

SPECIFICATION forming part of Letters Patent No. 666, 27, dated January 22, 90
Application filed May 9, 1900. Serial No.16,003.
To all whom it may concern:

Be it known that I, CHARLES H. LAMSON, a citizen of the United States of America, and a resident of Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Kites, of which the following is a specification.

My invention relates to what are known as ribbed aerocurve kites; and it is particularly designed for use in carrying aloft meteorological instruments for making observations in the upper atmosphere and for other like purposes. These kites have curved wings or planes which in flight are kept in a position slightly inclined to the horizontal by a tail or rudder, which may be in the rear or both front and rear, the proper conformation of the wings being rigidly maintained by curved ribs suitably spread.

One object of the present invention is to construct a kite of this class so that it may be closely packed for shipment or handling, and also so that the inclination of the wings may be readily adjusted and balanced one against the other.

A further object is to prevent the kite from diving or turning over on its side or flying at an angle with the direction of the wind in case it is out of balance or for any other reason.

These objects I attain by means of the features hereinafter shown and described.

I illustrate my invention by means of the accompanying drawings, in which Figure 1 is a perspective view of my kite with the covering and wire edges removed from the upper wing on one side. Fig. 2 is a vertical section taken through one wing from the tip to the base. Fig. 3 is a perspective view of a modification of one of the details, and Fig. 4 is a perspective view showing the general appearance of the kite.

As shown, the kite is composed of an elongated frame A, forming the heel or center, with one or more wings composed, preferably, of curved surfaces extending out at each side in a generally horizontal position, and a tail or rudder at the rear end of the frame. The frame A, as shown, is in the form of truss having upper and lower chords with uprights, as (l and (1, and diagonal tie-wires. Near the forward end on the lower chord are two saddles m and n, to which holding-chords may be attached, the forward one being used for handling the kite when the kite is near the ground and the rear one is for the main or lifting line and when it is fully up. The wings, as shown, are composed of three superposed curved planes B, B, and B on each side of the central frame supported on arms 0, which may be straight, as here shown, or slightly curved, if desired, one of said arms 7 extending out from the upper chord, the inner ends of the arms fitting into sockets s, from which they are readily removable. The inner ends of the arms may be secured to the central framework by other means than those here shown or by hinges, as shown in Fig. 3. The wings or planes are formed of ribs l), having a covering of cotton cloth or other suitable fabric tacked to their upper edges. The covering is applied with wires enclosed in the edges in the well-known manner. The upper and lower sets of ribs, as shown, have openings through which pass the "arms 0, which are in the form of flattened oval bars, and the ribs are adapted to slide on these bars. The intermediate set of ribs are attached to vertical posts (1 d, which are fastened to the upper and lower ribs, forming, with the diagonal tie-wires ff, a series of panels adapted to be folded in against the sides of the frame by sliding on the bars 0. Diagonal tie-wires e brace the series of panels in the direction of the arm 0, and the outer ends of the arms are connected by an upright d, which is made detachable, so that the arm a may be drawn out separately and disconnected from the kite for convenience in packing.

As shown in Fig. 3, the inner end of the arm a is hinged to a projection 0 which extends out from the chord and which is long enough to receive all of the panels when they are folded against the frame. The hinge connection of the arm being thus outside of the folded panels, the arm may be folded in against the frame without being removed.

In order to detachably connect the upright d, it is provided at each end with a fastening plate d with a lateral recess fitting over a pin 15, which passes through the arm a. The arm 0 has a slot large enough to receive the plate (l and to allow the notch 25 to pass over the pin. The upright d is connected with the folding panels by diagonal tie-wires e, so that it folds in with the panels when the arms are removed.

To furnish a support for the tip of the central wing, I provide a short arm 0, which is hinged by its inner end to the nearest upright d, the outer end being provided with a notched plate fitting in load slot in the upright d and engaging a pin which passes transversely through said slot. The upright is disconnected from the arms 0 by pulling it slightly out against the pull of disengaging the plates d' from the pins 25.

As here shown, the coverings, which form the wings proper, are glued and tacked or otherwise secured to the upper surfaces of the ribs, and the points of the wings are stretched and hooked onto suitable fastenings provided near the ends of the arms cc and c. If desired, the covering maybe applied to the lower surfaces of the ribs or to the upper and lower, or both. The inner ends of the wings are tacked to central ribs or ledges 12, secured along the frame A.

As here shown, the ribs, which give form to the wings, are approximately straight from the arm 0 to their rear ends, and forward of the arm they curve down ward, so that the wing l has a greater curvature at its front edge than at its rear, the outer than the inner ones. For the purpose of giving the kite lateral stability the outer tips of the wings are shown as somewhat above the level of, the inner ends, so that the wings have an upward inclination from the center outward.

For the purpose of giving the kite additional lateral stability when in the air and for preventing it from diving if canted on its side, also to obtain an advantageous point of attachment for the flying line as well as for the bracing-guys, I cause the forward end of the central frame, or what might be called the bowsprit, to project forward beyond the forward edges of the wings. This bowsprit also affords a framework for a keel or vertical support at the front, so that if the kite turns on its side the wind gets under the projecting portion of the frame and tends to support and right it. The frame A is provided with a proper covering extending from the bowsprit as far back as the rear edges of the wings, the kite being thus steadied and dangerous side movements checked. The horizontal covering at the top is also shown carried out to the point of the bowsprit as a front rudder and additional support.

In order to properly balance the wings on each side, I provide means for tilting or inclining the outer ends to a greater or less extent. A general adjustment is made by guys 70, each of which is of the upper arm 0 by screw-eyes, as shown in Fig. 2, or by other suitable means. By adjusting general adjustment of the wings on each side may be made. A more delicate adjustment the diagonal braces and back against it for ribs being less curved accidentally secured at the front lower corner of the frame A and at the underside the position of these screw eyes accomplished by loosening one of the diagonal tie-wires of the panel and tightening the other. The simple means here shown for accomplishing this result are two loops f, adapted to slide on the uprights (1, each of the two diagonal tie-wires passing through one of these loops. By sliding both of these loops up or down the inclination of the ribs to the horizontal is adjusted with great precision.

For the purpose of holding the kite at the proper inclination to the wind to provide a tail or rudder, here shown as consisting of two triangular planes H and H, extending out at each side of the central frame, and a vertical plane A, formed by covering the space within the rear portion of the central frame. The fabric of the planes H and H is secured along the central frame and to outward-attending arms h and h, which are hinged to the central frame, so that they fold conveniently in packing. provided, connecting the pivoted arms h 7L the upper with the lower, and wire braces t" stay the outer ends of the arms 71 and h The tail is detachably connected to the main kite by means of ferrules a, applied to the upper and lower chords of the central frame, and it is otherwise secured by wire braces 2' j, and j. For the purpose of rendering the chords stiff laterally I secure to them flat-stringers a at approximately the middle point.

It will be understood that as many superposed wings as desired may be used on each side of the center, although I prefer to make a kite with three pairs of wings, as here shown.

It will be Uprights h are mounted on the transverse arm as to slide.

together for the purpose of packing, 650., may be utilized in other forms of kite.

I claim 1. The herein-described-kite having one or more transverse arms, ribs adapted to slide on said arms, I means for holding the ribs extended on said arms and the covering stretched on said ribs.

2. The herein-described kite having a central frame, arms extending horizontally out from each side of the frame, v slide on said arms and to fold against said frame, a covering for said ribs and means for holding said ribs extended on said arms and said covering stretched on said ribs. I

3. The herein-described kite having a central frame, arms extending horizontally out purposes it is also capable a covering for said ribs and ribs adapted to from said frame on each side, one at the top and one at the bottom of the frame, ribs adapted to slide on said arms, corresponding ribs on the upper and lower arms being connected by a framework to form panels adapted to fold against said central-frame, a covering for said ribs and means for holding said panels extended on said arms and said covering stretched on said ribs.

4.: The trial frame, arms extending horizontally out from said frame on each side, one at the top' and one at the bottom of said frame, ribs adapted to slide on said arms, vertical post connecting corresponding ribs on the -upper and lower arms and wires forming with .said ribs and posts panels adapted to fold against the said central frame, ribs secured to said panel between the t p and bottom members, coverings for said bs and means for holding said panels extended on said arms and said covering stretch d on the ribs.

herein-described kite having a central 4 5. The herein-described kite having a control frame, wings projecting out from each side of said frame and tips of said wings with relation to the body of the wings,

6. The herein described kite having a central vertical frame, wings projecting out at each side of said frame composed of arms-attached to the frame, a series of upright pan means for tilting the. Els connected with said arms having vertical members composed of posts connecting said ribs and diagonal tie-wires and loops through which the wires pass adapted to slide on said vertical members to regulate the inclination of said ribs and the inclination of the Wing.

Signed at Portland, Maine, this 3d day of May, 1900. CHARLES H. LAMSON.

Witnesses:

BENJ. G. WARD, L. M. GODFREY.

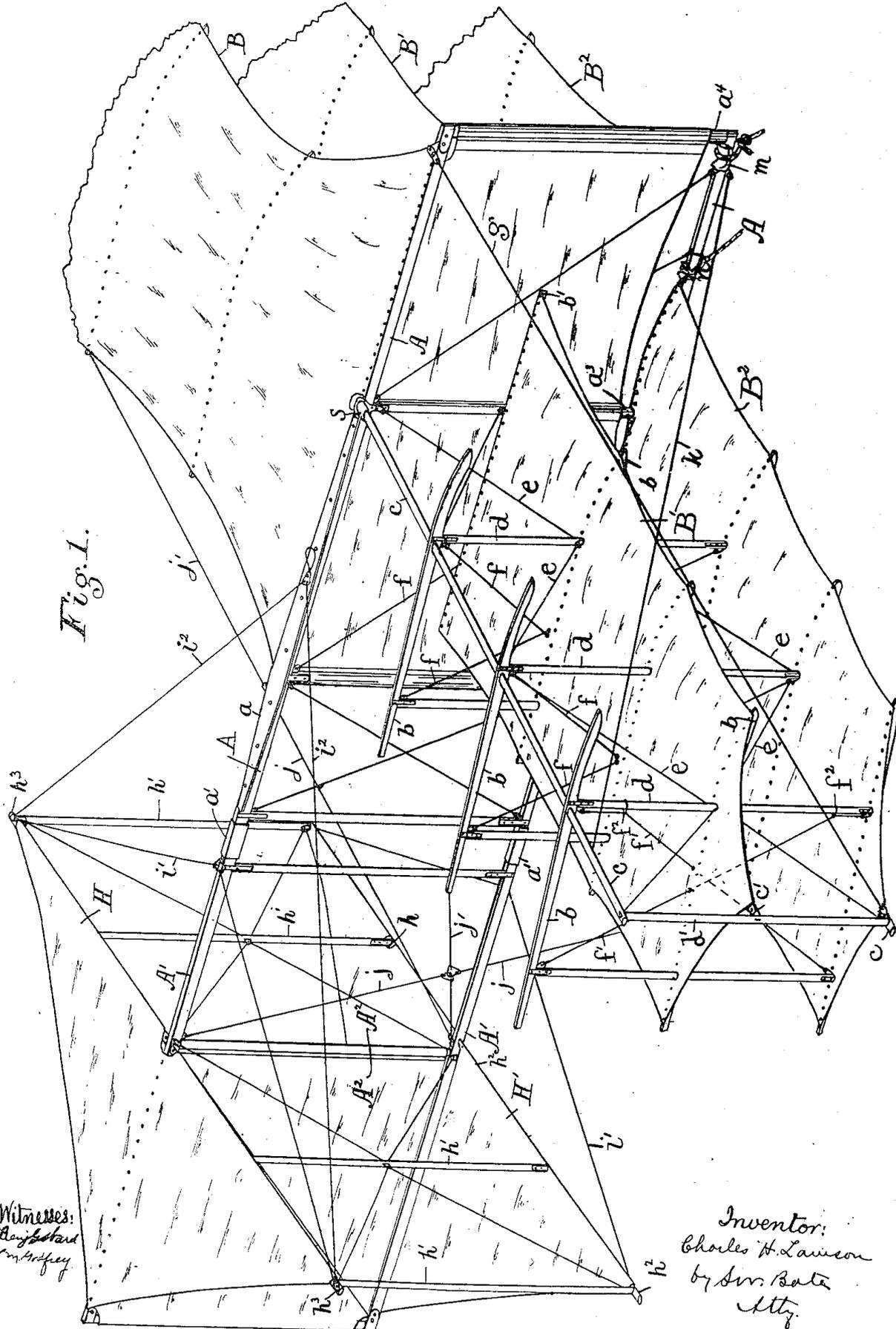


Fig. 1.

Witnesses:
Raymond
Lambert

Inventor:
Charles H. Lamson
by Sir. Bate
Atty.

C. H. LAMSON.

KITE.

(Application filed May 9, 1900.)

(No Model.)

3 Sheets—Sheet 2.

Fig. 2.

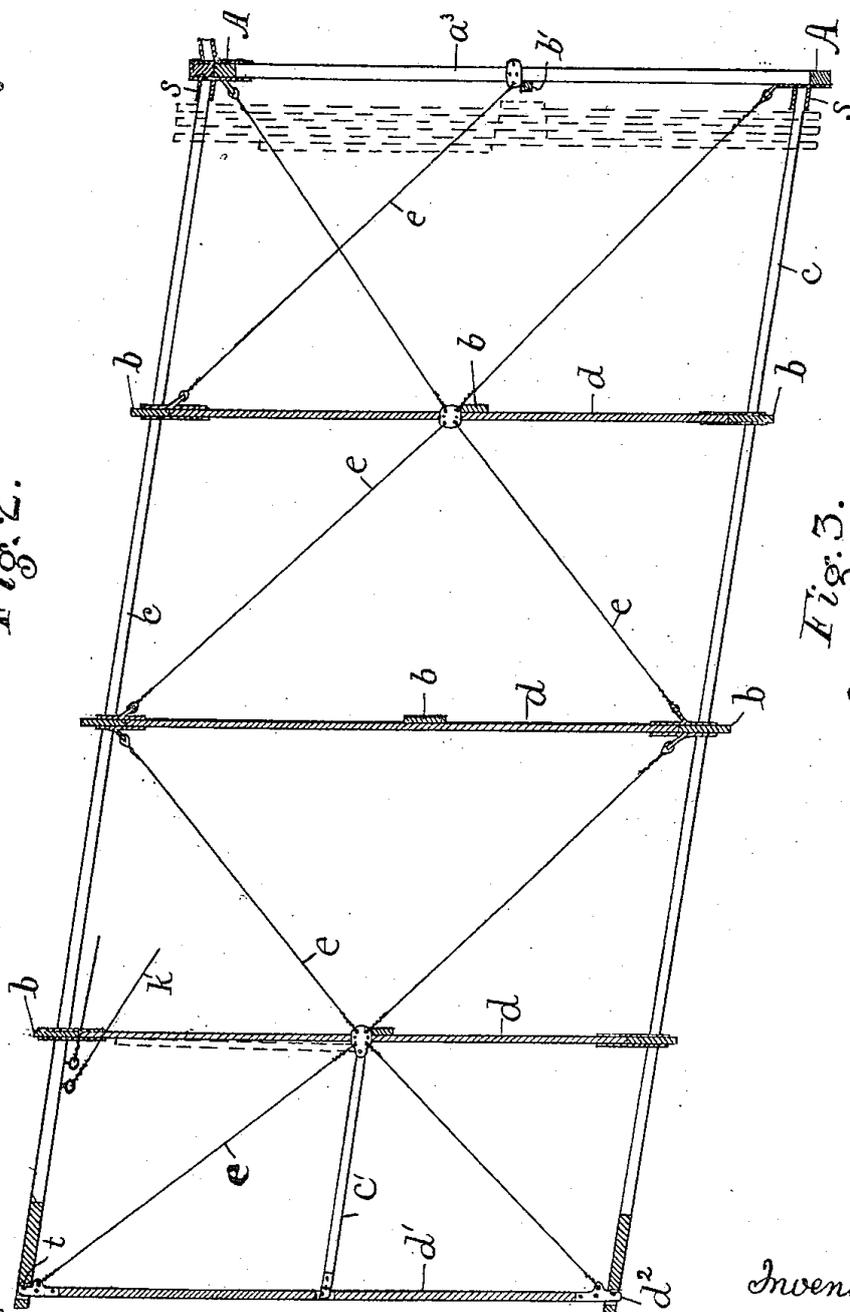


Fig. 3.



Witnesses:
 Rey L. Ward
 L. M. Godfrey.

Inventor:
 Charles H. Lamson
 by S. Bates
 atty

C. H. LAMSON.

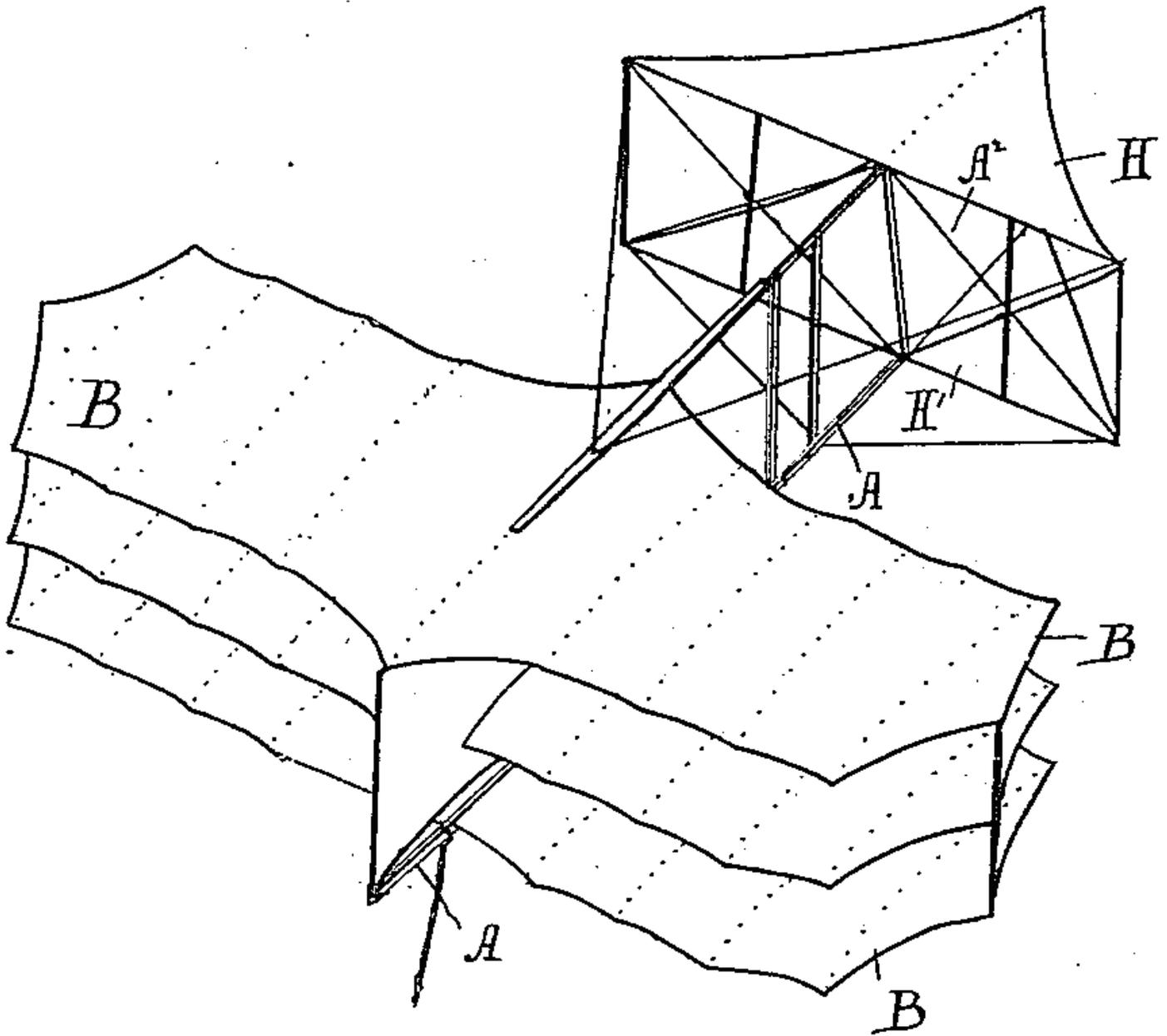
KITE.

(Application filed May 9, 1900.)

(No Model.)

3 Sheets—Sheet 3.

Fig. 4.



Witnesses:
Benj. Stuard
Philip Dorticos

Inventor:
Charles H. Lamson
by S. M. Bates
Atty

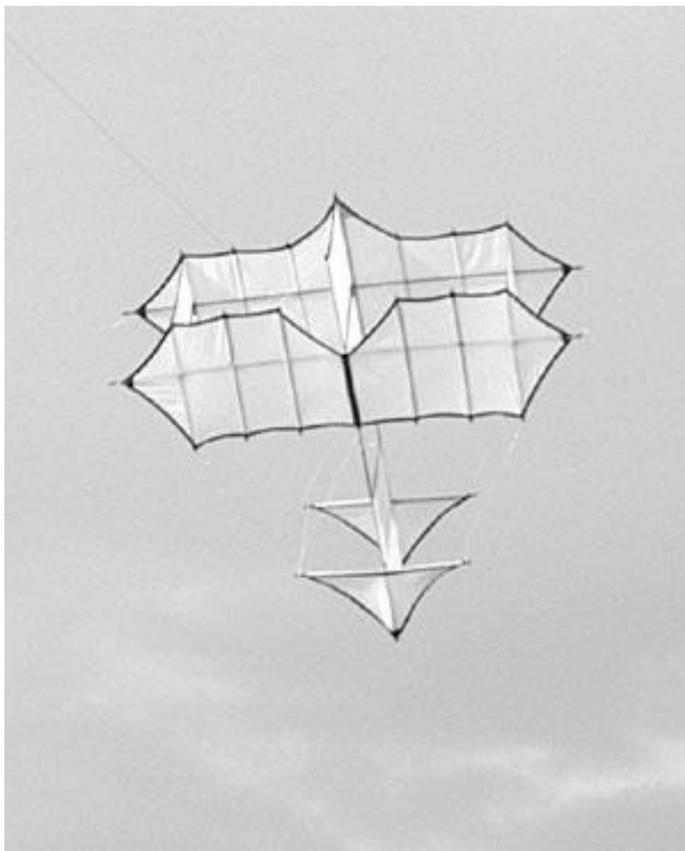


The Lamson-Aerocurve

Lamson-Aircurved 18er-Zelle

Florian Janich

Email info@drachenfliegerinnung.de



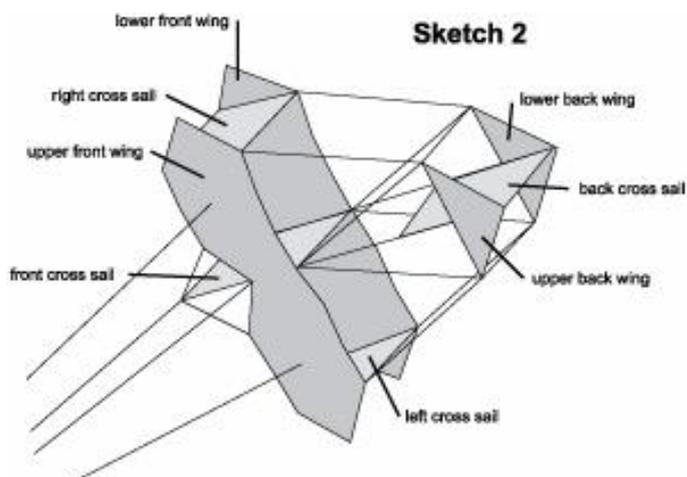
Material List:

- 2,5m ripstop nylon or parachute silk (140 cm width)
 - 15m hem strip made of ripstop nylon
- 1,5m Dacron (5cm width) (possibly 3,6m for the spine pockets)
- 12x 50cm approx carbon fibre pipe 6mm diameter (batten)
- 2x 58 cm approx carbon fibre pipe 6 mm diameter (cross spar back wing)
- 4x 45 cm approx carbon fibre pipe 6 mm diameter (vertical center)
- 4x 150 cm carbon fibre pipe 6 mm diameter (spine and cross spar front wing)
 - 4x eyelets to drive into
 - 5x split caps 6mm
 - 0.3 m 6mm id poly tube
- 2.5m 6mm material for loops
 - 16m 30kp line
 - 2x line adjuster

The Plan:

To avoid misunderstandings, all parts of the sail are labelled (sketch 2)

To produce the patterns you have two possibilities: either you draw the patterns according to the sketch ([sketch 1](#)) or you download the [patterns](#) 1:1, print them, stick them edge to edge and cut them out.



All sail patterns will be hemmed so there is no need to hot-cut them. If you want to work without a ripstop nylon hem strip and only with a single hem you have to consider an addition for the hem and hot-cut the parts.

To economize paper, all parts of the cross sail are drawn in one pattern, because they distinguish only in total of length and arrangement of gaps. So it is possible to cut out the front cross sail (1x), shorten the pattern, cut out the lateral cross sail (2x), shorten the pattern again and cut out the back cross sail. The gaps should be cut out later!

It's the same with the front wings. At first cut twice out the upper half of the wing, shorten the pattern at the broken line and then cut out twice the lower half of the wing. If you want to, you can produce the wings in one part – it saves one seam but uses more material. Additionally you need eight strips (45x4 cm) for the spine pockets on the front wings.

Sewing:

Before hemming all parts, reinforcements made of Dacron need to be sewed onto the outer tips (left/right) of the front wing and the back tip of the back wing. Later on, loops will be sewed on or eyelets driven into, which are not allowed to tear out.

Now, all parts have to be hemmed at the following edges: the four cross sails at both rounded sides – not at the straight sides!!! The two back wings are hemmed at all three sides, the front wings are hemmed nearly completely with the exception of the seam with which both halves of the wing will be sewed together. If the spine pockets are made of ripstop nylon, they also need to be hemmed at the short sides (4cm).

Before all parts are sewed together, reinforcements made of Dacron for the spar passage need to be sewed onto the cross sails. You need eight Dacron pieces of 7.7cm length each. On one side they need to be rounded so they do not fray. Then they are sewed onto the cross sails as shown in the pattern. A little explanation about this: all cross sails are drawn in one pattern, so you must be careful, which gap belongs to which cross sail (straight line – front cross sail; broken line – back cross sail; dotted line – left/right cross sail).

At last, hot-cut the gaps in the cross sails. It will suffice to sew the reinforcements at one side, because reinforcements at both sides could become too thick when closing the spine pockets – but more about this later on.

Now follows the sewing: to make it easier if the Lamson is divided into two parts (the order of sewing does not matter): the front part consists of two side cross sails, one front cross sail and the two front wings; the back part consists of the back cross sail and both back wings.

Let's start with the easier part, the back part: At both back wings the straight lower edge is folded down about 20mm and is sewed onto the sail prancing a straight seam 12mm from the fold.

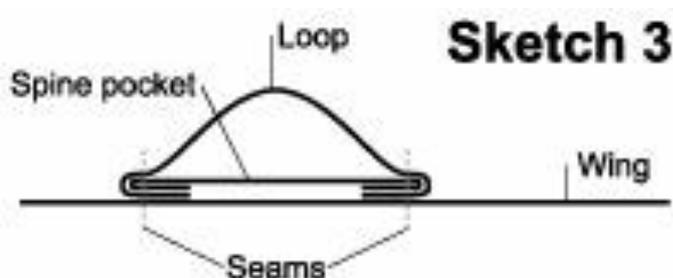
Now, it's getting tricky: Draw a center line on one wing from the tip to the lower edge. On the lower cross sail you

have to draw a line along the middle of the future spine pocket 20mm from the outside edge. Now the marked wing is sewed on the cross sail line on line, the finished spine pocket upward. Make the tip of the wing flush with the cross sail's back trailing edge. Do not close the spine pocket with this seam!

Who thought, that was tricky will be surprised: now the spine pockets come into being... For this purpose the back cross sail is folded 8mm at the side you just worked on, and again 12mm. This could become a little bit difficult, because the wing is already sewed on the back part. To close the spine pocket, sew it onto the cross sail as close as possible along the just developed first fold. This double folding makes the edge of cut of the sail disappear in the spine pocket.

The same procedure is applied to the other back wing at the same cross sail

Now the more difficult front part: At first, sew the inner spine pockets on each half of the wing – on the lower side of the lower wing and on the upper side of the upper wing. To get non-fraying borders you fold the thin strips about 8mm on both long edges and sew them onto the wing. On the lower wing's lower side a bridle point is attached to the outer spine pocket. For this purpose, a loop of 6cm length made of thin webbing or triple folded hem strip needs to be sewed on together with the spine pocket – 18cm from the front wing's edge (see sketch 3).



If you have used two parts to manufacture the wing, you have to connect these parts now with a fell seam. Now the step you did at the back part which has to be carried out three times: draw a line on the wing, seam on the corresponding cross sail and close the spine pocket. Take care, in

the middle and make the wing's back edge flush with the cross sail's back edge.

Loops of thin webbing or triple hem strip are sewed on all corners of the sail with the exception of the outer tips of the front wings. These loops should project out about 3 cm beyond the sail's border. There are 14 loops in total at each front wing; 3 at each back wing and one on the upper and one on the lower edge of the back cross sail. Finally the eyelets have to be wrapped in into the four outer tips of the front wing - about 1 cm away from the borders.

Framing:

Before framing you have to produce connectors made of poly tube. Cut to size 8 poly tube pieces 3,5 cm length each. Drill a hole into each piece (6mm diameter) 4mm away from the lower edge. Thus You already finished two connectors for the back part. Drill another hole (6mm diameter) into each of the six remaining pieces in a right angle 2mm over the first hole. The framing is a little bit difficult because each of the 12 front wing battens has to be adapted because of possible inaccurateness of sewing. A flat screwdriver is helpful when tightening the loops on the spars` ends. Cover all loops with a 1 cm piece of poly tube so they are secured from slipping away. You can also do this with split caps, but this is more expensive.

Do the same with the back wing's cross spars. When you install the outer battens put them into a connector's lower hole and then move the connector to the gap. Now shorten the two spines to a length of 145cm and put them into the middle spine pockets of the front part. Secure the upper spine with a poly tube at the front. The lower spine has to be secured with a split cap, because an adjustment line has to be put in later on. Now stretch the back part of the Lamson onto both spines and secure the loops with poly tube. Do not forget the last four connectors while putting in the spines!

Tie an 50cm piece of line to the upper wing's front part middle loop (at the spine). After putting on the line adjuster, pull the line through the upper loop at the Lamson's back part and back again to the line adjuster, tie it.

Do the same with the second line adjuster at the lower spine. Now you can put the Lamson under tension lengthwise.

Shorten both spars to a length of 150cm, push them through the upper holes of the respective three connectors and put a split cap on it. Now you can put the Lamson under diagonal tautness. To do so, make loops from four pieces of line, of 30cm length each. To stretch it, put the loop through the sail's tip's eyelet and then in the split cap. When you pull the end of one loop to the split cap you can tighten the sail. When the right tautness is reached shorten the loop with a knot and put it into the split cap. The advantage of this: should the sail's material have stretched, you can move the knot in the loop and tighten the sail again.

Now the Lamson is almost finished – only a little bit flat. So the last four vertical centers have to be put in. The length of the spars depends on the connectors and the accurateness of sewing. Theoretically they should be 44.6cm long – but you better measure. The first time it's a little difficult to put the spars in, but after the first flight it's getting easier. And now the Lamson Aerocurve is almost assembled.

Wiring:

That the Lamson in order to avoid pulls out of shape, a wiring is needed. But the ones I use are simpler than those Charles Lamson originally used. At first provide a 70cm piece of line with loops at both ends and tie it with a girth hitch behind the poly tube left and right from the lower front tip. When you now put this line through the lower spine's split cap it should be under tension. If it's not under tension you have to shorten or lengthen the loops. To avoid the sloping of both back wings during flight, you need two lines, 48,5 cm each, including loops at each end. This number might change because of inaccurateness of sewing. These two lines are hung to both sides of the wing - upside and downside to the poly tube ring at the end of the cross spar - now both wings should be parallel.

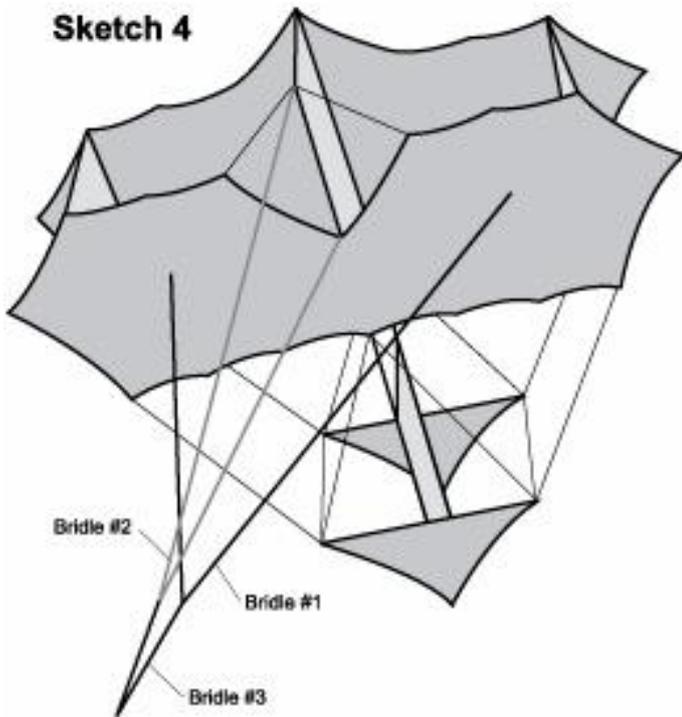
You have to find out the length of the last four lines. They run from the middle back loop of the front part through a loop at the outer wing's tip to the back end of the outer battens of the front wing. (sketch 4) That's difficult? Right, but also logical when you have a look at the Lamson. With these lines the front part is fixed to the kite. You can adjust them with the wind. This needs to be done both on the right and left side both up and down as well as at the top and at the bottom.

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each side. Tie one end with a prussik at the marking into bridle #1. The second end is tied (also with a prussik) into bridle #2 – about 175cm away from the back bridle point. When you did this, tie with a prussik a 10cm loop in the middle of bridle #3. Later, the flight line is tied to this loop. Using a prussik the bridle can be adjusted and adapted to the wind easily. If the Lamson moves to one side, bridle line #1 is not fixed in the middle. If the Lamson needs more or less buoyancy the proportions of bridle #2's sides must be changed. Additionally the loop for the flight line at bridle #3 must be shifted so that bridle #1 + 2 are evenly stretched.

Sketch 4



And now: have fun with the Lamson Aerocurve and always good flight! Please do not hesitate to contact me if you have any questions or ideas. I would also be glad if you'll send me pictures of your Lamson. My eMail address *info at drachenfliegerinnung.de*

**Lamson-Aircurved
18er-Zelle**

Florian Janich

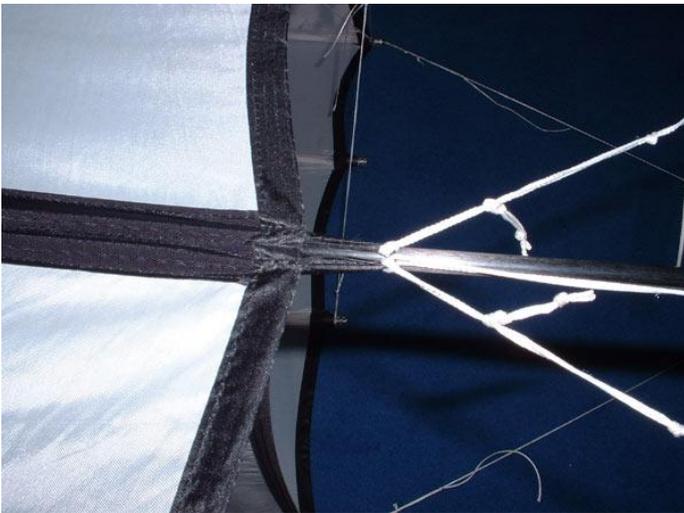
Email info@drachenfliegerinnung.de

The bridle: (sketch 4)
Charles Lamson used two lines – a flight line and a start line – with which the kite's angle of incidence can be varied. But I used – because of my inexperience – a bridle made of three parts, which brings the Lamson into the air and back to earth without a start line. And my bridle makes it possible to adjust the kite to nearly every wind-force. Bridle #1 with a length of 335cm connects the two bridle points (sewed on with the spine pockets) at the lower wing. Draw a marking in the middle of this line. Bridle #2 – also with a length of 335cm – runs from the split cap at the front end of the lower spine to the front loop of the lower wing. Bridle #3 with 150cm length includes a loop at

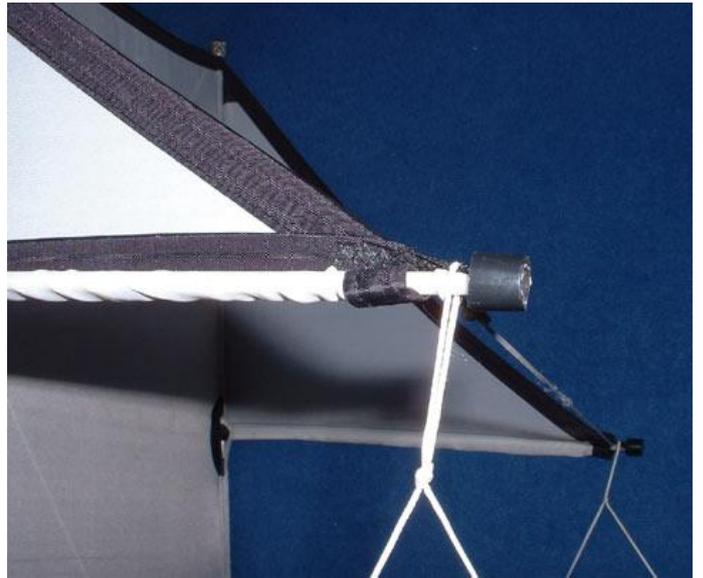
Detail pictures of the Lamson-Aerocurve



The outer tip of the front wing.



Middle back loop of the front part.



The outer wing's tip.



Lower spine's split cap.





The Nose ;-)



Connector at the left cross sail.



Connector and bridle-point at the lower front wing.



The lower back end.



Connector at the upper back wing.



Bridle-point at the lower front wing.

I hope you understand how I have builded my lamson. If I would build another one, I cut the cross spar of the front wing in two pieces with a 8mm bushing in the middle. So you don't have to take the complete cross spar to pack the lamson. I think this would be a little but effective modification. Also the back wing cross spar I would let end with split caps and not with id poly tube.

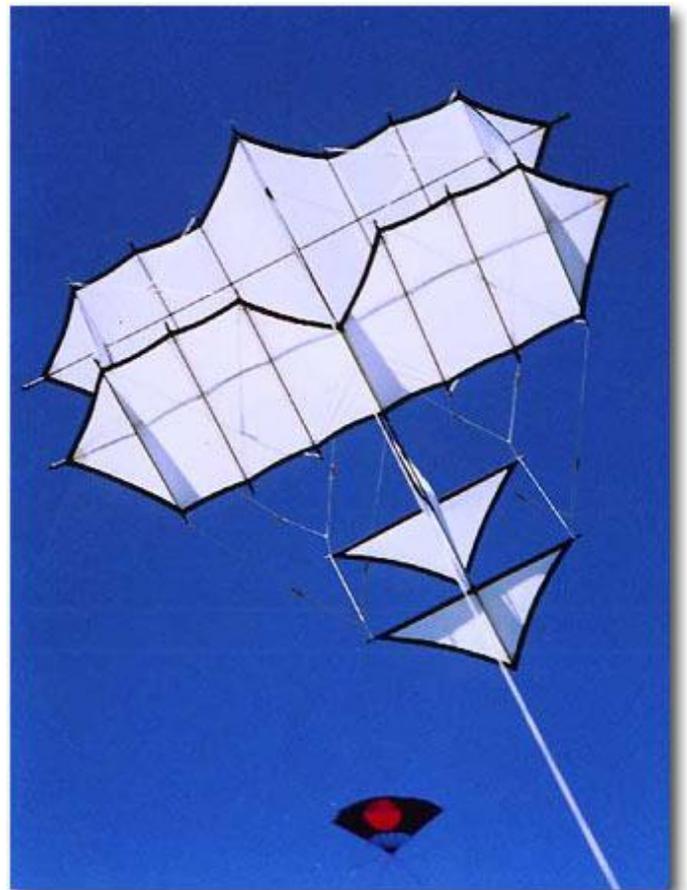
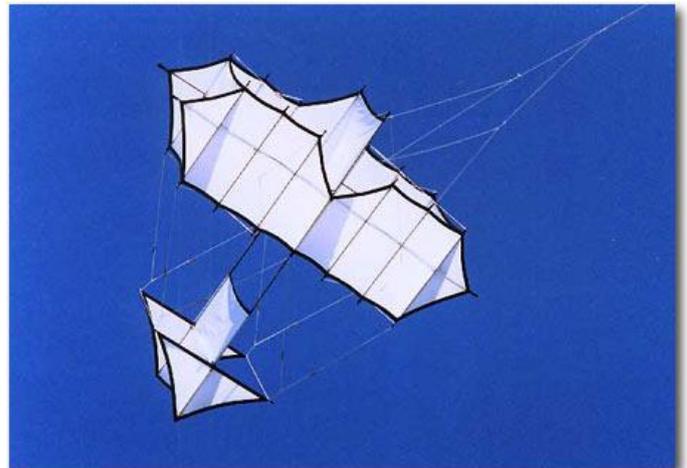
I wish you a very good time, building this great kite.

Bye, Florian

Lamson Gallery

This Lamson Aerocurve was builded by Richard Wotton from New Zealand. At the request of Richard, I translated my plan and take many detail pictures. And the achievement is very good. Richard actually carry off a journey to Sydney to the kitefestival at Bondi Beach in the beginning of February 2004, because his Lamson has been voted to the "best kite" at the NZKA-Festival. Congratulations!

Thank you Richard, that I could show your pictures at this site.



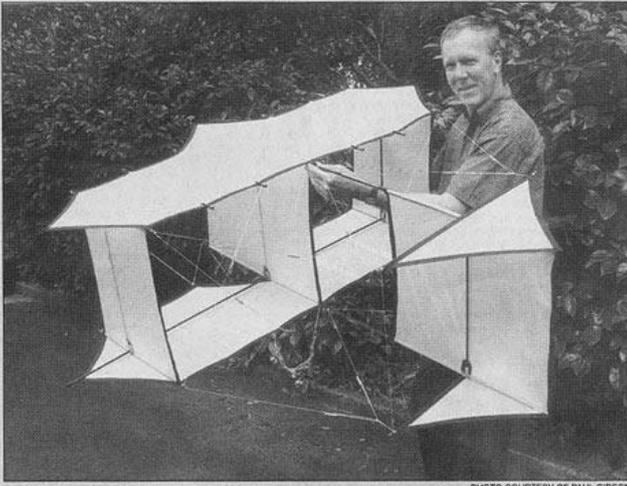


PHOTO COURTESY OF PAUL GIBSON

FAB FLYER: Wanganui man Richard Wotton, who has been making and flying kites for four years, will be winging his way to Sydney in September. At last weekend's national New Zealand Kiteflying Association festival at Porirua his new kite was voted the most worthy to be sent to the Australian national meeting this year. "And I'm allowed to take it," Mr Wotton said. He would get his flights and accommodation paid and was looking forward to the Festival of the Winds at Bondi Beach. His winning kite was a Lamson Aerocurve, made in six weeks during his spare time, using nylon and carbon fibre spars. Its larger prototype was built in the United States in 1897 during the drive toward manned flight. Mr Wotton said he went to a Danish kitefliers' meeting last year. "I became interested in historical kites and I'm going to carry on making them, using traditional materials like cotton sails and wooden spars."

Do you have built a Lamson Aerocurve with my plan, too? I will be very happy to get some pictures or requests about building.

