

MKF@NEWS

ELECTRONIC NEWSLETTER OF THE
MIDLANDS KITE FLIERS OF GREAT BRITAIN

FEBRUARY 2018



All at sea – Kites by Nick James.

My sincere apologies for the lateness of this newsletter, unfortunately we lost Mum rather unexpectedly just before Christmas and it has taken a long time to get back to normal. Enjoy and hopefully you will find something of interest inside. Bill Souten - Editor

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 2018+

MKFNEWS B. SOUTEN - EDITOR	'COPY' DEADLINE	PUBLISHING DATE
23	25 th March 2018	Mid April 2018
24	24 th June 2018	Mid July 2018
25	24 th September 2018	Mid October 2018
26	25 th December 2018	Mid January 2019

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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If you could help fill this post please contact the Chairman

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Studio Morison installs origami-like "pineapple" in Berrington Hall's 18th-century garden

Natashah Hitti | 12 July 2017 3 comments

Artistic duo Studio Morison has erected a pink pavilion shaped like an origami pineapple in the centre of the 18th-century walled garden of the Berrington Hall country estate in Herefordshire, England.

Local artists Heather and Ivan Morison were asked to design a contemporary structure that would attract visitors and kickstart fundraising for the restoration of Berrington Hall's walled garden.

The construction called Look! Look! Look! is enclosed within a walled garden originally designed by Georgian landscape designer Lancelot 'Capability' Brown. This was Brown's last completed landscape project, and his only walled garden.

LEOMINSTER & HEREFORD KITE FESTIVAL 2017

Those of you who came to Berrington earlier in the year may well of seen this construction, it's where the Berrington Staff ran the Kite Workshop.

This is an extended version of an article published at Christmas



The two artists wanted to create a contemporary version of the follies or "eye-catchers" that often featured in 18th- and 19th-century landscaping.

"We chose to make a pavilion, very much along the lines of the Georgian tented summer garden structures, to create a new temporary focus within the gardens, and provide a space where new possible future activities and events can be held, tried and tested," the artists told Dezeen.

"We wanted to take something as fundamental and simple as a rectangle of paper, and fold it in such a way as to not just give it structural stability, but also to make a sculptural form that created a notional sense of shelter, that is fanciful and frivolous, something that feels contemporary but also chimes with its Georgian surroundings," they added.



Studio Morison first designed the structure using origami, and then worked with structural engineers [Artura](#) to bring the design to life.

The pair created an eight-metre-tall by eight-metre-wide pavilion. The metal foundation and timber structure is encased in a pink shell, the body of which appears to have been folded into shape.

The dusty pink finish of the structure is achieved from a white waff and a red weave, which stands out against its green surroundings, and is made from a coated fibreglass fabric engineered by UK company [Mermet](#).

The structure is made of 90 sections and assembled like a jigsaw, with the fabric then pulled over and fixed to each rhomboid, and assembled on site in the walled garden, ultimately taking around six months to construct.



"Our challenge was to achieve an exterior finish that had the perfect flatness of facets, and the crispness of fold edges, that are present in the original paper model," said the artists.

Able to withstand all weathers, the special woven fabric is also semi-translucent, allowing light to shine through to the space inside.

Heather and Ivan Morison chose the striking pink colour from a traditionally Georgian palette, also found in the interior decor of the Hall itself. The 'gaudy yellow scagliola' and the 'dusty pinks' present in the ceramics of the interior and its door surrounds provided the colour inspiration.

The artists also drew their influence for the structural formation from the geometric shapes found in the mansion's interior design – the repeated circular patterning on the stone floor and the same repeats on the scalloped ceiling details – as well as the flowers within the walled garden.



While referencing the hall's interior geometric shapes, the shape also alludes to a pineapple – a result that Studio Morison told Dezeen was a happy accident, given that the estate was known to have grown pineapples on its grounds during the Georgian period. The exotic fruit would have been used to indicate the wealth and good taste of the owners.

Studio Morison wanted Look! Look! Look! to echo the Georgians' decadent social lives, and how they would have used their gardens. Among drinking and entertainment, this use would have included displaying the latest horticultural developments and scientific advances.

To reflect this historic use, the pavilion will host a catalogue of events and activities throughout the summer, including music, yoga, and performances.



"What struck us the most was that the zeitgeisty themes present within the Georgian period – one of gaudy displays of wealth and taste, bought at the expense of a hugely exploited underclass, that cover up a more fundamental rot within society at the end of its time – is very similar to themes we find ourselves struggling with today," said the artists.

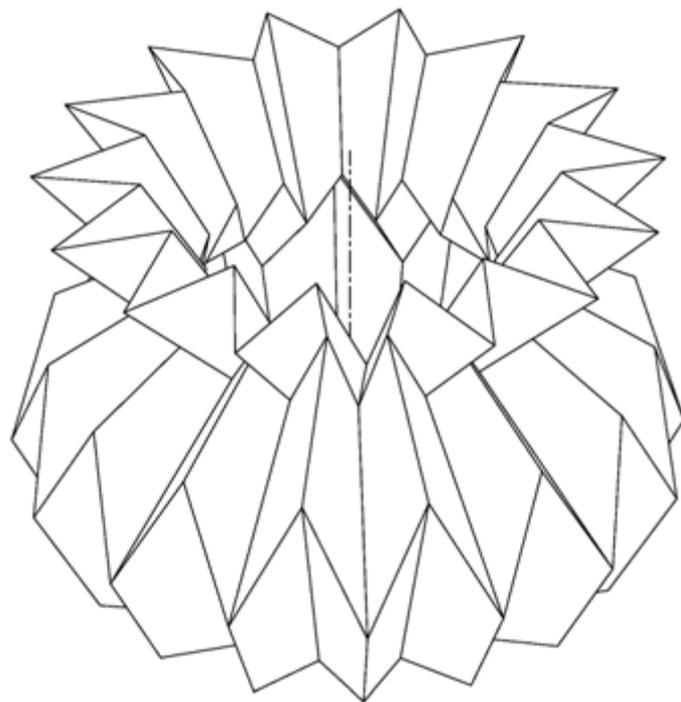
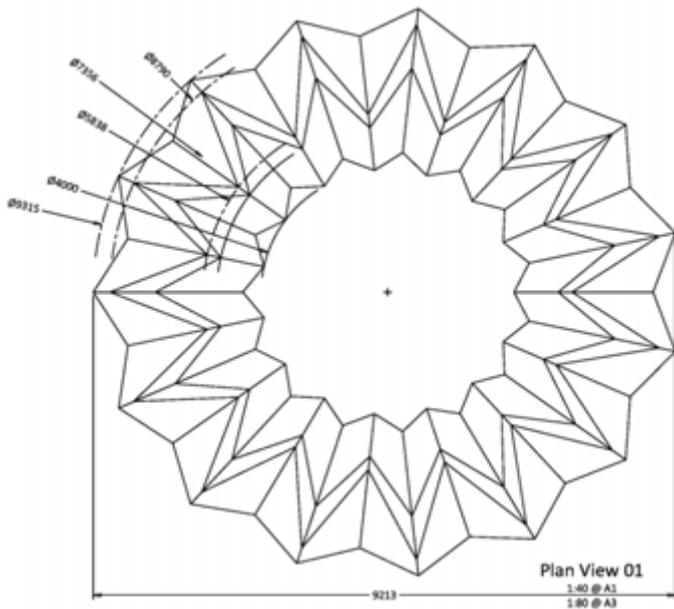
"We therefore wanted to create a form that sat within its Georgian surrounds, that spoke of all those ideas and possibilities, but was also eminently contemporary, that connected the two worlds."

The pink pavilion is part of the [National Trust](#) programme [Trust New Art](#), launched to introduce more contemporary arts into their heritage sites to reflect the increasing diversity of their audiences.

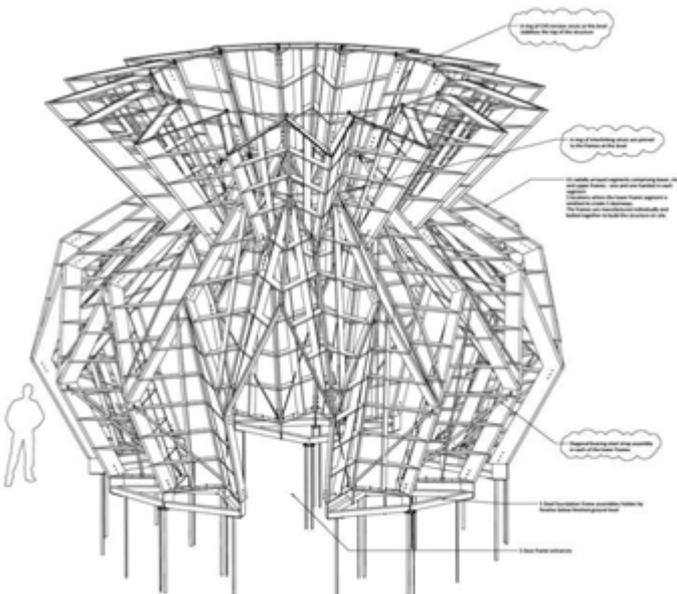
"The programme makes contemporary arts available in National Trust properties; builds new and diverse audiences; and offers new opportunities for artists to work in different contexts," a spokesperson for the National Trust told Dezeen. "Contemporary art can also connect people to places in ways beyond a conventional heritage experience."

Look! Look! Look! is open to the public until December 2019.

The origami-like form follows a pattern similar to Studio Morison's other projects, including a [temporary pavilion of scorched timber](#) in Bristol, England, and a [3D cube designed to fly like a kite](#).



3D View
Frame System Line Geometry
1:40 @ A1
1:80 @ A3

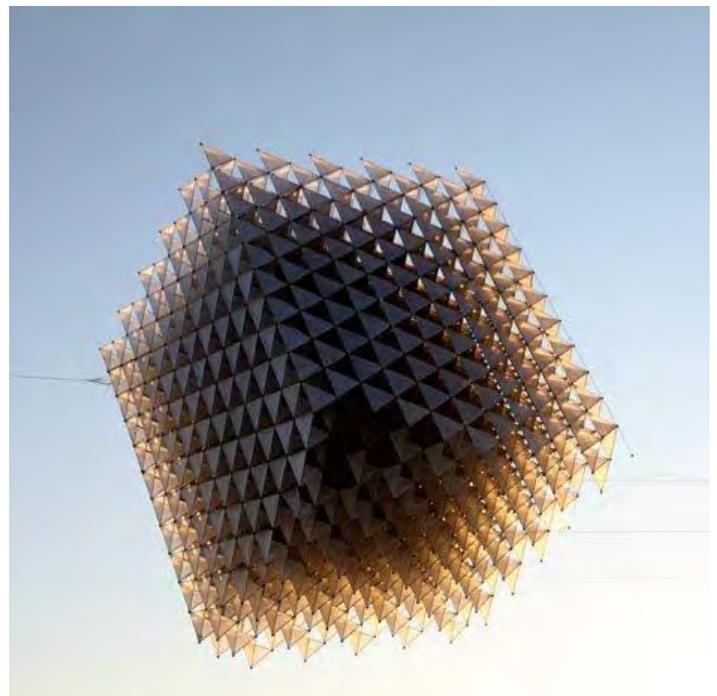


Little Shining Man

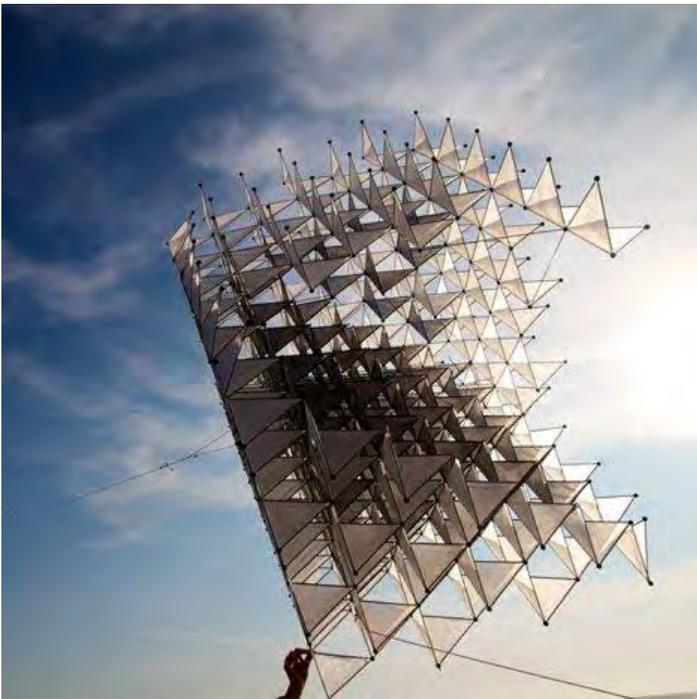
by Heather and Ivan Morison

Rose Etherington | 23 December 2011

This deceptively hefty-looking cube is actually designed to fly like a kite.



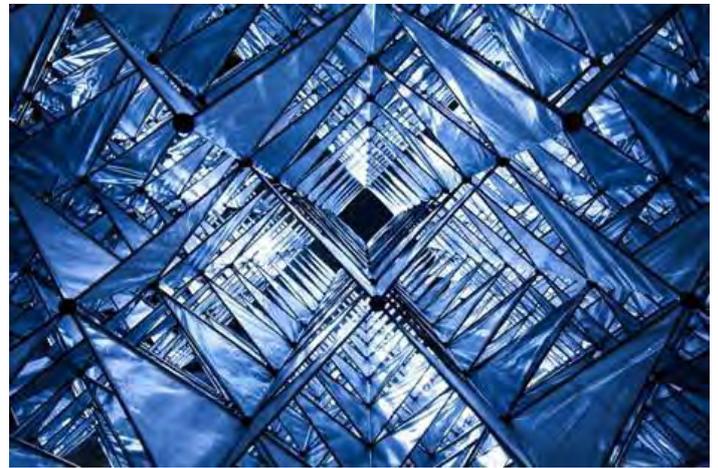
Made from over 23,000 individual components, the Little Shining Man kite comprises carbon-fibre rods, a hand-made composite fabric normally used for yacht sails and specially designed, rapid-prototyped nylon connectors.



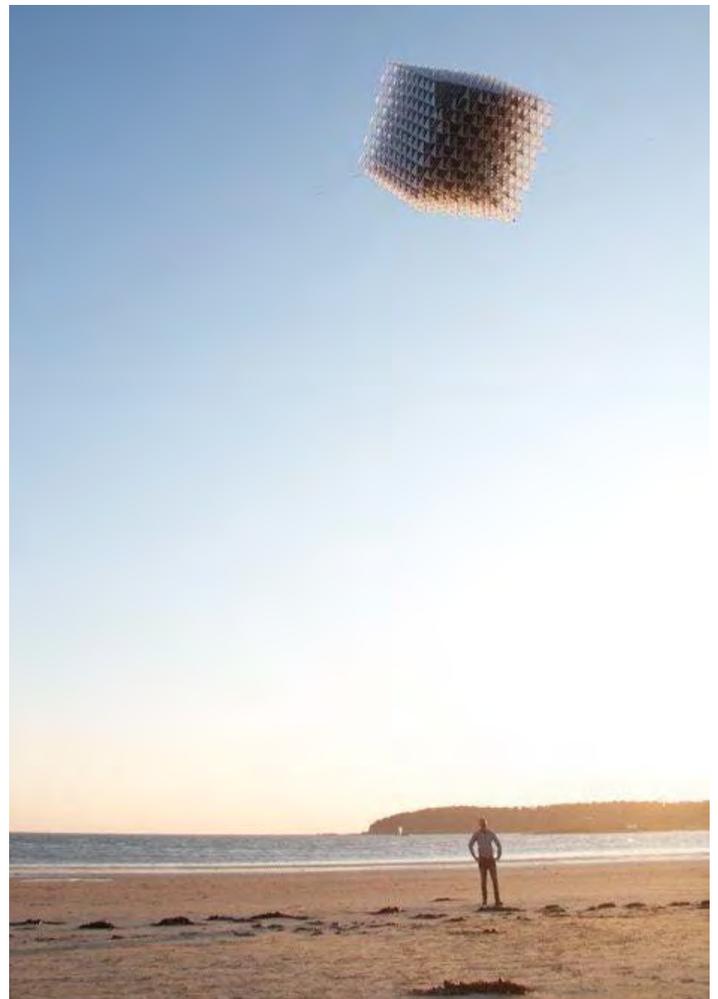
Three of the structures will hang in the atrium of a development by client Dandara in Jersey and be taken down once a year to fly in the local bay.



Artists Heather and Ivan Morison created the sculptures in collaboration with London architectural designer Sash Reading and Birmingham fabrication design studio Queen and Crawford.



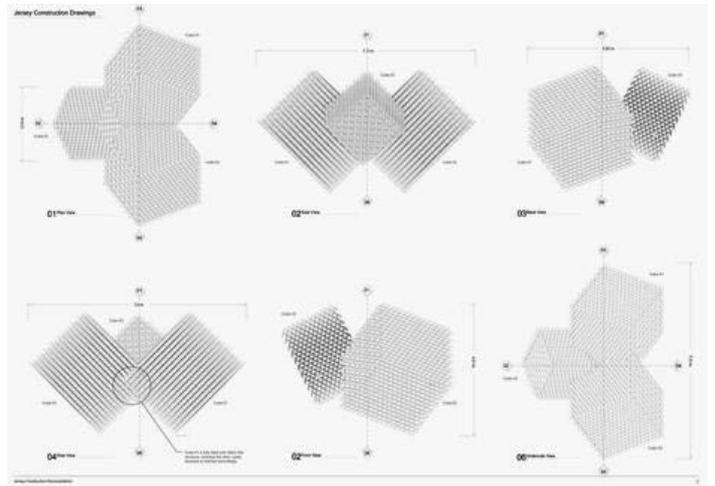
Heather and Ivan Morison are best known for pavilions and outdoor installations, including the Black Cloud shelter made of scorched timber that we featured in 2009.



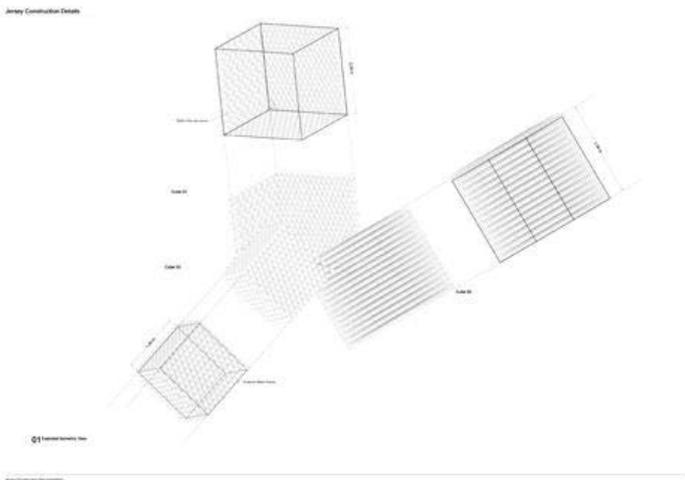
Photography is by Matt Porteous.



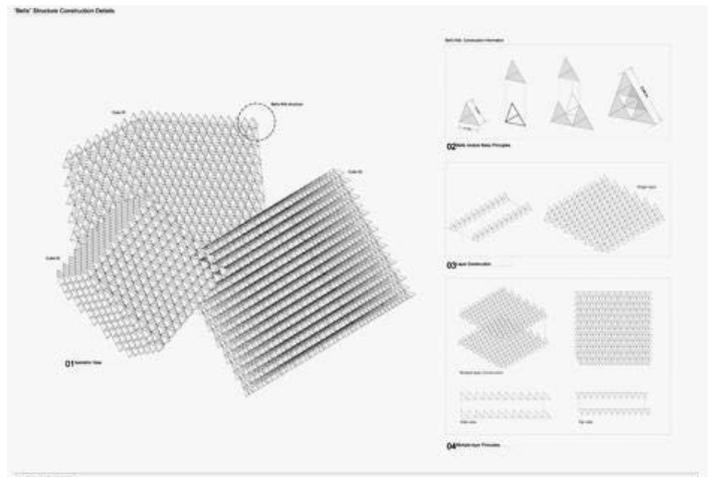
The design of the structure is based around the tetra kites of Alexander Graham Bell. A double wing module has been duplicated and arranged into a tight cellular structural arrangement that appears as a heavy, un-flyable cubic mass. Utilising lightweight materials and the symmetry of the module and composition, it is able to fly freely and steadily.



There were several challenges in realising Little Shining Man. The structure had to be as strong and light as possible in order to fly, but had to return to earth with minimal damage so it could be installed as a piece of sculpture. Carbon fibre rod and Cuben fibre - a hand made composite fabric used primarily in Racing Yacht Sails, achieved the perfect combination of strength and weight. The visual impact of the fabric produces an ethereal sense of depth and refraction that gives the heavy mass the lightest touch.



The kite flown in the images is one section of an arrangement of three, that come together to create the final piece. It will be hung as an installation for Dandara's new Castle Quay development in St. Helier, Jersey, where it will be permanently displayed in the atrium as a piece of sculpture - a sculpture that is intended to fly. Once a year it will be taken down from its spot in the building and flown in St. Aubin's Bay.



Queen & Crawford designed a joint system, the CKJ_01, a universal Nylon joint that would handle every connection in the composition. We work closely with 3TRPD in Newbury who are at the cutting edge of the Rapid Prototyping Industry. Printing the joints allows us to quickly design, produce, test and refine in a short time frame. The material is light and strong, perfect for this application.

More than 23,000 individual components make up the complete structure. Entirely assembled by hand, from design through to delivery more than 16 months of work.

Conceived: Ivan Morison
Design/technical consultation: Sash Reading
Component design, structure detail design,
fabrication: Queen + Crawford
Design documentation + visualization: Emily
Thurlow
Fitting manufacture: 3TRPD

WILL YOU PLEASE BE QUIET PLEASE

HEATHER & IVAN MORISON

Discover exciting new talent alongside established stars of the art world at the annual Summer Exhibition. With over 1,200 works showcasing everything from watercolour paintings to videos and photography there is something for everyone. Highlights include a large-scale suspended kite sculpture by Heather and Ivan Morison, sculpture by brothers Jake and Dinos Chapman, and an atmospheric photographic installation from Jane and Louise Wilson.





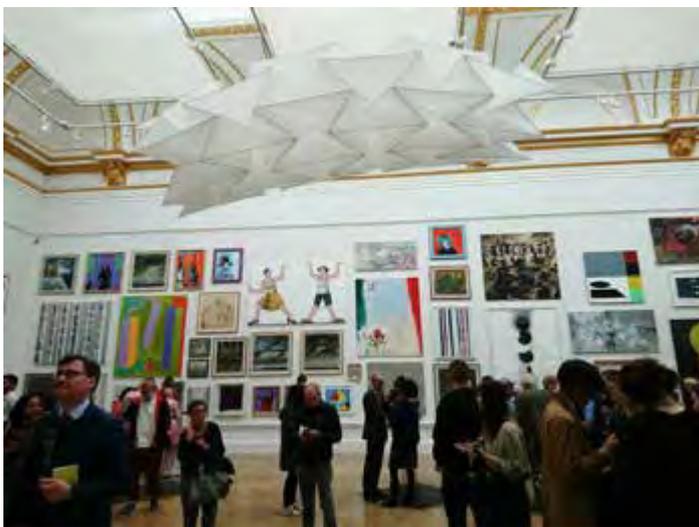
Discover exciting new talent alongside established stars of the art world at the annual Summer Exhibition. With over 1,200 works showcasing everything from watercolour paintings to videos and photography there is something for everyone.

"The Royal Academy's Summer Exhibition feels fresh" – The Times

"Eclectic, whimsical chaos" – The Telegraph

In the words of co-ordinator [Richard Wilson RA](#), this year's edition of the Summer Exhibition is "unpredictable, stimulating and startling." Famous as the world's largest open submission show, there are certain things the Summer Exhibition delivers on every single year: a panorama of art in all mediums, a remarkable mixture of emerging artists and household names, and more to see and explore than any other exhibition you're likely to visit this year. Keep a particular look out for work by some of the art world's most successful artistic duos – specially invited by Richard Wilson RA – whose work is dispersed throughout. Highlights include a large-scale suspended kite sculpture by Heather and Ivan Morison, sculpture by brothers Jake and Dinos Chapman, and an atmospheric photographic installation from Jane and Louise Wilson.

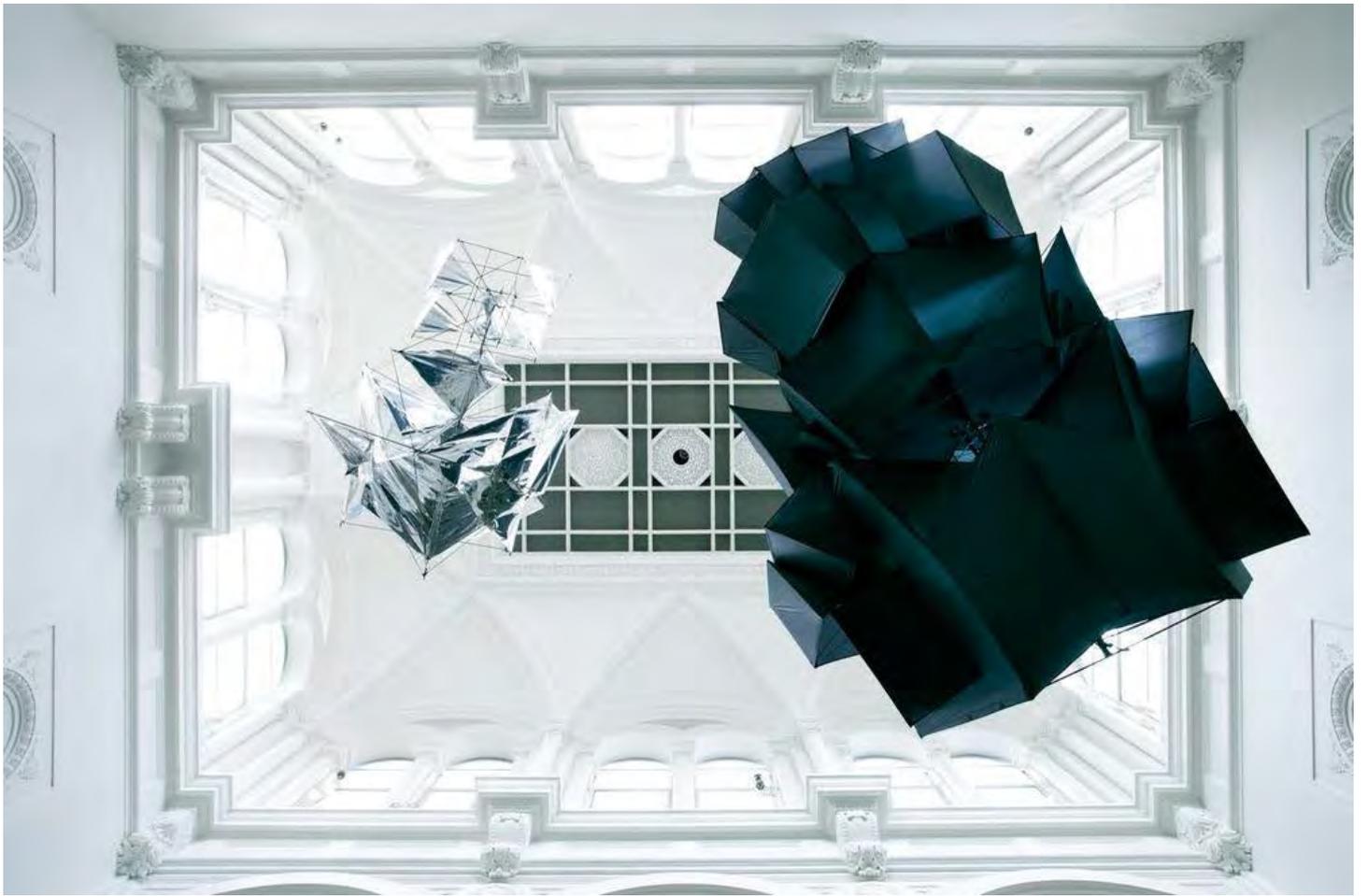
As in previous years, most works are for sale, giving you the opportunity to own original artworks by leading artists of today and tomorrow. And, crucially, proceeds allow us to continue providing, free, world-class postgraduate tuition in the [RA Schools](#).



KIND WISE AND LOVING

Heather and Ivan Morison





The Icarus Race: Into the Wild With a Fan on Your Back

Paramotor competitors cross 1,000 miles of mountains and desert, in search of freedom, adventure, and a trophy.

Taking on the world's longest paramotor race requires practice—here, above the Glamis Dunes in southern California—although novices are welcome to enter. (Miroslav Svec)

By Michael Behar AIR & SPACE MAGAZINE - SEPTEMBER 2017



Trey German got a late start on the day he crash-landed into a cactus field and ended up with dozens of inch-long spines protruding from his butt. German, 30, lives in Houston, Texas, and is a paramotor pilot. His encounter with the cactus occurred while he was competing in the Icarus Trophy, a 1,000-mile air race that spans five Western states. From its start in Polson, Montana, near Glacier National Park, German had been following the race route south. He'd threaded the Rocky Mountains into Idaho and was midway through Utah's desert badlands when what might be considered a piloting error forced him to descend.

A U.K.-based outfit called the Adventurists organizes the Icarus Trophy, along with several other madcap exploits, including a 1,800-mile rickshaw run through India and a sidecar-motorcycle rally across Siberia's frozen Lake Baikal. This month, the Adventurists will host their third annual Icarus Trophy, charging entrants \$2,200 to participate. German plans on entering again. Last year he and six other pilots

took flight on a cloudless, crisp October morning from a grassy median at the Polson Airport, on the southern shore of Montana's Flathead Lake.

Seven days later, German had covered more than 600 miles when he arrived in Moab, Utah, where he spent the night sleeping in the driver's seat of his jeep, which his ground-support crew had been using as a chase vehicle.

Paramotorers prefer to fly very early in the morning, while the air is still. As the day progresses, heat from sunlight forms thermals—updrafts that can be violent and make it impossible to fly in a straight line. The morning after he arrived in Moab, German had intended to be airborne by dawn. But “technical problems,” he says, delayed his departure until 11 a.m. (When I push for specifics, he admits sheepishly that “everyone had enjoyed themselves” a bit too much the prior evening.)

“By the time we launched, the winds were picking up and the air was super bumpy,” he tells me. The midday thermals tossed him around like a wiffle ball in a wind tunnel. His altimeter indicated precipitous ascents and descents—ups and downs of 1,000 feet per minute. “It felt like I was free-falling or like a parachute had just opened and jerked me upward,” he says. German was hoping to make it to Monticello, Utah, about 60 miles due south of Moab, where he planned to refuel his five-gallon tank. But as he approached the town, gusty winds smacked headlong into his glider. “My progress slowed to almost a standstill,” German recalls. “I think I was doing about five knots, tops.”

Next came the sickening sound no paramotor pilot ever wants to hear: a staccato sputter from his engine, then silence. “I knew I was out of gas and that I'd have to land in a field, so I started scoping out my options.” Moments before touching down, he realized a robust tailwind was impelling him way too fast to land on his feet. If he tried to run off the excess speed, he'd almost certainly snap an ankle or get dragged onto his face. So he made a quick decision to raise his legs and plop onto his butt. “It was around this time I started to notice some pain in my hindquarters,” German says. He had skidded 30 feet, colliding with numerous low-lying cacti.

In paramotoring, or powered paragliding, as it's also called, the pilot wears an aluminum-

framed backpack outfitted with a two-stroke piston engine, similar to what's in a lawnmower. Cranking out between 20 to 30 horsepower, it drives a two- or three-blade propeller (often made of carbon fiber) to produce thrust. A banana-shaped "wing" is fashioned from ripstop fabric, a durable and near-tear-proof nylon. Lines connect the wing to a body harness worn by the pilot. To take off, the pilot revs the engine while running; the forward motion forces air into vents along the wing's leading edge, filling hollow chambers, called cells, sewn into the canopy. Eventually, the wing "inflates," forming itself into a conventional airfoil that generates lift.

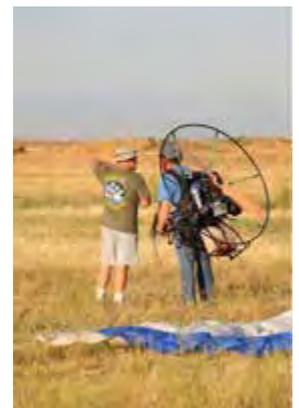
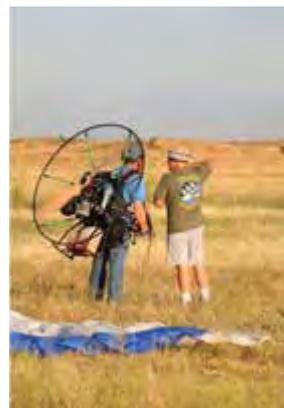
Paramotoring evolved from paragliding, which emerged in the 1970s when a handful of daring climbers in the French Alps decided to employ parachutes to expedite their descents from peaks they'd summited. But the existing parachutes were awful gliders: For every three feet of forward progress, they'd plunge one foot lower. The switch to non-porous fabrics, longer wingspans, and different airfoil shapes led to the modern-day paraglider wing. Pilots can now achieve up to 11:1 glide ratios with wings so efficient they can harness rising heat to soar on thermals for hours. It's also possible to travel great distances: The world record is 350 miles, covered in a single 11-hour flight.

But to launch a paraglider you either have to hike or drive to a very high point, like a mountaintop or, if you're a flatlander, rely on a ground-based winch-and-cable mechanism (usually on a truck or boat) to tow you to a suitable altitude and then release you. In 1980, Mike Byrne, a Brit from Essex, England, constructed what is thought to be the first paramotor and coined the term. It was a homebuilt rig, which he used to power a paraglider wing and make several flights in the U.K. Not long after, the French aerospace company La Mouette began manufacturing and selling paramotors, and the sport swiftly gained momentum. Pilots could take off and land just about anywhere; no longer did they have to lug gear long distances to reach elevated launch points or use tow systems.

I get a firsthand look at paramotoring in June, when I join Mike Bennett near Watkins, Colorado, about 25 miles east of Denver. We're at a derelict dirt airstrip formerly used by fixed-wing ultralights, popular in the late 1970s and early 1980s because they offered an

inexpensive and largely unregulated entrée into powered flight, the same reason many now take up paramotoring. The paramotor itself is remarkably compact. Bennett's engine and prop sit inside a mesh cage that's about four feet wide and hemispheric in shape, like an oversized wok. It would fit easily into the trunk of a typical four-door sedan. (Paramotorists who travel to faraway locations to fly often just box up their engines and ship them by FedEx.)

Watkins is having a spell of hot weather, with temperatures nearing 100 degrees. So I agree to meet Bennett at 6 a.m., shortly after sunrise, to beat the heat and the turbulent air that comes with it. He wants to compete in the Icarus Trophy race in September. "But I just got a new job," he bemoans. "I'm not sure yet if I can take the time off." Even so, Bennett has been training, doing longer-than-usual "cross-country" flights from Watkins to Colorado Springs, about 80 miles one way. (Most paramotorers fly exclusively at their "home field" and almost never venture into hilly or mountainous terrain. "The winds in the mountains can cause a lot of turbulence and you can have a wing collapse," says German.) I watch Bennett carefully lay out his wing, fluffing it up like a down pillow until it stands upright along its trailing edge. "We call this 'building a wall,'" he explains. Next he walks out the lines attached to the wing, letting them slip loosely through his fingers to feel for tangles or twists. With the paramotor now strapped to his back, Bennett pulls the starter rope and the engine screams to life. Despite a muffler affixed to the exhaust pipe, it's painfully loud, so Bennett wears noise-canceling earmuffs. A quick snap on the lines brings his wing overhead. He takes a succession of elongated leaps, and moments later sails gracefully into Colorado's cerulean sky.





After the race, former competitors meet to fly at the Pinal airplane boneyard in Arizona. (Miroslav Svec)

Bennett buzzes near the ground, sometimes skimming inches above the native buffalo grass and pink-fringed primrose that conceal what was likely a bustling airstrip during the ultralight heyday. Other times he climbs to 500 feet—his engine generating 150 pounds of thrust—and performs wingovers, spiral dives, and barrel rolls (called “acro” maneuvers in paramotor lingo). After about 15 minutes, Bennett cuts the engine and floats to a gentle stop—known as a “spot landing”—a mere five feet from where he parked his Ford SUV. Other paramotor pilots had told me they often drop into roadside gas stations to refuel, a degree of precision that seemed preposterous until I witnessed Bennett stick his landing in three steps. “I used to do high-power model rocketry and got into paramotoring so I could find my

lost rockets,” he tells me. “But I loved it so much, I sold all my rockets and this is all I do now.”

I begin to understand the addiction when Bennett gives me a turn, *sans* motor, teaching me the art of “kiting”: the basics of flying the wing from the ground. He shows me how to point myself properly into the wind for takeoff. There is a barely noticeable breeze, perhaps three or four knots, but it’s enough, Bennett assures me. On my third attempt, I finally coax the wing into the air and manage to keep it centered above me in a precarious hover. “Run, run, run!” shouts Bennett, who is also an instructor, certified by the United States Powered Paragliding Association. As I start to sprint, the lines I’m gripping become taut, at which point I release them, as Bennett had instructed, letting the body harness take over. Bennett chases after me. When he catches up, he shoves his palms into my lower back, pushing me increasingly faster to generate more lift from the wing. Suddenly, I’m on my tiptoes and then for a few exhilarating seconds my feet actually leave the ground—and I’m flying.

The Adventurists’ founder, Tom Morgan, has a buddy who runs a company based in Dorset, England, called Parajet International, which designs and sells paramotors. Three years ago, that friend offered to teach Morgan how to paramotor. “He gave me 20 minutes of instruction and then I had a go at it,” Morgan tells me. “I immediately regretted it because I soiled myself taking off into the sky without having any idea of how to come down.” Morgan eventually plowed belly-first into a field. Despite some scrapes and bruises, he relished the thrill, and summarily decided to include a cross-country paramotor competition in the Adventurist lineup. “The fact that they can go anywhere, you can land anywhere, you can refill on ordinary fuel from a petrol station made them perfect for long-distance adventures. I just couldn’t believe it hadn’t already been done.”

“There’s a reason it hadn’t been done,” explains paramotorer Shane Denherder. “Because it’s really dangerous, especially taking new guys to do cross-country unsupported flying and racing.” To plan the Icarus Trophy, the Adventurists hired Denherder, a former Blackhawk helicopter pilot for the U.S.

Army who served three tours in Iraq planning air assault missions and carried out chopper rescues in Louisiana during Hurricane Katrina. “I was the first person they contacted who was level-headed, and I told them it was a terrible idea,” Denherder says. But Morgan was insistent. “Tom does these crazy adventure races and thought it would be a really good thing to include paramotoring.”

The sport is regulated under the Federal Aviation Administration’s statute for ultralight aircraft, called Part 103. The rules prescribe, among other things, a maximum speed (55 knots, or 63 mph) and weight (254 pounds, excluding the pilot). Pilots also cannot fly at night or carry more than five gallons of fuel. A pilot’s license is not required. In fact, no technical training of any kind is mandated. In theory, you could buy a paramotor engine and wing on eBay and attempt to fly it without any schooling whatsoever. Doing so would almost certainly kill you. For this reason, Denherder and other paramotor pilots strongly suggest getting training from an instructor affiliated with the U.S. Powered Paragliding Association.

For the Icarus Trophy, Denherder established a safety and support protocol designed to enable any paramotorer to participate, despite his or her experience. Each pilot also carries a two-way hand-held satellite communication and navigation device, which transmits location, altitude, and airspeed data to Denherder and his support crew, who follow from the ground with mobile tracking software. Whenever a pilot takes off or lands, they’re required to send a satellite text to Denherder’s team. If they notice that a pilot’s GPS track has stopped moving for more than five minutes, Denherder will fire off a message to make sure he or she is okay. If there were no immediate reply, he’d assume the pilot is in trouble and initiate a rescue. (The entrance fee pays for this support.)

For the truly uninitiated, Denherder created a shepherding program—new for 2017—that will pair an experienced paramotorer with newbies to the sport. Byron Leisek, 38, a two-time Icarus competitor, will help novice pilots through the upcoming race. “Sometimes I’ll fly with them,” Leisek explains. “Other times I’ll be their ground support, making calls on weather and wrangling them up at night for debriefings and motivation to give them extra confidence.”

Leisek grew up in a family of hot-air balloonists, and his father bought him a hang glider for his 13th birthday. He made his first solo flight on it shortly thereafter. Now he runs a paramotoring school with Denherder called Team Fly Halo, offering week-long training camps on the beach in Pacific City, Oregon, and in northern California. “I got into the sport to get away from the busyness of the world,” says Leisek, who packs along a tent and sleeping bag during paramotoring jaunts into Oregon’s Cascade Range. “I can drop into a meadow, spend a night or two, explore, and then hop on my machine and fly out.”



Two-time Icarus competitor Byron Leisek takes off from Monument Valley in 2016. Leisek—who has made more than 3,400 flights—will shepherd novices this year. (The Adventurists)

Joining the shepherd group this year will be Jason Lehel, 56, an independent film producer and director based in Los Angeles. He's also an avid skydiver. Lehel took up paramotoring in 2015 and later learned about the Icarus Trophy when a friend emailed a link to the race website. "I put it in the back of my mind because I thought it was crazy," Lehel says. But cross-country flying always appealed to him. "It was why I originally got into powered paragliding." Last fall, while paramotoring in Monument Valley, on the Utah-Arizona border, Lehel happened to meet Leisek, who was in the area for the Icarus race. "He told me about the idea of him shepherding, and I thought it was ideal for my first real serious cross-country flight. I could do it with a relative amount of safety and wisdom alongside me."

For the Icarus Trophy, pilots can register for "race division," which requires them to complete the route without help, outside Denherder's team. "They can only progress by flying or walking," state the official rules. "If they walk, they must carry their equipment." The fastest time to the finish wins the trophy and bragging rights. Or they can join the "adventure division," which allows them to enlist help from ground crews, friends, locals, even Uber drivers if they get stuck somewhere and can't fly out. There are also two RVs tailing the pilots: one carries food, water, spare parts, and other necessities; a second has a mechanic who is also a paramotor instructor. "If there is somebody who is relatively new and needs help, he's there for them," says Denherder.

The adventure division is about smelling the roses. "It's one big flying party," says Denherder. That's probably what Leisek had in mind when he signed up. "My goal was to hit every natural hot spring I could," he says. "I landed on the front door of three of them, disconnected from my gear, and got into the water. I had the best time of my life."

David Wainwright, an Australian, won the 2016 Icarus Trophy, completing the 1,088-mile route in six days, one hour, and 52 minutes. But he was so far ahead of the other racers that instead of waiting around, he decided to backtrack and join the adventure division pilots in the air as they meandered leisurely through southern Utah. Leisek did the same thing when he flew in the race class in 2015. "When I got to the end, it was lonely and boring," he says. "So

I turned around and headed back to the adventure crew—that's where the fun was."

Paramotoring isn't without risk. Bennett had an accident without even leaving the ground. After making a carburetor adjustment, his engine unexpectedly throttled up to 8,000 rpm in less than a second. The force threw him on his back and the spinning prop clipped his skull, leaving him with a serious concussion and a wound requiring 60 stitches. The Icarus Trophy elevates the danger quotient because it adds 10,000-foot peaks, remote slot canyons, unforgiving deserts, and the physical and mental exhaustion that comes with flying days on end without respite. Pilots also try to avoid drinking too much water because landing to pee takes extra time and burns fuel. But the strategy can backfire. "I got severely dehydrated and was in bad shape," Leisek recalls of his experience racing in 2015.

As for German's run-in with cacti, it didn't prevent him from continuing. Two Icarus pilots who witnessed the accident landed nearby to check on him. "Eventually, I was able to get all the thorns out," German says. German's ground crew arrived and the team agreed to take a break for the afternoon. The following morning, he flew south, then doglegged west at Monument Valley, continuing another three days and 300 miles to cross the finish line at a blacktop airstrip in a tumbleweed town called Mesquite, Nevada.

For the 2017 Icarus Trophy, German will compete in the race division. The course, which differs slightly from the adventure route, passes through more scenic territory that German wants to see. (He also wants to be the first American to win the race.) "Last year was a new experience for me: my first cross-country paramotoring flight," he says. "It was surreal and scary. But I knew I wanted to do it, and push myself, because that's how the greatest things in life happen." Before he began paramotoring, German spent three years and \$10,000 obtaining his pilot's license, but he soon lost interest in flying fixed-wing airplanes. "They were more of a hassle and prohibitively expensive. The insurance, maintenance, gas...and then I discovered powered paragliding, a much more pure experience because you are literally out there in the air you're flying through. You can feel the wind and sun on you, and if you fly through moisture, you feel the coolness on your face."

Midlands Kite Fliers Rendezvous

Last August at the "Jolly up" I was given a leaflet by Bill Souten that told of a "Kite Flyers Rendezvous" to be held on the 29th and 30th of April at Broad Haven and on May the 1st at Hilton Court. Several members of WHKF had regaled me with tales of a perfect beach for flying and a good public turnout for the Monday event. Based on their recommendations and pictures of Arthur and Ann supping G&Ts on the balcony of the Anchor Guest House I decided to book a balconied room for myself and June at said Guest House.

With the car loaded with Kites and "supplies" June and I headed up the A34 and then down the M4 till it ended and then kept going west. The Journey was simple no "Dora the explorer" required and on arrival we were presented with the perfect holiday view of a wide sandy beach. After travelling some 240miles we arrived within 2 minutes of Arthur and Ann and within the hour after consuming welcoming cups of tea and Welsh cakes Arthur and I found ourselves, surprise surprise, stood on the beach less than a metre apart taking advantage of the onshore breeze with Arthur flying a 7 Sqm. Trilobite and me flying a Robert Brasington Delta. The Kites were just nailed in the sky.

Friday saw us sightseeing in St David's, this being our first visit to Pembrokeshire, the late afternoon saw more kite flying and the arrival of Doug Jones and Brian Smith. The evening after a couple of G&Ts on the balcony consisted of the ladies consuming fresh Lobster Salads. Saturday dawned to less than perfect winds but MKF and WHKF banners were fixed to the promenade railings and along with fellow WHKF members Doug Jones and Brian Smith, Arthur and I with MKF members succeeded in putting Kites in the air. Sunday was wet and windy but in true Kiteflyers' tradition after several valiant attempts and considerable perseverance from Paul and Helen Morgan most adjourned to the local hostelry where Brian for the first time in his life managed to watch three complete football matches in succession!

Monday saw the contingent moving to Hilton Court where all concerned manage to put on a good display of kites for the general public, helping and encouraging new flyers to get their purchases in the air.

I cannot finish this without mentioning Helen and Ian our hosts at the Anchor Guest House, their hospitality was faultless and Ian's cooked to order breakfasts couldn't fail to set anybody up for the day.

My thanks to Bill and all concerned for organising a very enjoyable event, four days away kite flying every day! We have already booked for next year and would thoroughly recommend the event to all looking for an unstructured weekend of flying.

Dave Thompson

Broad Haven

This event has for several years been run by Midland Kite Fliers on the first bank holiday in May. Due to tide times it is not suitable every year as at high tide there is NO beach.

In 2015 and 2017 WHKF provided a major part of the displays and so it was suggested that the event be run with dual organisers. The committee have agreed to this and your contact point for information in WHKF is Arthur Dibble.

Full details of this event can now be found on our Club web site at :- <http://www.whkf.org.uk/BHKR.html>

There is also information about some of the accommodation available and some of the places to eat. Free camping is available at Hilton Gardens and this can be found in the programme. Broad Haven is only a small place so accommodation is limited and it is advisable to book early. Those listed are not the only ones and there are some apartments where you can negotiate a late deal.

For those not wishing to fly kites the Pembrokeshire Coastal path passes along the beach and there are many places of local interest including Pembroke Castle to the south and St David's Cathedral to the north, both within a few miles.

With high tide at about 10.30AM in 2018 there is plenty of time for a leisurely breakfast and then follow the tide out for a full day of flying on this fabulous beach. Get a lunch, beer or coffee at the local cafes just a few steps away. Night flying from the prom has caused interest from the locals at the last couple of events as

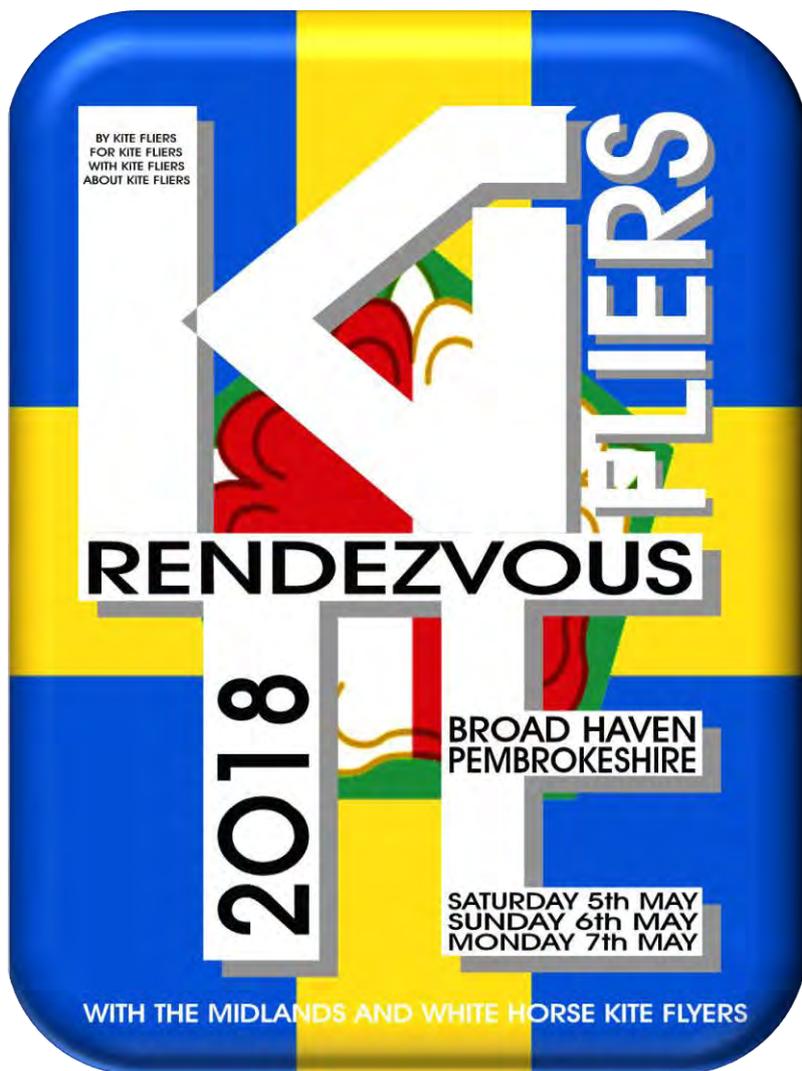
they can be seen from the roads at both ends of the bay.

In 2018 we are hoping to put on more of a display with banners etc. fitted to the railings

along the front. So if you come please try to bring some.

Hope to see you there;

Arthur Dibble



FULL DETAILS ATTACHED !!!

REPORTS OF RAIN IN BROAD HAVEN - GREATLY EXAGGERATED!
REPORTS OF RAIN IN BROAD HAVEN - GREATLY EXAGGERATED!



REPORTS OF RAIN IN BROAD HAVEN - GREATLY EXAGGERATED!
REPORTS OF RAIN IN BROAD HAVEN - GREATLY EXAGGERATED!

AMERICAN EAGLE KITE

Another inventor of kites has come to the front lately, in the person of J. F. Heurteur, a German who has been making his home in the United States for some years past. Mr. Heurteur's invention is known as the American Eagle Kite which, when flown into the air, resembles to an astonishing degree, a huge, live bird. The kite is made of dark cloth printed in semblance of an eagle, and mounted on a light, wood frame, which can be folded up like an umbrella when not in use. Mr. Heurteur says that at the aeronautical observatory at Lindenburg, Germany, six American Eagle Kites strung together with wire, went to a height of 21,000 feet (over four miles) carrying instruments for recording altitude, temperature and wind velocity.



J. F. HEURTEUR AND HIS AMERICAN EAGLE KITE

—THE AMERICAN—
EAGLE KITE
Flies Like a Bird



“**W** Kite closed
for Carrying
3 ft. long.

K Kite Opened
for Flying
5 ft. wide.

(Patented)

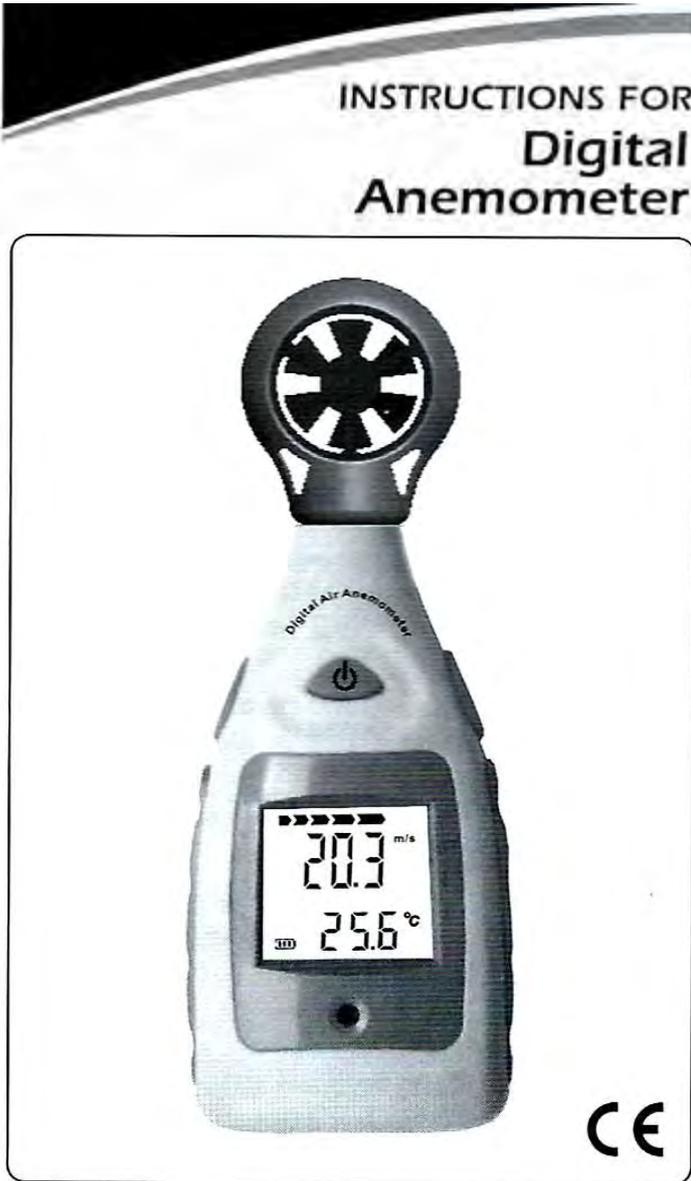
Made of cloth on a wood frame. Will last for years. Opened it measures 5 feet from tip to tip of wings. Looks exactly like a huge, live bird. Folds quickly into a compact roll for carrying on picnics, outings, etc. No running necessary except in light winds. Useful as a toy, for advertising and scientific experiments.

Kite, with full directions, \$1.50 prepaid. We can furnish a 1/2 lb. ball of special twine, light but strong (100 ft. for 25 cents) a special reel, 25 cents. **Kite, Reel and Twine, prepaid, \$2.00. Order Today. Free circular.**

For sale at Toys, Department and Sporting Goods Stores.

The Eagle Kite & Novelty Co., 51 E. Broad St., Columbus, O.

BILLY'S PRESENT FROM GRANDMA!

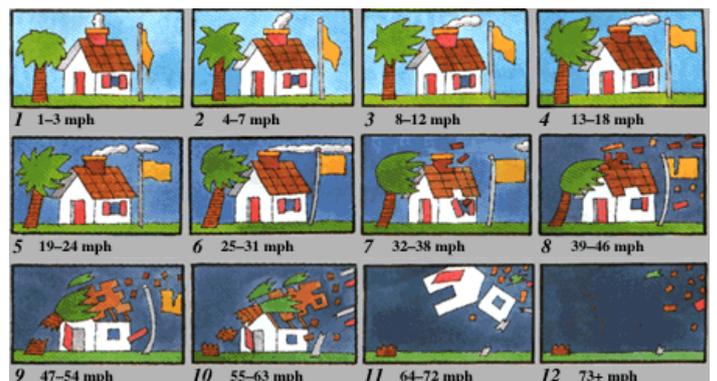
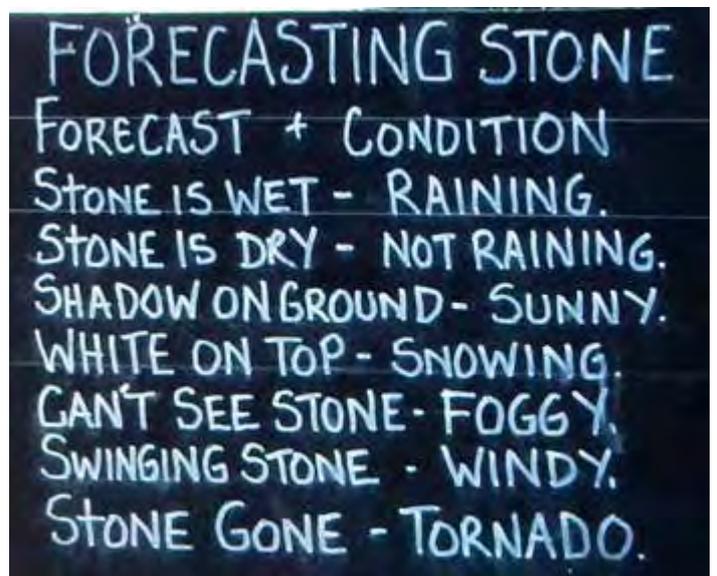


By Grandma, I mean my Mother –in-Law, ‘she who must be obeyed’, well in her mind..... However she does realise I suffer with ‘The Wind’ as all true kite fliers do.

Have found the anemometer to be extremely useful, if only to prove to other kite fliers that I really know nothing about the wind and its speed.

I’m far happier with the other wind indicators shown below.

Ed.



Beaufort wind force scale

The Beaufort scale, which is used in Met Office marine forecasts, is an empirical measure for describing wind intensity based on observed sea conditions.

Specifications and equivalent speeds									
Beaufort wind scale	Mean Wind Speed		Limits of wind speed		Wind Descriptive terms	Probabl e wave height in metres	Probable maximum wave height in metres	Seastate	Sea Descriptive terms
	Knots	ms ⁻¹	Knots	ms ⁻¹					
0	0	0	<1	<1	Calm	-	-	0	Calm (glassy)
1	2	1	1-3	1-2	Light air	0.1	0.1	1	Calm (rippled)
2	5	3	4-6	2-3	Light breeze	0.2	0.3	2	Smooth (wavelets)
3	9	5	7-10	4-5	Gentle breeze	0.6	1.0	3	Slight
4	13	7	11-16	6-8	Moderate breeze	1.0	1.5	3-4	Slight - Moderate
5	19	10	17-21	9-11	Fresh breeze	2.0	2.5	4	Moderate
6	24	12	22-27	11-14	Strong breeze	3.0	4.0	5	Rough
7	30	15	28-33	14-17	Near gale	4.0	5.5	5-6	Rough-Very rough
8	37	19	34-40	17-21	Gale	5.5	7.5	6-7	Very rough - High
9	44	23	41-47	21-24	Strong gale*	7.0	10.0	7	High
10	52	27	48-55	25-28	Storm	9.0	12.5	8	Very High
11	60	31	56-63	29-32	Violent storm	11.5	16.0	8	Very High
12	-		64+	33+	Hurricane	14+	-	9	Phenomenal

* Notes

1. These values refer to well-developed wind waves of the open sea.
2. The lag effect between the wind getting up and the sea increasing should be borne in mind.
3. The official term is Strong gale, however, the Met Office uses the descriptive term Severe gale

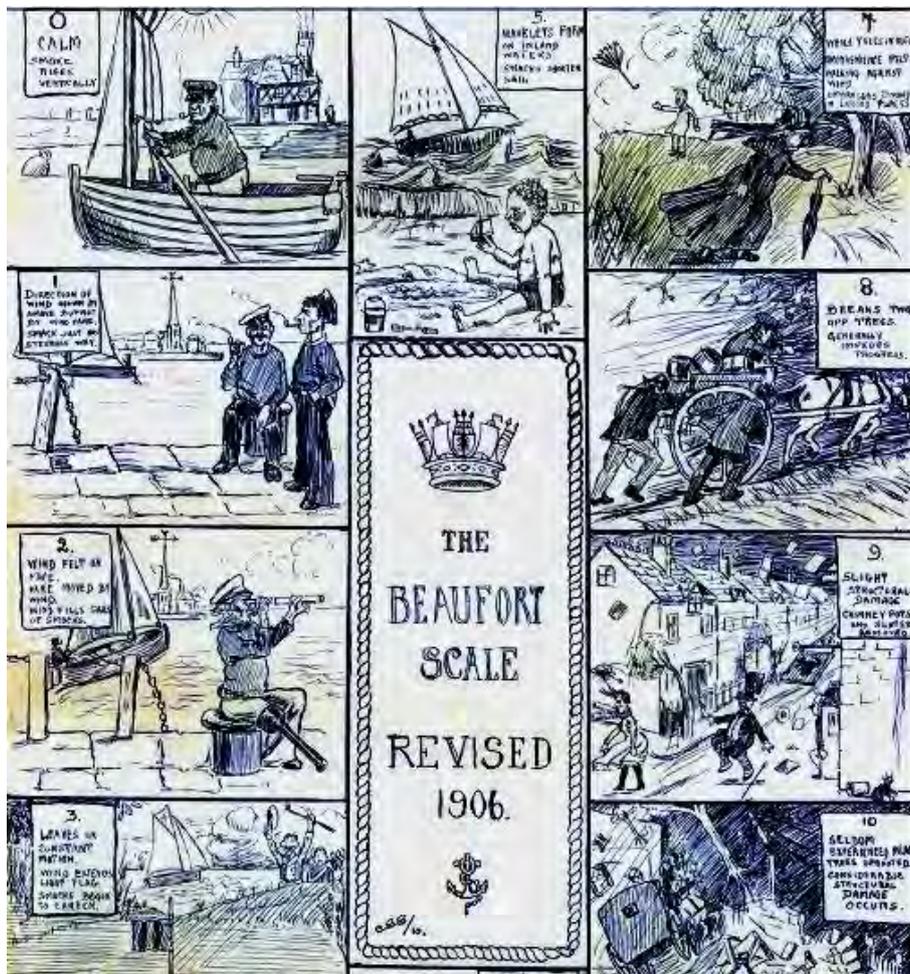
To convert knots to mph multiply by 1.15, for m/s multiply by 0.514.

Last updated: Mar 3, 2016 5:35 PM



GO FLY A KITE!

WITH THE MIDLANDS KITE FLIERS OF GREAT BRITAIN



The Beaufort Scale

Over thousands of years sailors have learnt to estimate the speed of the wind just by looking about. This technique matured into what we now call the Beaufort scale. The universe tells you everything you need to know about it as long as you are prepared to watch, to listen, to smell, in short to observe!

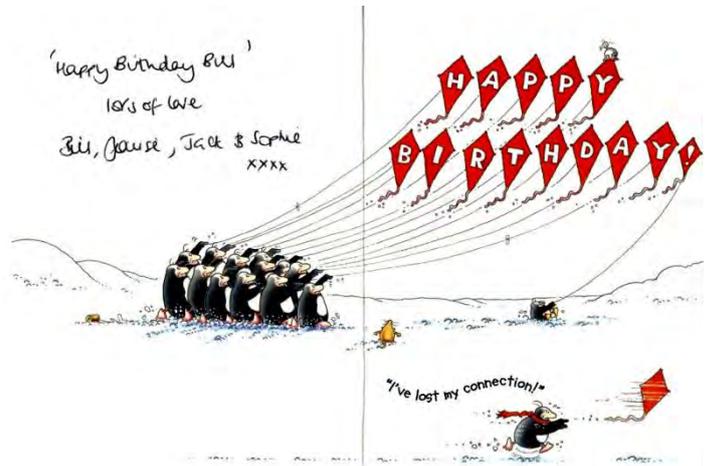
.....Howtoons 2006

FORCE	SPEED	SEA	LAND
0	0 knots 0 mph 0 km/h	Sea like a mirror	Smoke rises vertically
1	1-3 knots 1-3 mph 1-6 km/h	Ripples with the appearance of scales are formed, but without foam crests	Direction of wind shown by smoke but not by wind vanes
2	4-6 knots 4-7 mph 7-11 km/h	Small wavelets. Crests have a glassy appearance and do not break	Wind felt on face; leaves rustle; ordinary vane moved by wind
3	7-10 knots 8-12 mph 12-19 km/h	Large wavelets. Crests begin to break. Foam of glassy appearance	Leaves and small twigs in constant motion; wind extends light flag
4	11-16 knots 13-18 mph 20-29 km/h	Small waves, becoming longer. Fairly frequent white horses	Raises dust and loose paper; small branches are moved
5	17-21 knots 19-24 mph 30-39 km/h	Moderate waves, taking a more pronounced, long form; many white horses are formed	Small trees in leaf begin to sway; wavelets form on inland waters
6	22-27 knots 25-31 mph 40-60 km/h	Large waves begin to form; the white foam crests are more extensive everywhere	Large branches in motion; whipping reeds in design hard; umbrellas use difficult
7	28-33 knots 32-38 mph 47-61 km/h	Sea heaps up and white foam from breaking waves starts to blow in streaks with wind	Whole trees in motion; umbrellas distinctly inconvenient; feet when walking
8	34-40 knots 39-46 mph 63-75 km/h	Moderate high waves of greater length; edges of crests begin to break into spray	Breaks twigs off trees; generally impedes progress
9	41-47 knots 47-54 mph 70-81 km/h	High waves. Crests of waves begin to tumble and roll over; spray may affect visibility	Slight structural damage occurs; chimney pots and plates removed
10	48-55 knots 55-63 mph 80-102 km/h	Very high waves. Surface of the sea takes on a white appearance. Visibility affected	Seldom experienced inland; trees uprooted; considerable structural damage occurs
11	56-63 knots 64-72 mph 102-117 km/h	Exceptionally high waves. The sea is covered with long white patches of foam	Very rarely experienced on land; accompanied by widespread damage
12	Over 63 knots Over 72 mph Over 117 km/h	Huge waves; air is filled with foam and spray; sea white with driving spray; visibility very seriously affected	Countryside is devastated

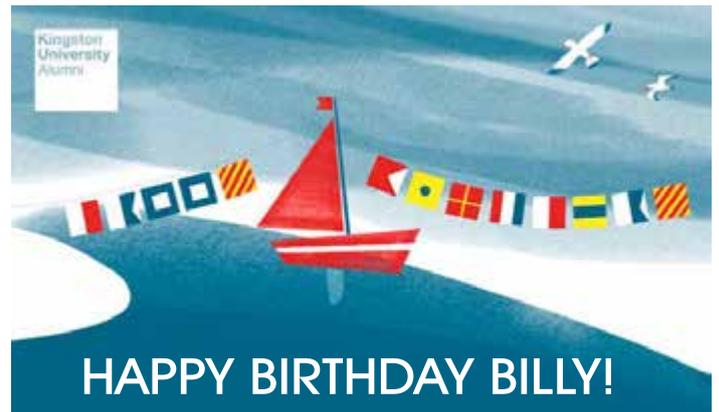
Hurricane

BILL'S 65th BIRTHDAY

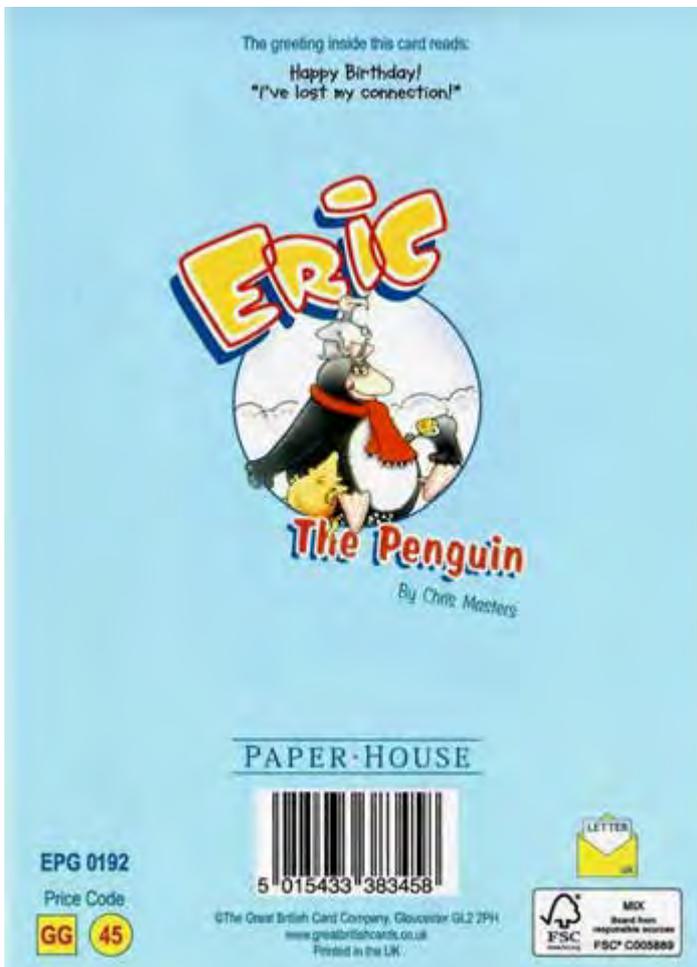
2nd January 2018



Many thanks to my sisiter and her family.....



HAPPY BIRTHDAY BILLY!



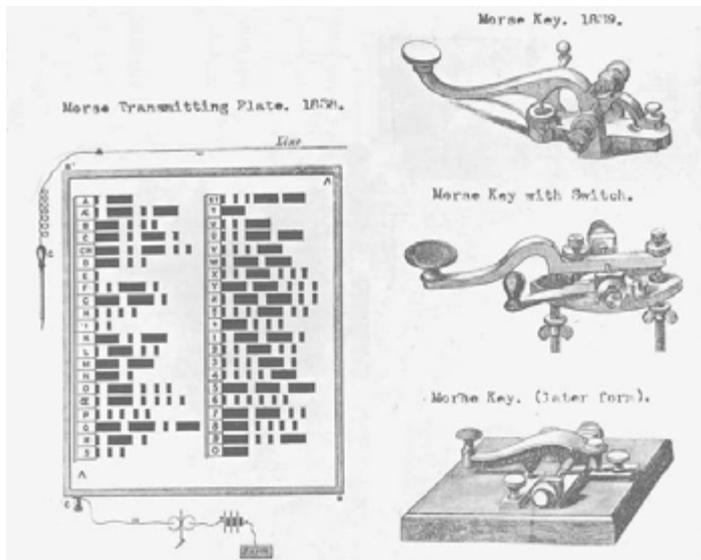
How well do you know Morse code?

In a world of emojis, HTML and text-speak, Morse code is still going strong more than 150 years after it was first devised. But how well do you know your dots and dashes? Take our test to find out...



On 6th January 1838, Samuel Morse demonstrated his telegraph system for the first time, in New Jersey.

You might not know it was two Brits - Charles Wheatstone and William Cooke who pioneered the first practical electric telegraph and on 25th July 1837 exchanged messages for the first time between Camden Town and Euston.



Two years later on June 20th, Morse received US Patent 1647 for an electronic telegraph for: Improvement in the mode of communicating information by signals in the application of electro-magnetism.

Electrical current pushed a magnet through moving paper tape, making an indentation. Morse worked with another inventor, Alfred Vail, to create the original Morse Code, which could be used to translate the indentations into letters. The indent and the space could be

combined to form letters, creating a code language for sending messages electronically. How well do you know Morse code? Take our quiz – based on the current ITU version of the code - and find out.

What letter is this?



We're starting with 'A' – dot-dash - which sounds like 'di-dah' on the old receivers. Morse code is easier to learn by sound using 'dit' and 'dah': the 't' from 'dit' is dropped when it's followed by another sound.

What number is this?



It's '1' which sounds like 'di-dah-dah-dah-dah'.

What number is this?



It's '2'. Numbers 0-9 follow a pattern, so 2 is 'di-di-dah-dah-dah' and 3 is 'di-di-di-dah-dah'.

What punctuation mark is this?



It's a question mark, or 'di-di-dah-dah-di-dit.' A full stop is 'di-dah-di-dah-di-dah'.

What is this?



It's a comma or 'dah-dah-di-di-dah-dah'.

What does this mean?



It's 'BT, New paragraph' which is 'dah-di-di-di-dah'.

What phrase is this?

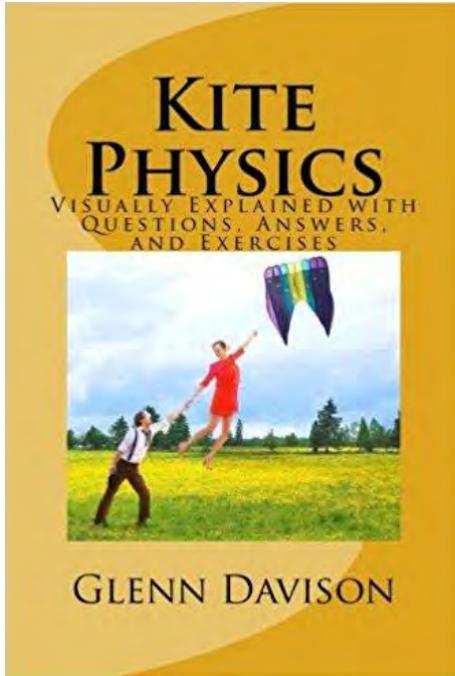


In Morse Code the abbreviation of love and kisses is '88' – or 'dah-dah-dah-di-di -dah-dah-dah-di-dit'.

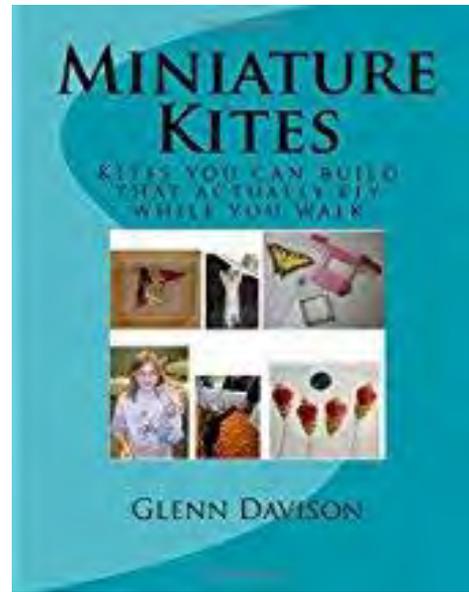


'Di-di-di-dah-di-dah' is 'SK, End of transmission'.

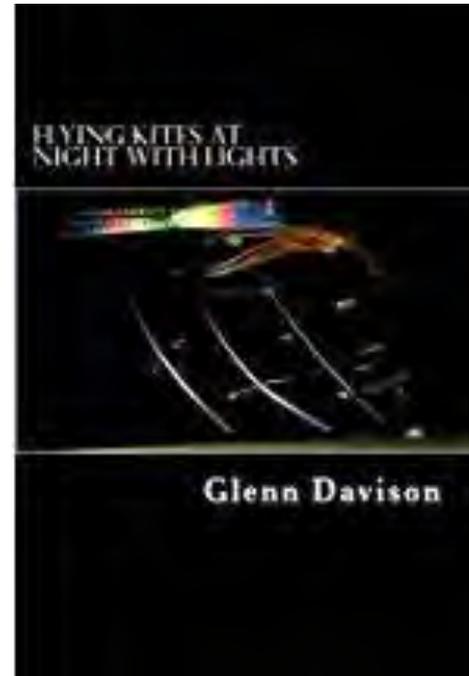
NEW KITE BOOKS NEW KITE BOOKS NEW KITE BOOKS



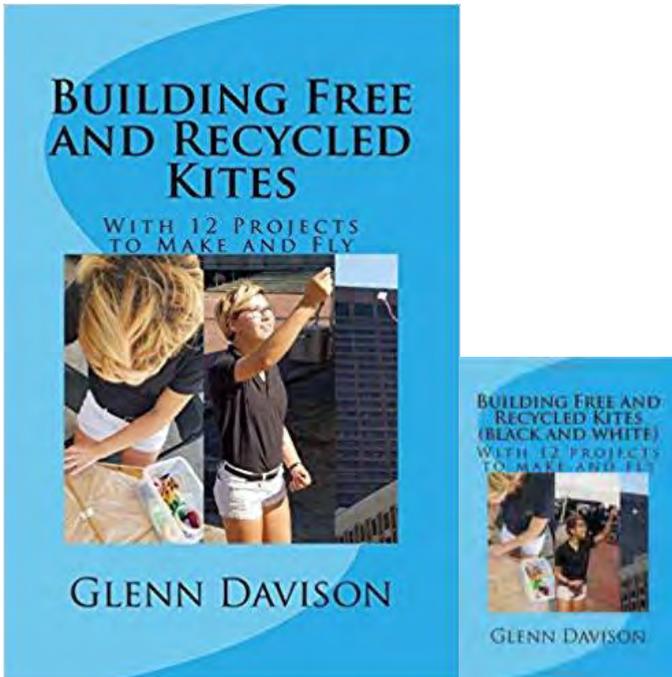
Kite Physics: Visually Explained with Questions, Answers, and Exercises
by Glenn Davison



Miniature Kites: You can build kites that actually fly while you walk!
by Glenn Davison



Flying Kites at Night with Lights: A complete guidebook to creating a light show in the sky
by Glenn Davison



Building Free and Recycled Kites (Colour): With 12 projects to make and fly
by Glenn Davison
(Also available in a Black and White Version.)

There are four NEW kite books available on Amazon for those who are keen readers. I haven't seen any of these at present, so if you feel inclined get a copy(s) and then send us your review. Ed.

PILOTS URGE FOR TIGHTER CONTROLS OVER DRONE FLYING

Several flights were diverted from Gatwick on Sunday night after a drone was sighted close to the airport.



Last updated: 03 July 2017, 15:34 BST

Pilots have warned of a “disaster” unless drones are subjected to tougher regulation. The warning from the British Airline Pilots’ Association comes as the runway at Gatwick Airport was closed for parts of Sunday evening over fears for safety. Four EasyJet flights were diverted and one British Airways service was sent to Bournemouth Airport following the closure, while other flights circled the West Sussex airport.



(Andrew Matthews/PA)

Balpa is calling for compulsory registration of drone users to allow police to track down people flying them irresponsibly. The union’s flight safety specialist, Steve Landells, said: “Yet another incident at Gatwick involving drones shows that the threat of drones being flown near manned-aircraft must be addressed before we see a disaster. “Drones can be great fun, and have huge commercial potential. But with a significant increase in near-misses in recent years, it seems not everyone who is flying them either

knows or cares about the rules that are in place for good reason.



(Niall Carson/PA)

“We believe a collision, particularly with a helicopter, has the potential be catastrophic.” He added that, as the number of drones being sold takes off, new technology should be looked at to address safety concerns. “These should include, amongst other things, geo-fencing as standard and a system whereby the drone transmits enough data for the police to locate the operator when it is flown in a dangerous manner,” he said. A Gatwick Airport spokesman said: “Due to reports of a drone observation in the vicinity of the airfield, runway operations at Gatwick were suspended between 18.10 and 18.19, and again from 18.36 to 18.41, resulting in a small number of go-arounds and divers.



(Philip Toscano/PA)

It is not the first time a drone is suspected of infringing on airspace near landing strips. Last month, an airline pilot was forced to take evasive action after one came within 20 metres of his plane as he prepared to land in Edinburgh. The Loganair flight had been descending at about 4,000ft at the time, and despite the safe landing police warned there could have been “far more serious consequences”.

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: 21 April 2016, 13:09 BST

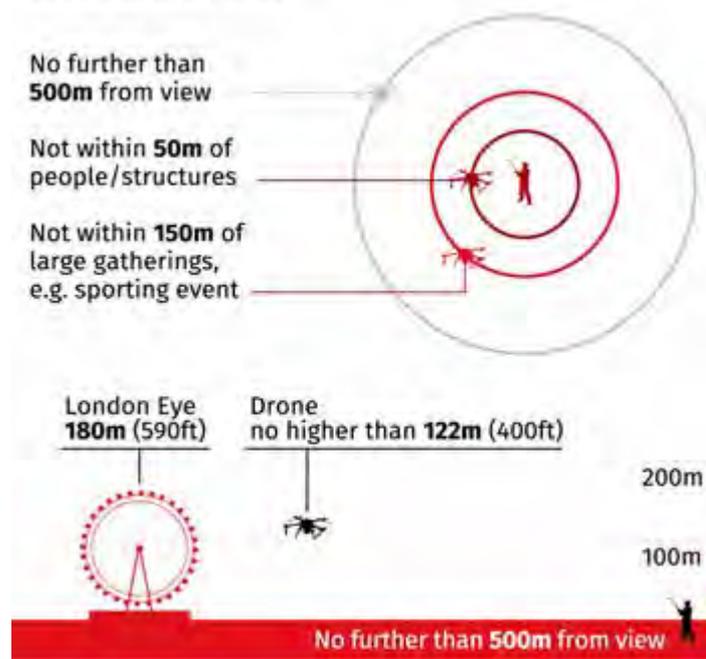
As the search continues for the owner of a drone which is believed to have hit a flight landing at Heathrow Airport on Sunday, here's a look at the rules for flying drones.

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



Robot Birds are being used to scare away Real Birds - They're called Robirds.



15 May 2017

You might think airports have bigger things to worry about than birds, and you'd probably be right, but that doesn't mean they can afford not to think about our feathered friends at all. A bird's collision with a plane could potentially down it, but more likely is it would cost quite a bit of money in damages.

That's why Canada's Edmonton International Airport has enlisted the help of a fleet of robotic birds of prey – designed by Clear Flight Solutions.

Called Robirds, obviously, the drones mimic the flight of falcons well enough to trick smaller birds into thinking a predator is in the area. Airports currently use sound cannons, pyrotechnics and other low-tech solutions to deal with the dangers birds pose to planes, but the birds quickly adapt and learn to see through the tactics.

"We currently operate our Robirds in a variety of places, but taking the step towards full integration within daily operations at an airport is huge," said Nico Nijenhuis, chief executive of Clear Flight Solutions.

"For years there has been a lot of interest from airports. To now officially start integrating our operations at a major Canadian airport is absolutely fantastic."

Swallow



©Big Wind Kite Factory

Not all kites are created equal. While veteran flyers might eschew the notion of running with their kites, don't tell that to a four-year-old, or to her smiling parent. After owning a kite store in Hawaii for 36 years, Jonathan Socher knows the value of a simple kite that may not last long, but the memory of which may last forever. Several years ago, he developed a collection of kite plans he calls "20 Kids, 20 Kites, 20 Minutes." Here is one of his simple designs that anyone can make and share with a youngster, dying to run around the yard:

- 1) Copy the plans at right on a standard 8.5 x 11 inch paper.
- 2) Fold paper in half along the dotted line.
- 3) With the paper still folded, cut out the outline of the design to create a symmetrical kite.
- 4) Fold paper again along the dashed line to create a center keel (spine).
- 5) Fold back the top sheet of the paper along the dashed line so that the design is facing down. (No stick is needed here because the fold creates a stiff spine.)
- 6) Place a 7- inch piece of masking tape firmly along the vertical fold starting at the top of the kite.
- 7) For the cross-spar, use a bamboo barbecue skewer cut to 8 inches. (Be careful of sharp point with children.) Tape the cross-spar on the back of the kite, perpendicular to the spine, 2.25 inches down from the top.
- 8) Cut off 6-10 feet of plastic ribbon, surveyor's tape or similar material for a tail.
- 9) Tape the tail to bottom center of the kite with a 1-inch piece of tape.
- 10) Flip the kite over onto its back and fold the spine back and forth along the dashed line until the spine stands straight up. (Otherwise it acts like a rudder and the kite will spin in circles.)
- 11) Place a piece of tape over the circles on the spine and punch a hole through the circle.
- 12) Tie your string through the hole and go running and laughing through life. 🏆

S ANCHOR ANCHOR D ANCHOR D ANCHOR S



Courtesy of
KB
KITEBOARDING.COM



Secure your kite on the beach! Ideal for the Broad Haven Kite Fliers Rendezvous 2018

You arrive on the beach ready to fly, look around, and there isn't anything in sight to tie off to. What to do??

Simple. Just pull one of our sand anchors out of your bag. This ingenious Australian design is a square meter of fabric with straps sewn into it. You dig a hole in the sand, lay the fabric in the hole, fill the sand back in, and then connect your kite to the straps with a carabineer.

Sand anchors will secure a heavy load when properly used.

- Dig a hole in the sand. Make the downwind edge of the hole as steep as possible. "Square" holes provide better resistance.
- Lay the anchor into the hole, with the straps on the bottom side. This way the fabric will bear the load instead of the straps and stitching.
- Place the sand back in the hole, on top of the anchor. For heavier kites, use plenty of sand. You can pile sand in front of the anchor as well. Remember that damp sand is heavier than dry sand. If necessary, there is probably water nearby.
- Gather the straps together and connect them with a caribineer. Make sure the straps are balanced so the load is distributed across all four. Connect your kite line to the caribineer. For larger kites, a stronger caribineer may be necessary.
- Test the anchor by pulling on the straps. It should be held in place by the combination of sand (weight) and the shape of the hole (resistance). For larger kites or stronger winds, it may be necessary to use more than one anchor.

Remember, no anchor is completely safe or immovable. Check it frequently — especially if the wind shifts or changes strength. However, if a sand anchor does pull loose, it will probably drag rather than break, which is safer than a free-falling kite or flying hard anchor stake.



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How to Make A GRAND CHAMPION KITE

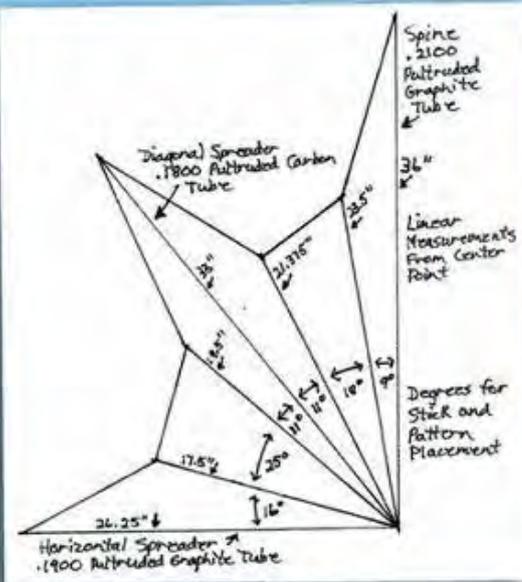
Deb Lenzen writes about her "Eyedazzler"

The design of this kite had a list of necessary criteria to bring it to life. It had to compete at AKA Nationals in the Flat Category (I did not want to compete against my partner, Mike Shaw, with his Baramon in the Bowed category). The color palate was limited to three colors and all sewing lines had to be straight (my last kite used eight colors and it was filled with organic free flowing curves). It could not be wider than a 54" fabric bolt and it could not be a Della Porta or a Hex (I had competed with those styles far too often), so I had to design something new. I challenged myself to design something fairly original.

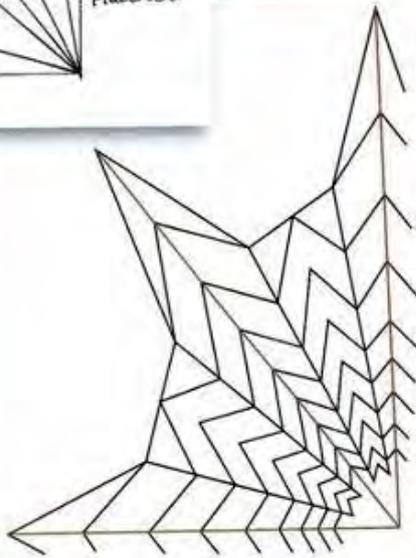
After a visit to the kaleidoscope store in Jerome, Arizona, and a Dine' [Navajo] rug auction in Prescott, I had my inspiration. The design became an elongated eight-pointed star as shown in the drawing above (with the six-inch ruler). The visual magic is created by the offset colors of the diminishing chevrons falling into the black center star. The kite is 72-inches tall, 52.5-inches wide, with 66-inch diagonals. The graphic was created using full sheets of fabric similar to the Randy Tom/Jose Sainz form of sandwich appliqué. A sheet of white fabric was cut to measure 54"x 74". It was creased on its y-and x-axis to create quadrants. Then a template was drawn on

a light, white fabric, transparent enough so the pattern was visible on both sides in order to transfer the pattern on the sail a quarter at a time. It is important to note that pattern transfer in this method requires flipping on the vertical axis, then the horizontal axis, then the vertical axis again as you work around the kite.

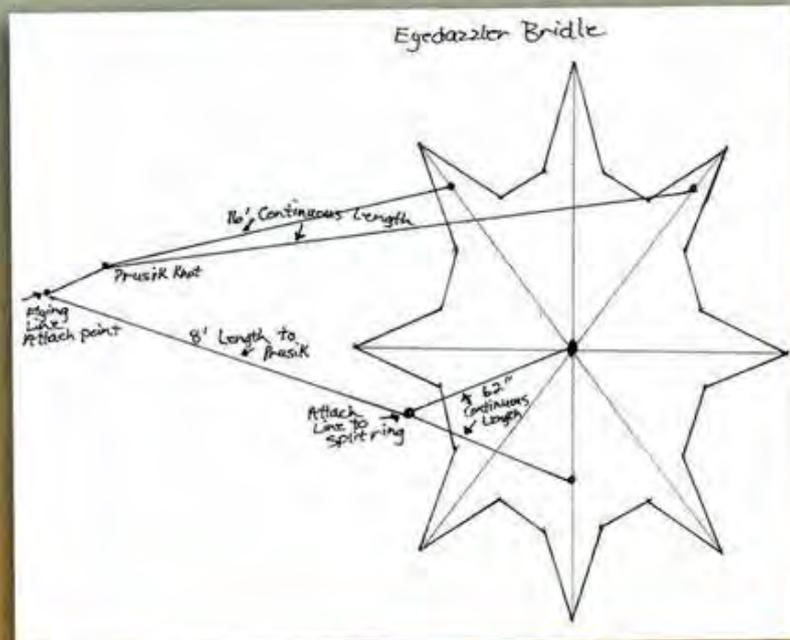
With the completed pattern, the full sheets of blue and black fabric were spray-tacked in place on the white fabric, and the sail was ready for sewing. Sewing was very straightforward. I followed the lines round, and round, and round. When sewing was completed, I cut away the fabric I did not want. There were 170 appliqué pieces to



Each step requires planning.



The template with the panels.



Illustrations by Deb Lenzen



O-rings and FSD caps.

be cut on the sail, and it was then ready for reinforcements.

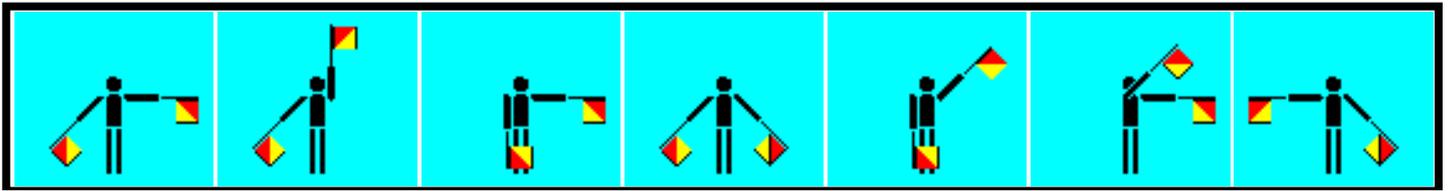
Each star point received reinforcement; the reinforcement consisted of a one-inch loop of 100-pound braided Dacron flying line sewn at the end so that an FSD end cap could be attached to the kite. O-rings were attached to the bottom of the center spine and the bottoms of the diagonal spreaders. In a nose dive, the O-rings are an easy fix compared to blowing out a pocket or ripping the sail. Bridle reinforcements were sewn on the sail so that a modified three-point bridle could be used. I wanted a lower bridle point for this kite, so the



DEB LENZEN

There's lots of appliqué work.

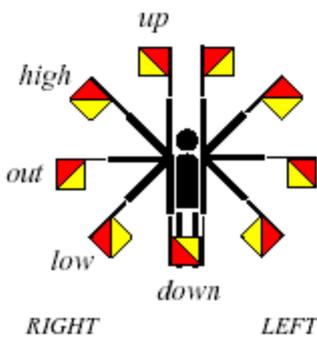
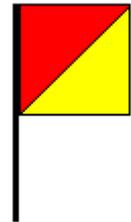
modification worked well. The sail was finished by using 24 pieces of double-folded edge binding to make a quarter-inch border around the kite. A 36-foot fuzzy tail was sewn in colors to complement the sail. Three six-foot black fuzzy tail segments were also sewn to extend the tail length if necessary. They were necessary with the high winds at the Convention. ▣



SEMAPHORE - An Introduction

The semaphore flag signalling system, designed by the Chappe brothers in France in the late 18th century was used to carry despatches between French army units, including those commanded by Napoleon, and was soon adopted by other European states.

The semaphore system we use today uses flags, usually square and divided diagonally into a red and a yellow section with the red in the uppermost triangle.



The signaller, with arms extended, holds the flags in various positions to represent the different letters of the alphabet. There are eight positions for each flag (up, down, out high, low for each of the left and right hands (LH and RH)). For six of the positions (letters H, I, O, W, X, Z see below) the signaller is required to hold one or other of the flags across the body so that both flags are on the same side. The flags, though, are never both in the same position. Although the flags have two different patterns, these are not relevant to the signalling - flags of one colour could be used with the same result.

The full Semaphore alphabet is shown below.

A and 1 (LH down, RH low)	F and 6 (LH out, RH down)	K and zero (LH up, RH low)	P (LH up, RH out)	U (LH high, RH high)	Z (LH out, RH across low)
B and 2 (LH down, RH out)	G and 7 (LH low, RH down)	L (LH high, RH low)	Q (LH high, RH out)	V (LH low, RH up)	
C and 3 (LH down, RH high)	H and 8 (LH across low, RH up)	M (LH out, RH low)	R (LH out, RH out)	W (LH out, RH across high)	Numerical sign (LH high, RH up)
D and 4 (LH down, RH up or LH up, RH down)	I and 9 (LH across low, RH up)	N (LH low, RH low)	S (LH low, RH out)	X (LH low, RH across high)	Annul sign (LH low, RH high)
E and 5 (LH high, RH down)	J and 'alphabetic' (LH out, RH up)	O (LH across high, RH out)	T (LH up, RH high)	Y (LH out, RH high)	Error (LH and RH raised and lowered together)

BKFA has not yet seen these or been able to check them against the CAA requirements, but we are sure Andrew will have done his homework. Could you please pass this information around your club.

From Andrew Beattie – Andrew@tug.com

Those of us who apply for height clearance from the CAA will be familiar with the rules regarding red and white tubular streamers which should be attached to the lines of kites flown above 60m. There has been recent discussion, complaining that these are not commercially available, so I have taken steps to rectify this. I now have stock of both designs of streamer. The small one to be attached at intervals of not more than 100m or the larger one to be attached at intervals of not more than 200m.



The design includes:

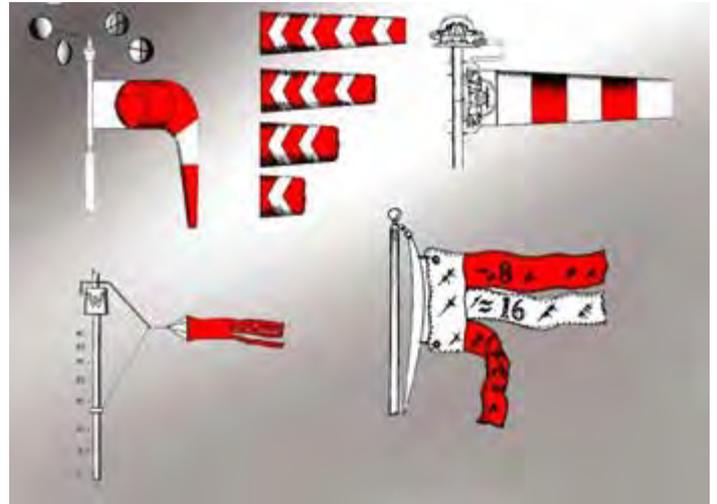
- A webbing leading edge and long bridle which means that the streamer has some stiffness to help inflation but no spar that might get broken.
- A drawstring and toggle on the trailing edge to enable to flier to adjust the back pressure sufficient to provide inflation without excessive drag.
- A ball bearing swivel.

The small one is £12 and the larger is £18.

Jerry Swift

BKFA

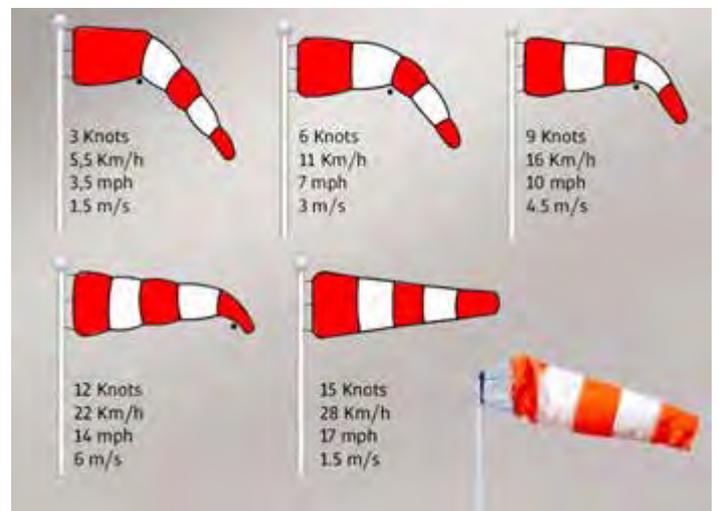
Did you know that the white and orange strips on windsocks are not for decoration, they actually indicate relative wind speeds



Published on March 7, 2016, Deepak Gupta

Windsocks are conical textile tubes that are often installed at airports and at chemical plants where there is risk of gaseous leakage. They are sometimes also located alongside highways at windy locations. Wind socks indicate wind direction. However, many windsocks also provide an indication of relative wind speed, as shown below.

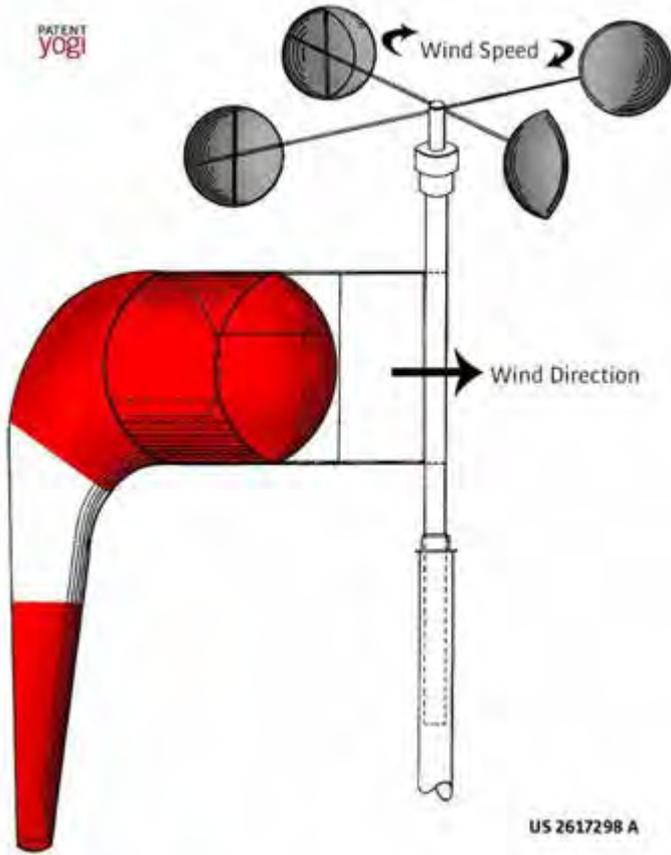
The most popular design of windsock includes alternating white and orange bands. The windsocks are calibrated to reach full erection at a particular wind velocity. At half that speed, the first half of the windsock should be erect and the second half should droop sorrowfully. At one third, the speed it will be one third, and so on.



Patents reveal 5 most interesting designs of wind socks:

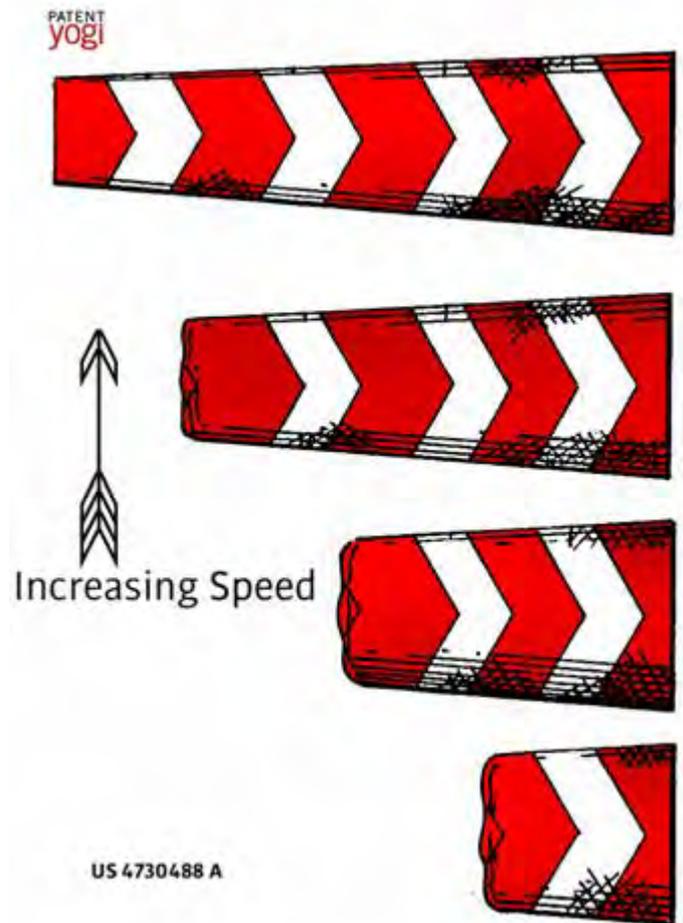
1. US 2617298 A - Miniature combination wind sock and anemometer

This device includes a wind sock and an anemometer. The direction of the Wind is indicated by the opening of the wind sock swinging into the wind and the velocity of the wind is indicated by the speed of rotation of the anemometer.



2. US 4730488 A - Windsack with wind speed indicators

This windsack includes a multiplicity of spaced chevrons for enhancing the detection of wind direction. The chevrons are spaced from one another by such distances that each chevron represents the addition of 4 or 5 knots to the prevailing windvelocity. Accordingly, if 4 chevrons are visible from above, the prevailing windspeed is 4 to 5 knots greater than if only 3 chevrons are visible from above.

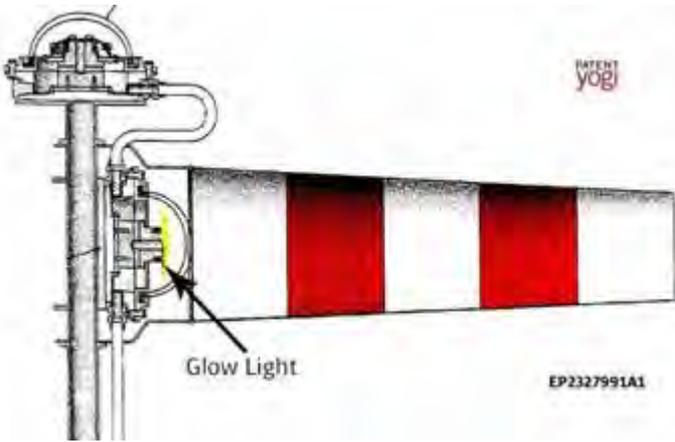


3. EP2327991A1 - Windsack assembly

This windsack includes alternating white and orange bands. A light source directs light into the interior of the windsack. This makes the windsack visible at night and may help airport staff working at night.



Image credit: IMT



4. US 5319967 A - Wind speed indicator

This wind speed indicating device includes multiple panels of flexible fabric are attached to a pole. Each panel is heavier than the one above it, thus requiring a higher wind necessary to unfurl it or extend it horizontally. Each panel has markings on its side to indicate the wind speed required to effectuate its unfurling. The three panels indicate speeds of 8 mile per hour breeze, 16 mile per hour breeze and 24 mile per hour breeze.

pendulum for angular positioning in response to varying wind speed. A sliding collar is mounted on the support pole for sliding motion up and down over the scale of wind speed indicia. A line is coupled between the free end of the rigid arm and the sliding collar for sliding motion of the collar over the scale of wind speed indicia in response to varying wind speed.



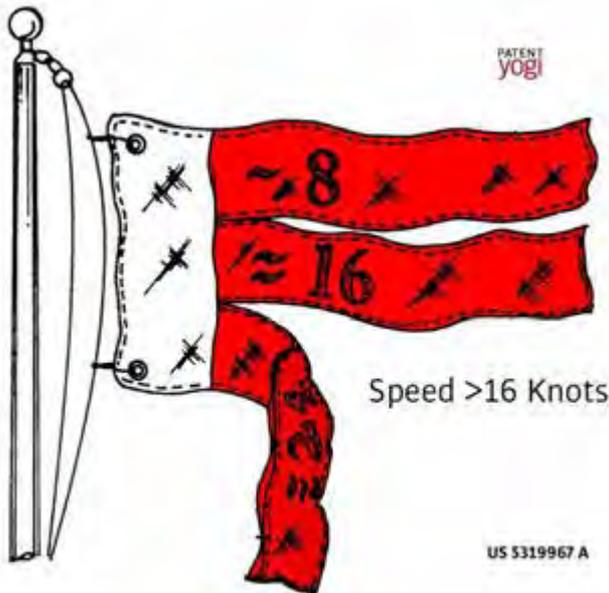
ILED - IQL Aquarius Illuminated Windsock



The ILED Aquarius Illuminated Windsock provides pilots with an indication of the wind direction as required by IMO Modu Code, CAA CAP 437 and ICAO Annex 14. These regulations require the presence of at least one windsock, which, if the helideck is intended for use at night, must be illuminated. Utilising IMT's ILED technology, the windsock is illuminated internally, thereby minimising glare and thus increasing safety.

The ILED Aquarius Illuminated Windsock is just one of the products in IMT's complete range of ILED helideck signalisation and lighting solutions, which includes the CIRCLE-H and Helideck Status Light (Wave-Off) Systems as well as perimeter lights, obstruction warning lights and floodlights.

The ILED Aquarius Illuminated Windsock is manufactured out of corrosion resistant materials. All exposed material, with the exception of the lighting fixture itself, is Stainless steel AISI 316L. For the lighting fixture aluminium was chosen because of its excellent thermal conductivity, ensuring that the LEDs have the longest possible service life. The alloy used is extremely corrosion resistant and recommended for offshore use.



5. US 5117690 A - Wind speed and wind direction indicator

This wind speed and direction indicator includes a pole having a vertical scale of wind speed indicia for visually reading wind speed at a distance from the pole. A swivel head is mounted at the top of the pole for rotation to different compass directions. A rigid arm pendulum is pivotally coupled to the swivel head for pivotal motion of the pendulum to different angles with respect to the support pole. A wind drag structure such as a wind sock is coupled to the free end of the rigid arm

Also available as an optional extra is an integral Red obstruction light – which also uses IMT's ILED technology. Available as either certified to ATEX Zone 1, or as an industrial Safe Area-version – the windsock system is also ideal for onshore installations such as petro-chemical works, helipads and airports. As with all IMT products, the ILED Aquarius Illuminated Windsock is designed to require an absolute minimum of maintenance.

Manufactured as a sealed unit, which keeps all contaminants and corrosive influences away from sensitive electronics, combined with the ATEX/IECEX Ex e certification means that only a periodic visual inspection is required, whilst smart design and the use of the highest grade materials and components enables excellent heat management that ensures the longest possible operating life.

An example of the smart design that sets the windsock apart from all others is the unique reflector mechanism which completely removes the need to use moving electrical parts – such parts being highly prone to failure, especially in the corrosive environment encountered offshore. All of this means improved and increased safety, along with significantly reduced maintenance costs resulting in a very low "total cost of ownership".



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