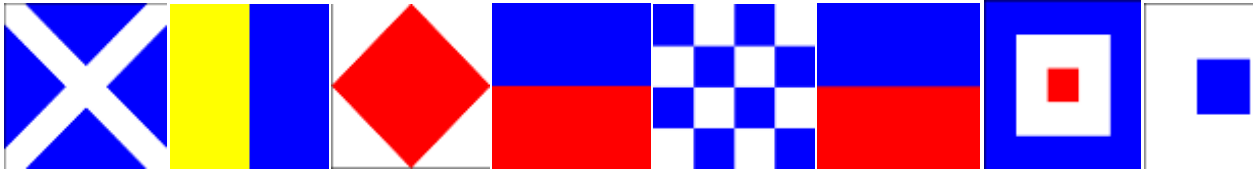


MKF@NEWS

ELECTRONIC NEWSLETTER OF THE
MIDLANDS KITE FLIERS OF GREAT BRITAIN



JULY 2019



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 2019+

MKFNEWS B. SOUTEN - EDITOR	'COPY' DEADLINE	PUBLISHING DATE
29	24 th September 2019	Mid October 2019
30	25 th December 2019	Mid January 2020
31	25 th March 2020	Mid April 2020
32	25 th June 2020	Mid July 2020

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.

YOUR CLUB OFFICERS

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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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PHOTOGRAPH
TO FOLLOW





Shropshire Kite Festival 2019

**20th and 21st July
Lacon Childe School
Love Lane
Clebury Mortimer
Shropshire
DY14 8PE**

**raffle
kite stall
competitions
camping on site**

SHROPSHIRE KITE FESTIVAL

Saturday 21st & Sunday 22nd July 2018



LAST YEAR!



**Shropshire
Kite Festival
2018**

21st and 22nd July
Lacon Childe School
Love Lane
Clebury Mortimer
Shropshire
DY14 8PE

raffle
kite stall
competitions
camping on site

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



KITEFLY

BACK BY PUBLIC DEMAND

MIDLANDS KITE FLIERS OF GREAT BRITAIN

RUSHCLIFFE COUNTRY PARK

MERE WAY, LOUGHBOROUGH ROAD, RUDDINGTON, NOTTINGHAM, NG11 6JS.

SUNDAY 1st SEPTEMBER 2019



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.



SUNDAY 13th OCTOBER 2019

Midlands Kite Fliers

Cotton Park, Longbridge, Birmingham, B31 2BQ.

White Horse Kite Fliers

Barbury Castle Country Park, near Swindon, Wiltshire, SN4 0QH.

Kent Kite Flyers

Woodchurch Green, Kent.

Northern Kite Group

Pontefract Racecourse, Pontefract, Yorkshire, WF8 4QD.

Northern Kite Group

Overlooking the Mersey, Otterspool, South Liverpool, Merseyside, L17 5AL.

Plus many other events around the Globe



SUNDAY WILL BE THE 'PUBLIC' DAY



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
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Capstone
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OUR 'CHARITY' WORKSHOP ORGANISERS FOR 2019



KITE WORK SHOP



CAP 393
Air Navigation: The Order
and the Regulations
-
**TODAY'S HEIGHT
LIMIT WILL BE
1,000 feet**
MIDLANDS KITE FLIERS



Come along and find out more about 'Rokkaku Fighting' with the others in the club who want to get involved.....

Look elsewhere in this newsletter for more information about ROKKAKU!

WOULD YOU LIKE TO BORROW A KITE?

FOR A SMALL DONATION TO THE CLUBS CHARITY
Please note that this is entirely at your own risk.

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



"Flight" Copyright Photo.

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

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

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

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

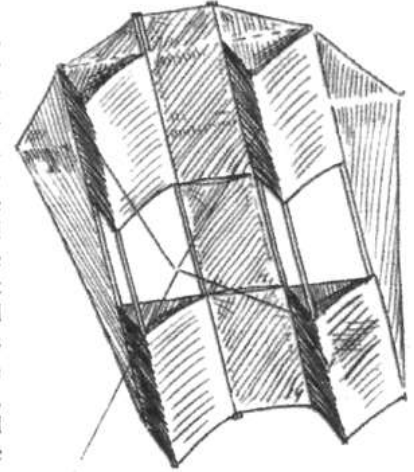
Importance of Stability.

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

Box-Kites with Fins.

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

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

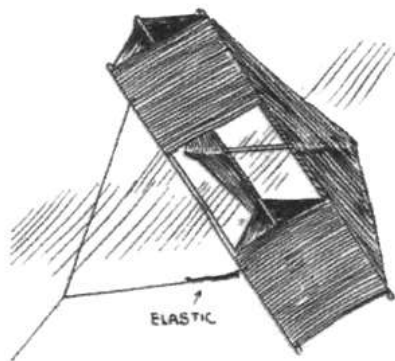


"Flight" Copyright.

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

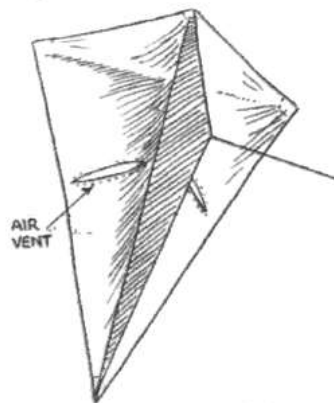
The String and the Bridle.

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



"Flight" Copyright.

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



"Flight" Copyright.

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



"Flight" Copyright Photo.

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



Date of Application, 20th Nov., 1901

Complete Specification Left, 20th Aug., 1902—Accepted, 20th Nov., 1902

PROVISIONAL SPECIFICATION.

Improvements in Kites and Apparatus for the same

I, SAMUEL FRANKLIN CODY, of Theatre Royal, Stratford, E, Dramatist, do hereby declare the nature of this invention to be as follows:—

This invention relates to improvements in the construction and arrangement of kites to be used for aerial flights, the object of the invention being to provide
 5 a means for enabling kites to ascend and travel with a greater weight than is possible with the ordinary method of construction, and to enable such kites to be advantageously used for military and other observation purposes in positions where my improved system of construction enables the kite to be readily collapsed, carried and re-erected for use. My invention also has reference to the improved
 10 mechanical arrangements for controlling the movement of the kite and for regulating the speed of its ascent or descent by means of the improved brake or retarding device which I arrange in connection with the kite winch or mechanism for winding the cord or cable of the kite.

In carrying my invention into effect I employ a series of kites of varied and
 15 increasing size and power preferably arranging the initial kite as a pilot or initiatory apparatus to raise the first kite of the series from the ground, I connect to the pilot kite a cord which I carry to a double or frame like arrangement on to which cord frame I secure the series of kites to be employed for any particular purpose.

I make my kites to be employed in a series upon one carrying cord frame of a
 20 box like form having open ends, and I make each kite preferably in the form of two of such boxe like frames. Each of the pair of kites thus united together to form one kite I make with an open space or connecting lattice like division between and I make such open work dividing space to serve as the space for
 25 carrying my lacing or tightening cords arranged in the manner of the ordinary drum head tightening system so as to ensure a ready means for keeping the material of the end boxes taut when in position. I construct the frames upon which the canvas or other like material is mounted to form the open ended box like carriers of hickory or other suitable flexible and rigid material, and I carry
 30 cross-stays or diagonal tightening members from one of the corner carrying members to the other and I cause the end tightening members thus formed to be held in position by means of sling like cords passing from one to the other, such cords or interior fighting members being arranged preferably in pulley block form that is, with one cord passing over and around two or more pulley like
 35 surfaces so as to enable a purchase to be obtained when the free end of the cord is pulled by hand. By this arrangement of interior cord attachment I am enabled to extend the diagonal members so as to obtain any desired degree of tension upon the four frame like supports when such are in position. The longitudinal extension of the fabric covering the frame being effected by means of my
 40 drum head arrangement of adjustment of the interlacing cords running from one surface to the other of the pair of box like kites attached to the one frame.

My improved skeleton and adjustably mounted frames which I construct as one kite formed by two separate end covered portions with an open or central lacing division between. I provide with an extending boom like member having

Cody's Improvements in Kites and Apparatus for the same.

rollers or pulleys upon its projecting ends for enabling it to be carried upon the main cord frame to which the other kites are to be secured in like manner, my kites are thus attached by means of one end of the cord frame and are free to move upon that end as a centre so as to occupy more or less inclined position when in flight. From another portion of the framework of my duplex box kite I carry a sustaining or connecting cord or cable, to the cradle or basket to contain the aeronaut; arranging as many cords or series of cords to support the basket or car as there are kites attached to the frame. To alter the position or angle of flight of the larger or lower kite of my series I arrange cords which pass from the end or near the end of the box casing so that the aeronaut in the car can move or alter the position of the lower kite by pulling or releasing such cord so as to ascend or descend at will and for the purpose of enabling a steering effect to be obtained I carry independent cords from the sides of my lower attaching boom member of the lower kite which the operator or aeronaut can pull so as to vary the horizontal position of the kite to suit the direction in which he wishes to be carried.

I connect the cable or main cord which is secured to the end of the cord frame carrying the kites, to a winch provided with a barrel or the like for such cable to be wound upon. I mount upon such winch spindle a brake in the form of a series of washers of metal, leather or other suitable material threaded upon a bent core like bar one end of which bar is secured to the frame work of the winch while the other end is secured to a moving lever serving as the brake lever for tightening or releasing the grip of such washer like brake band upon the surface of the brake wheel or member. I prefer to arrange my chain like brake surface with a continuous series of washers although I sometimes employ washers alternately with rollers or blocks placed between such washers.

I mount the winding barrel or winch mechanism upon a carriage preferably in the form of a gun carriage having a trail, the other end of which is provided with one or more fork like members for engaging with the ground, in such a manner that when tension or pull is given to the barrel the trail is caused to engage with the ground and thus to be held in position.

I modify the form of my winding mechanism and the method of connecting the same to the portable carriage to suit the purpose for which my improved kites are to be employed and I vary the number and arrangement of my combination box kites to suit the weight that is to be carried, the position in which such is to be used and the purpose for which the kite is required, making the members of such a form that they can be readily collapsed and carried from one position to another when required for field purposes or made as rigid frames when my improved kites are to be used for stationary observation or advertisement purposes.

Dated this 20th day of November 1901.

MARKS & CLERK,
18, Southampton Buildings, London, W.C.
13, Temple Street, Birmingham, and
25, Cross Street, Manchester,
Agents.

COMPLETE SPECIFICATION.

Improvements in Kites and Apparatus for the same

I, SAMUEL FRANKLIN CODY, of The Theatre Royal, Stratford, E, Dramatist, do hereby declare the nature of this invention and in what manner the same is

Cody's Improvements in Kites and Apparatus for the same.

to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in the construction and arrangement of kites to be used for aerial flights, the object of the invention being to provide
 5 means for enabling kites to ascend and travel with a greater weight than is possible with the ordinary method of construction, and to enable such kites to be advantageously used for military and other observation purposes in positions where my improved system of construction enables the kite to be readily collapsed,
 10 carried and re-erected for use. My invention also has reference to the improved mechanical arrangements for controlling the movement of the kite and for regulating the speed of its ascent or descent by means of the improved brake or retarding device which I arrange in connection with the kite, winch or mechanism for winding the line cord or cable of the kite.

In the accompanying drawings:—

15 Figure 1 is a diagrammatic elevation illustrating my improved kite system, three pilot kites being shown supporting the main line on which is a travelling carrier kite.

Figure 2 is an elevation on a larger scale of a suitable form of winch I employ.

Figures 3, 4 and 5 are perspective views illustrating my improved kite.

20 Figure 6 is a detail view of the brake mechanism of the winch I employ.

Figure 7 shows an improved form of splicing.

In carrying out my invention according to one modification I employ a series of kites of the same or of varied and increasing size and power preferably arranging the initial kite *a* Figure 1 as a pilot or initiatory apparatus to raise the
 25 first kite of the series from the ground. I connect to the first pilot kite *a* a cord or cable *b* upon which I arrange the series of pilot kites *c c* and the carrying or travelling kites such as *d*, adapted to travel thereon or to be secured at any determined position thereon at the will of the aeronaut as hereinafter explained.

30 I make my kites of the box type the body comprising two double box ends or cells *e, e, f, f* Figures 3 to 5 separated by a partition *p* and connected by four stays or rods *g*, the ends of which are adapted to enter pockets at the respective corners or edges of the cells, each end being tied to the canvas thus obviating the use of tacks, nails or the like fastenings. I preferably add two large wings
 35 or aeroplanes *h h* along the top edges of the body, extending from back to front, and along the bottom edges of the body I arrange smaller wings or aeroplanes *i i*. I support these wings *h i* by diagonal beams or stiffening rods *j j* adapted to pass through holes at the respective edges of the box cells and to enter at their ends into pockets in the respective wings to which they are secured by
 40 tying. The diagonal rods are lashed or otherwise secured together at the points where they intersect, and suitable cross beams or rods are provided where required to stiffen the wings or aeroplanes. The large wings *h h* are preferably formed to a shape resembling the wings of a bird as shown, and the lower wings *i* are preferably of triangular form and serve as foot rests for the kite when resting
 45 on the ground. On the top of the kite I sometimes mount an additional aeroplane *l* somewhat resembling the body and head of a bird. This plane *l* may also be provided with a vertical central plane *m* below.

I cut the canvas or other material forming the wings or planes with slightly concave edges in order to prevent the same flapping in the wind.

50 The upper plane *l*, preferably projects some distance over the front of the kite and extends over from about one to two thirds of the back of the body. It may be attached to any form of kite to prevent ducking but it is not absolutely necessary with my improved kite unless a greater stress or pull on the line or cable is required for any particular purpose.

55 The kite is stiffened or strengthened by suitable stays or cords where required and is attached to the main line or cable *b* by means of a bridle *n*, a second bridle being employed if desired when the upper supplementary plane *l* is used.

Cody's Improvements in Kites and Apparatus for the same.

such bridle being either secured to the main line *b* or to a second main line or cable provided for the purpose, thus flying the kite from two lines. In the latter case I can arrange the pull of the kite to be evenly or otherwise distributed over the two lines or all on one as desired. The second bridle is preferably constituted by two cords such as *o*, *o*.

In flying my kites I may arrange a series of kites securely attached to one main cable at predetermined intervals or I may arrange one or more kites to be free to travel on the main line as desired.

I attach a basket, chair or car *q* to each carrying kite by any suitable means such chair or car being adapted to carry a person or weight as desired.

When adapting a kite to travel along the main line I provide two travelling pulley blocks *r* and *z* and suspend the kite therefrom as shown in Figure 1 providing the kite with a carrying basket *q*.

I preferably construct my winch in the form of a gun carriage 9 (see Figure 2) upon which the winding barrel or barrels 10 is or are mounted. The gun carriage is extended backwards to form a trail which is provided with one or more fork like members for engaging with the ground, when a strong tension or pull is exerted upon the line.

I provide the winch with a brake comprising a grooved pulley *u* on the winch shaft adapted to be engaged or retarded when desired by a brake strap *v* consisting of a number of washers, reels or the like threaded upon a central core like bar one end of which is connected to a brake lever *t* while the other end is secured to the winch frame or other part relatively stationary to the lever which is also pivoted to the winch frame at *w*.

I may also provide the winch with a pawl and ratchet to prevent unwinding, the pawl being so adapted that it may be readily rendered inoperative when desired to enable the cable to be readily unwound.

In order that the aeronaut may pay out the cable whilst he is suspended in the basket *q* a cord *s* (Figure 6) may be led from there to the lever *t* being passed if required around suitable guide pulleys on the winch frame so that by a pull on the rope the brake is applied, a slackening of the rope causing a release of the brake.

My rods or cross stays may be made of hickory wood bamboo, steel, aluminium or any other suitable material, the wings and body being made of silk, goldbeater skin, sheet aluminium, linen, cotton or in fact any substance suitable for that purpose.

An improved form of wire splicing which I preferably employ is shown in Figure 7. It consists of a central keep 11 of rectangular form around which the inner ends of each wire 12 is looped, doubled back and twisted upon itself, each wire passing round one pair of parallel faces. The keep 11 may be made of copper, aluminium or of any other suitable material and is preferably grooved to receive the wires.

I modify the form of my winding mechanism and the method of connecting the same to the portable carriage to suit the purpose for which my improved kites are to be employed and I vary the number and arrangement of my combination box kites to suit the weight that is to be carried, the position in which such is to be used and the purpose for which the kite is required, making the members of such a form that they can be readily collapsed and carried from one position to another when required for field purposes or made as rigid frames when my improved kites are to be used for stationary observation or advertisement purposes.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1.—An improved kite constructed substantially as hereinbefore described with reference to Figures 3, 4 and 5 of the drawings.

Cady's Improvements in Kites and Apparatus for the same.

2.—Controlling the travel of a travelling or carrier kite and the winch of the main cable in a series kite system, substantially in the manner hereinbefore described with reference to Figures 2 and 6 of the drawings.

Dated this 20th day of August 1902.

5

MARKS & CLERK,
18, Southampton Buildings, London, W.C.,
13, Temple Street, Birmingham, and
30, Cross Street, Manchester. Agents.

Bedhill: Printed for His Majesty's Stationery Office, by Love & Malcomson, Ltd.—1902.

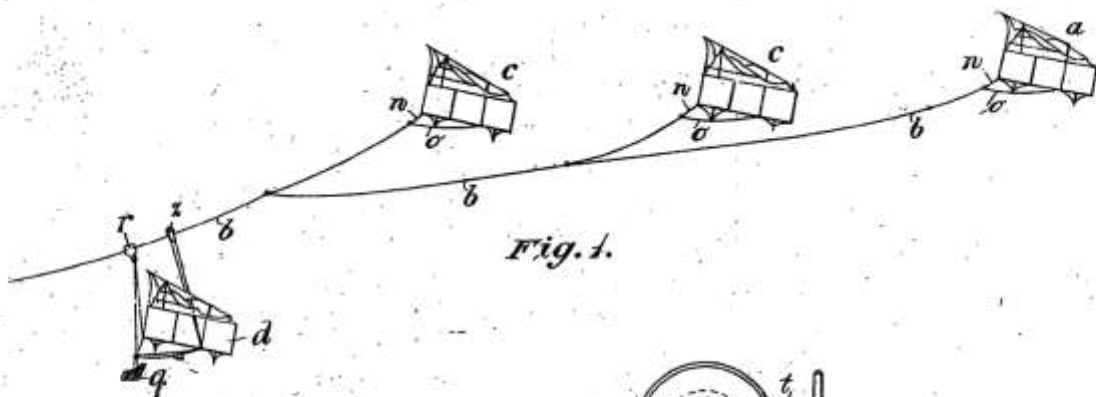


Fig. 1.

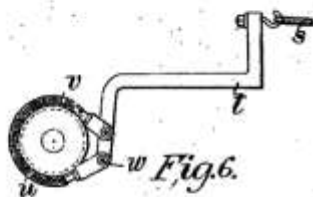


Fig. 6.

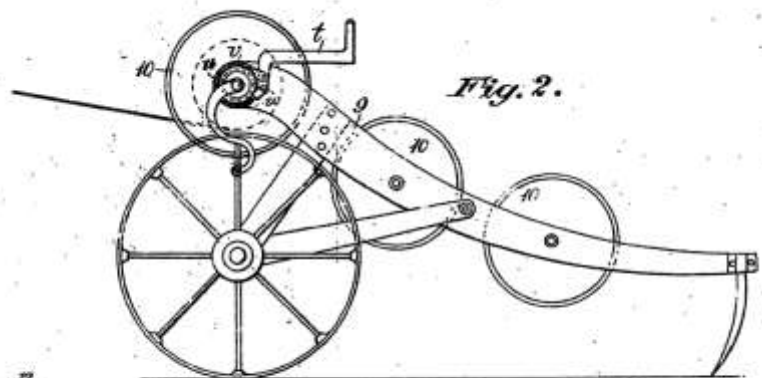
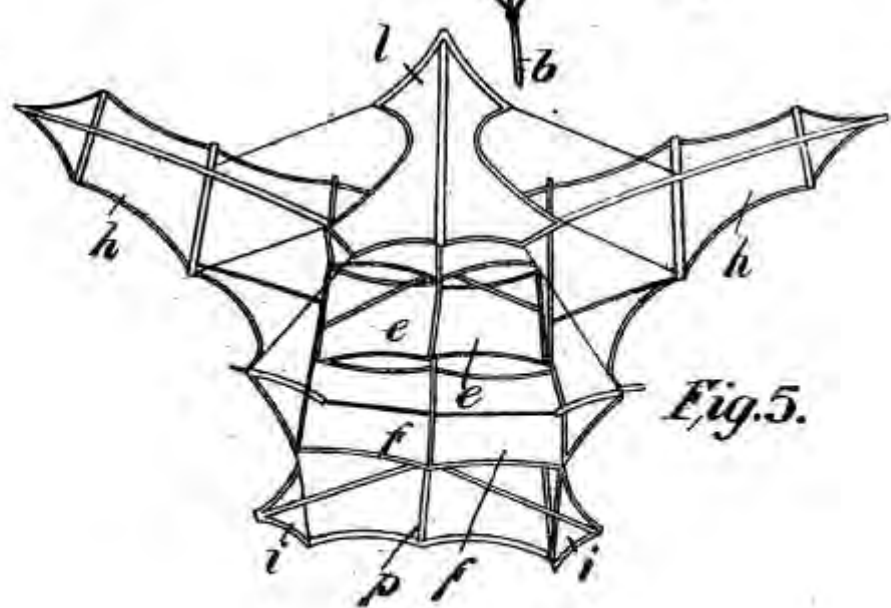
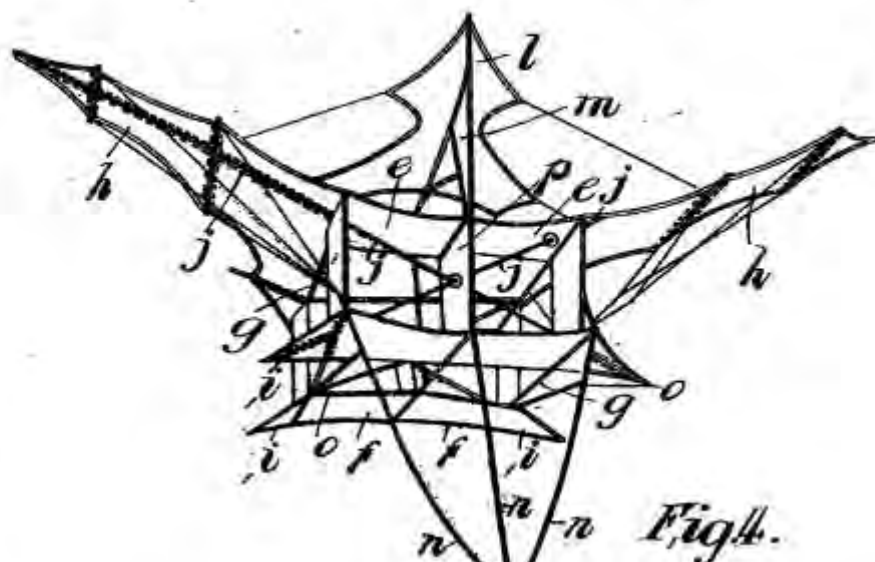
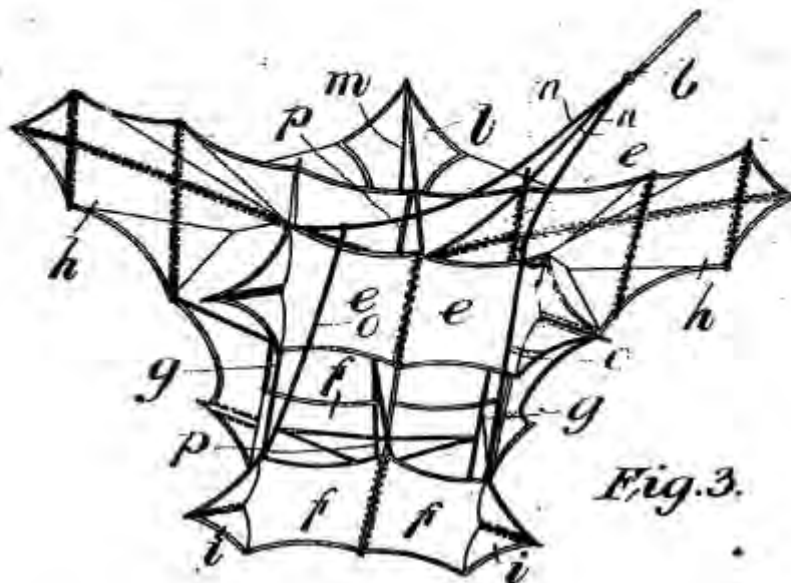


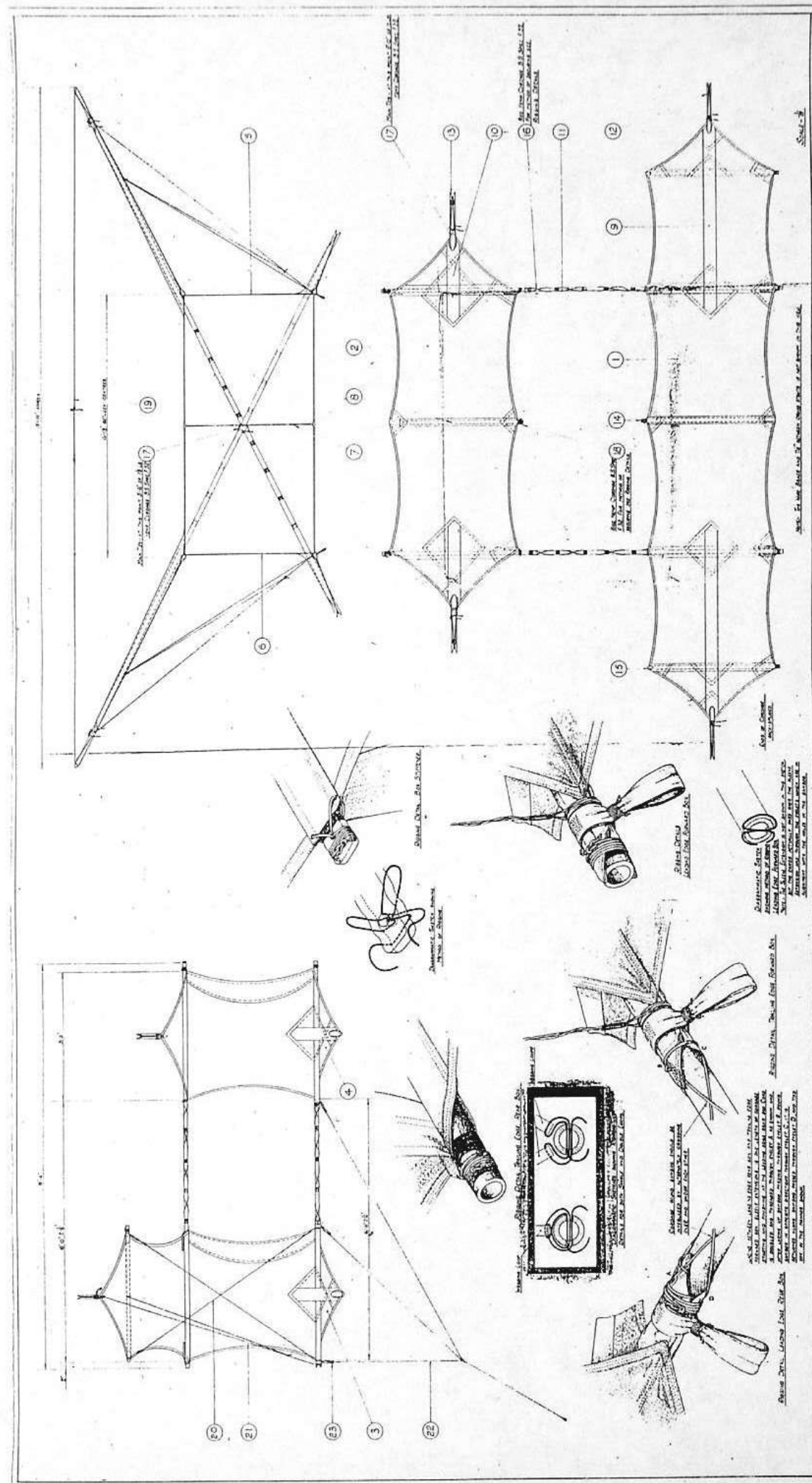
Fig. 2.



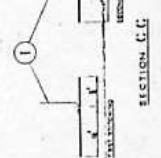
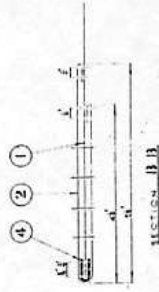
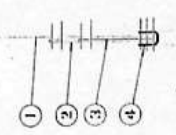
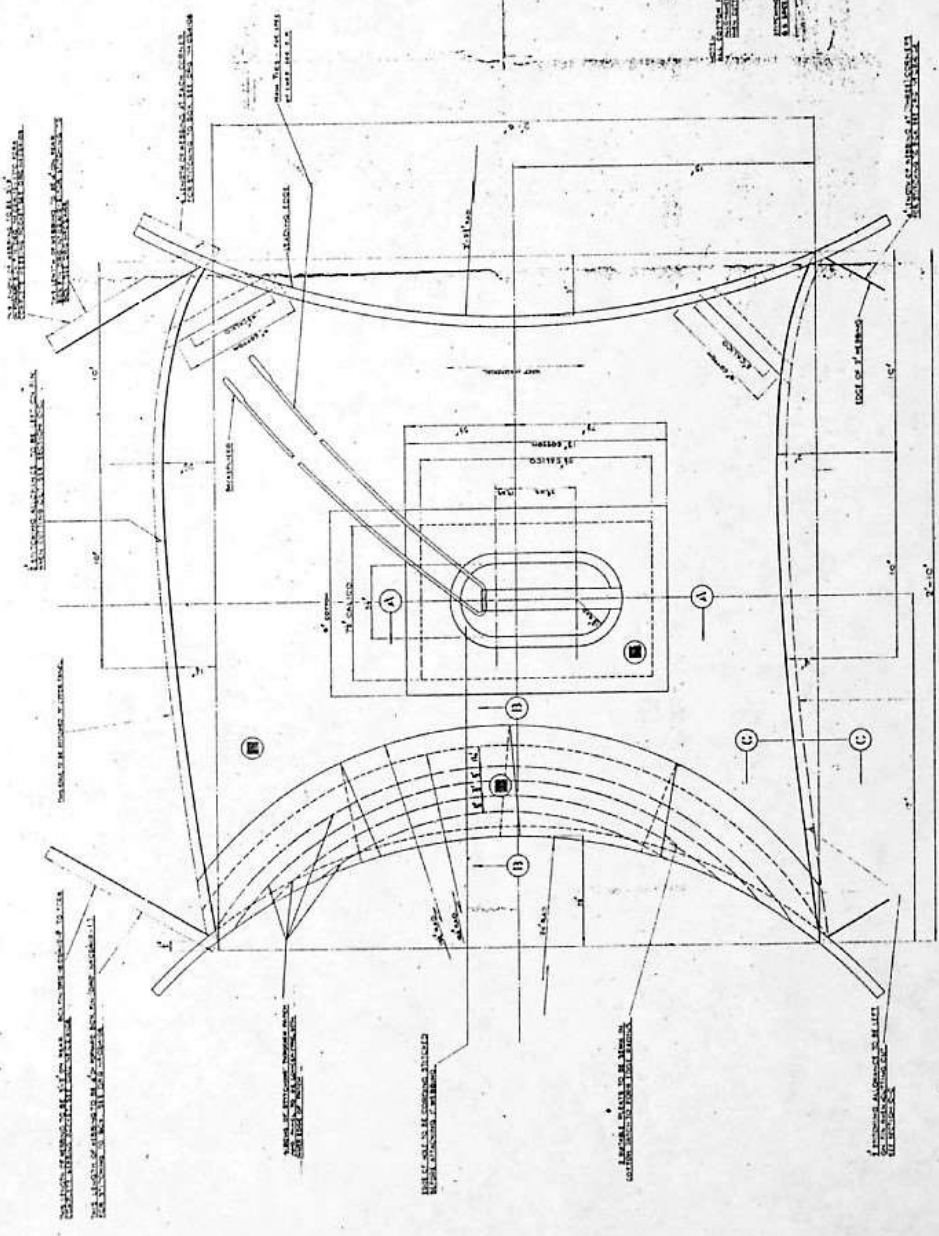
Fig. 7.



[This Drawing is a reproduction of the Original on a reduced scale.]



ISSUE NO																				
ALTERATION NO	a	b	c																	
ISSUED BY DRAWING OFFICE		DIRECTORATE OF SCIENTIFIC RESEARCH & TECHNICAL DEVELOPMENT														AIR MINISTRY.				
		TITLE:- KITE, CODY, 3 FT Mk III - G. A.														DRG NO 02/4107				



- 1 Cotton Fin
- 2 Cotton Muslin
- 3 Canvas
- 4 Paper
- 5 Tail of cotton

SEE TO SECTION
 BASIC DIMENSIONS AND
 DIMENSIONS OF
 KITE WING

USE MATERIAL FORWARD FOR FIN
 USE MATERIAL BACK FOR FIN

SCALE 1/8" = 1'-0"

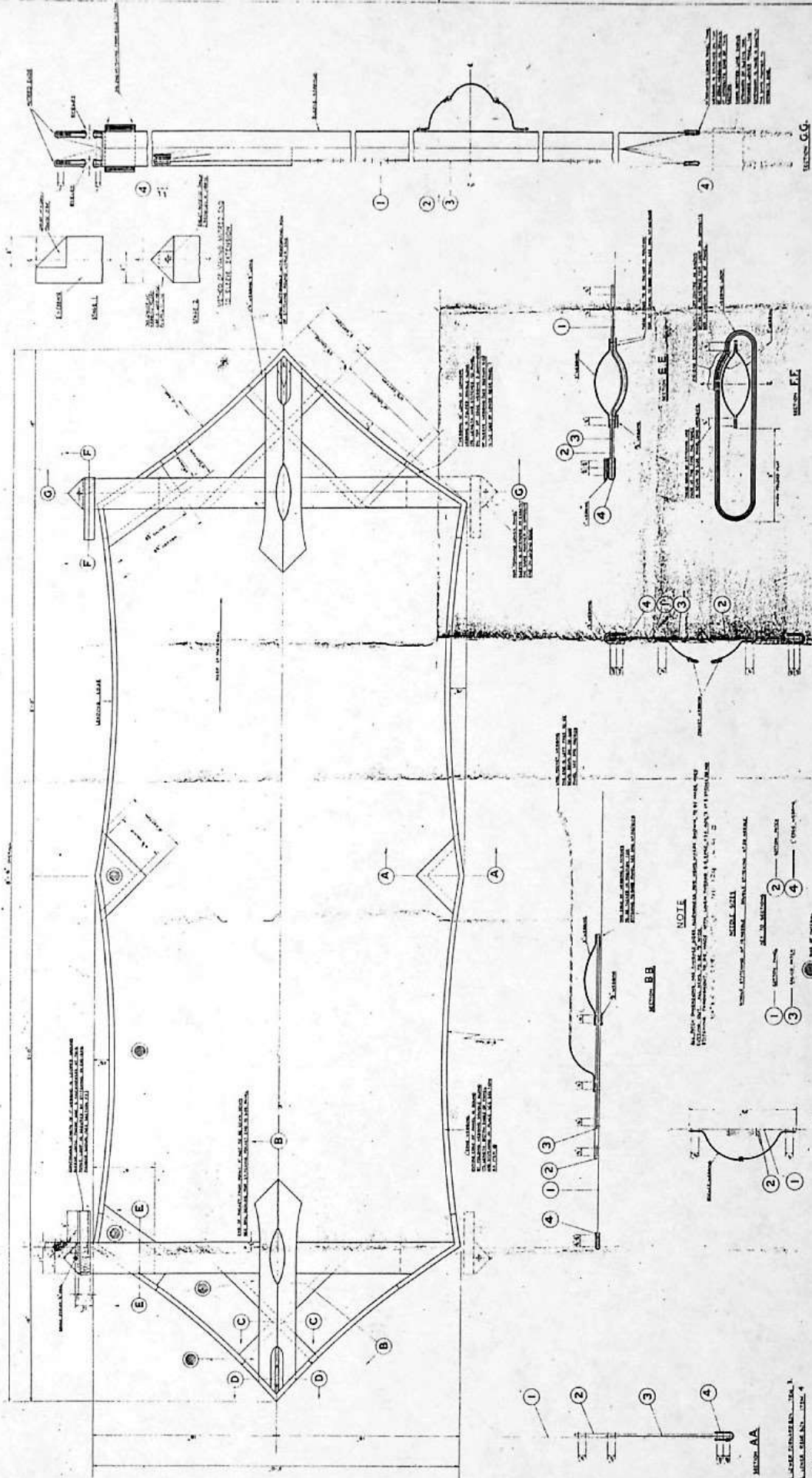
ISSUE NO. 1
 ALTERATION NO. 1

TITLE: FIN KITE, CODY, 3 FT., MK. III.

DRG NO 02/4112-1-1

ISSUED BY	DRAWN	TRACED	CHECKED	DATE	APPROVED	DATE

DIRECTORATE OF SCIENTIFIC RESEARCH & TECHNICAL DEVELOPMENT AIR MINISTRY.



ISSUE NO. 1
 ALTERATION NO. 1
 ISSUED BY DRAWING OFFICE
 DIRECTORATE OF SCIENTIFIC RESEARCH & TECHNICAL DEVELOPMENT
 AIR MINISTRY.

TITLE:- PANEL, LOWER, FORWARD BOX & LOWER, REAR BOX
 KITE, CODY, 3FT., MARK-III

DATE: 15.12.47
 DRAWN: 111
 CHECKED: 111
 APPROVED: 111

DRG NO. XI/4183-1-2

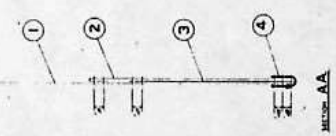
SECTION AA
 SECTION BB
 SECTION CC
 SECTION DD
 SECTION EE
 SECTION FF

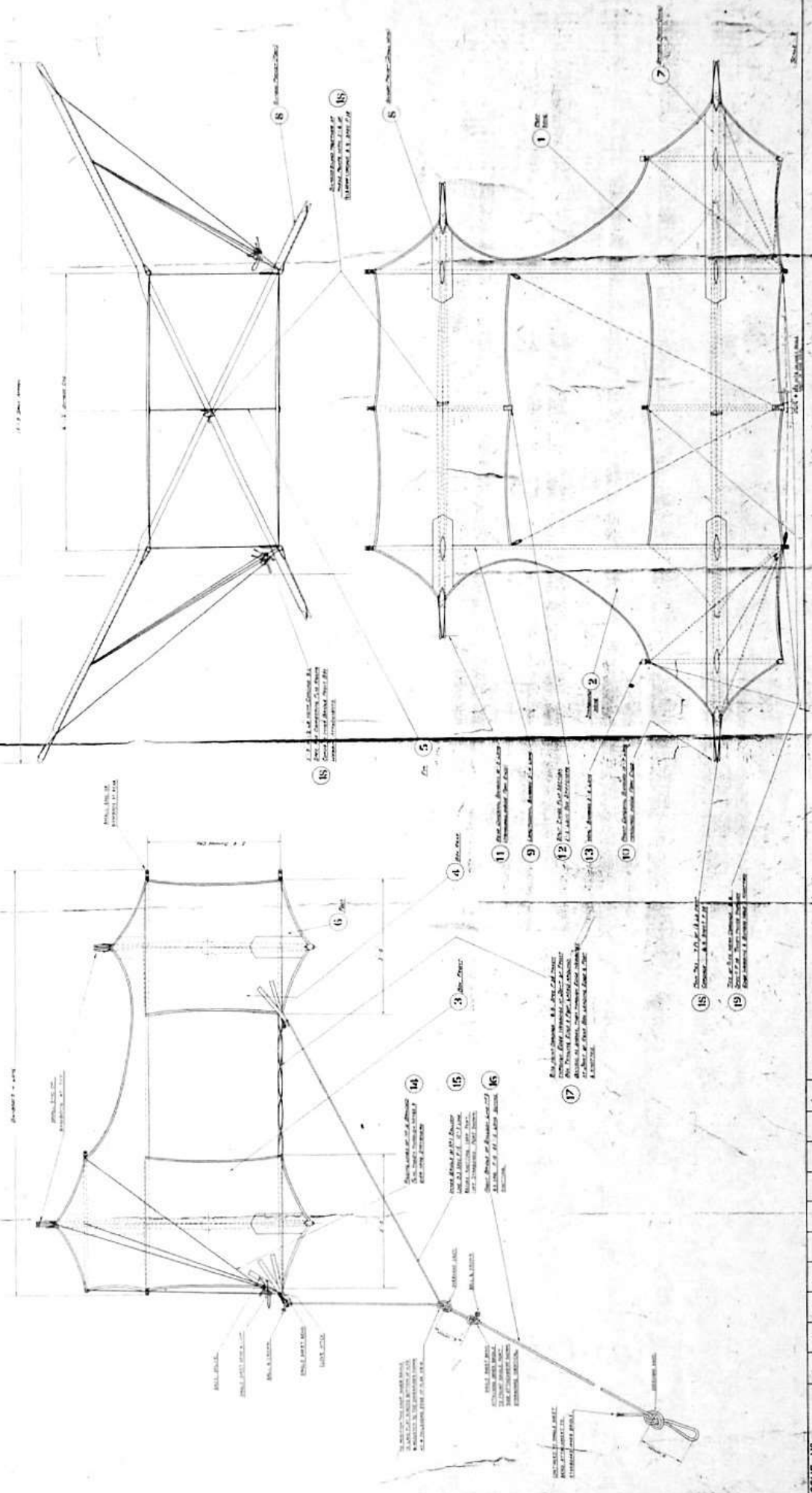
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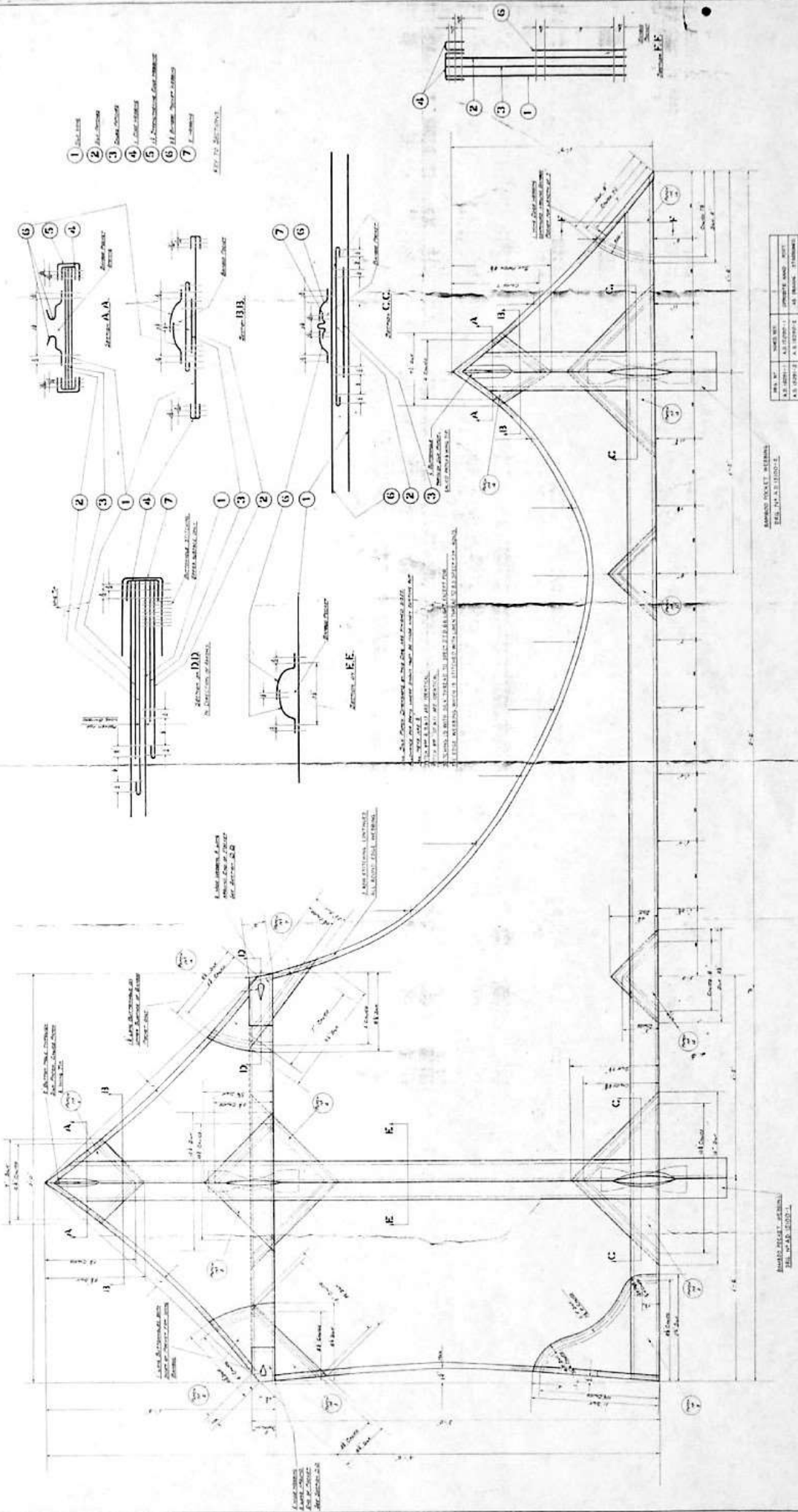
SCALE SHEET

SECTION AA
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 SECTION FF





ISSUE NO.
 ALTERATION NO.
 DRAWING NO.
 TITLE - C. A. TYPE 'B' KITE.
 DIRECTORATE OF SCIENTIFIC RESEARCH & TECHNICAL DEVELOPMENT
 AIR MINISTRY.
 DRG NO. A.D. 15090.
 DATE APPROVED
 DATE CHECKED
 TRACED
 DRAWN
 SCALE

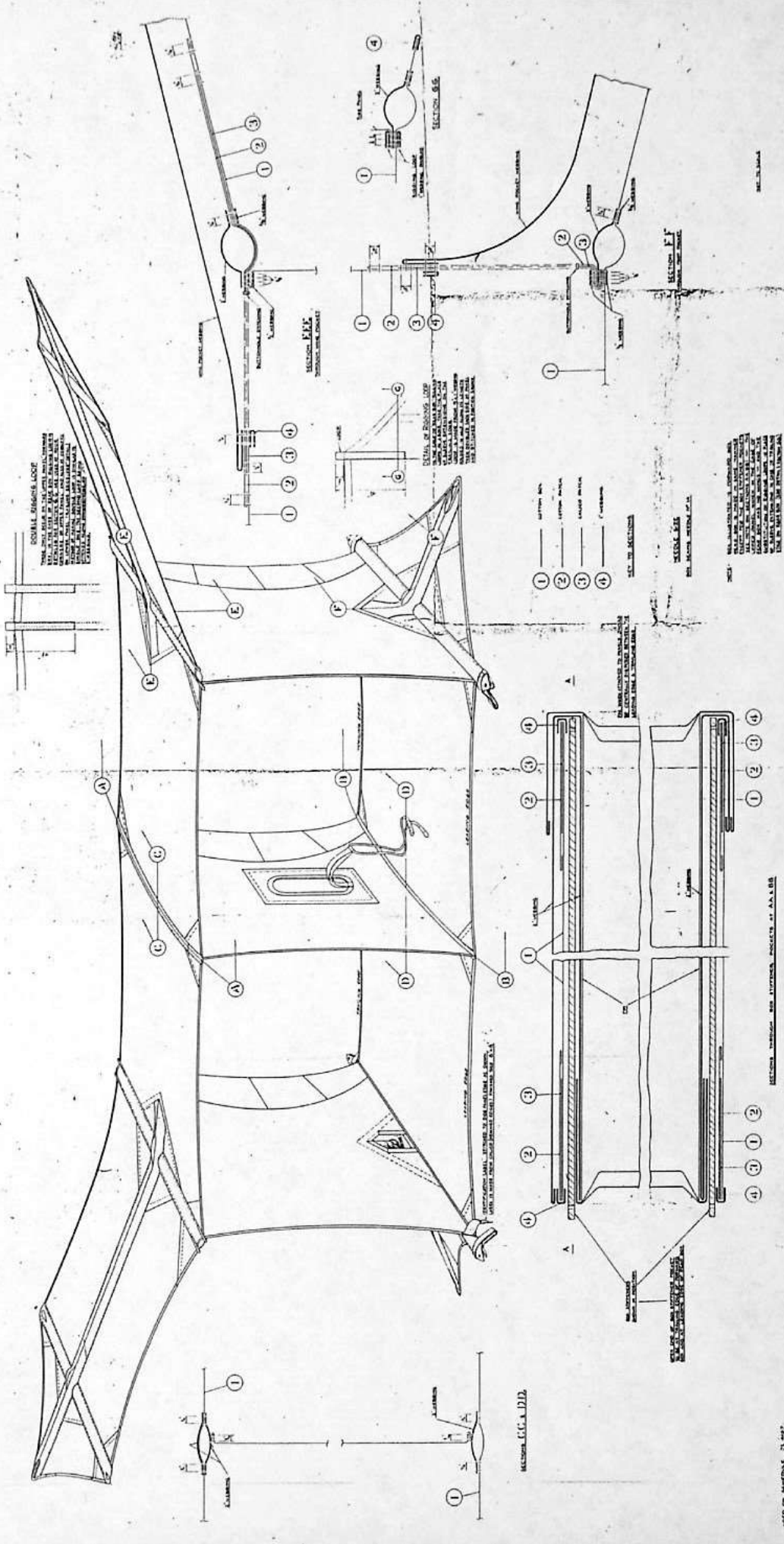


ISSUE N° _____
 ALTERATION N° _____
 ISSUED BY DRAWING OFFICE DIRECTORATE OF SCIENTIFIC RESEARCH & TECHNICAL DEVELOPMENT AIR MINISTRY.

TITLE :- DETAIL ARRGT. OF WING - TYPE 'B' KITE.

DRG N° A.D. 15091 - 2

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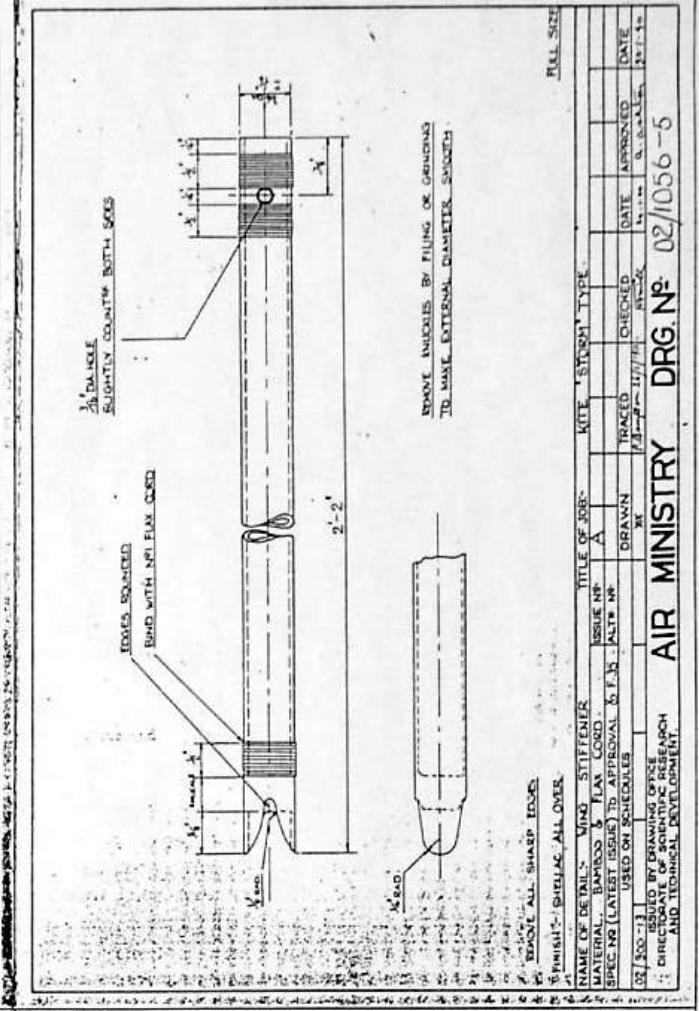
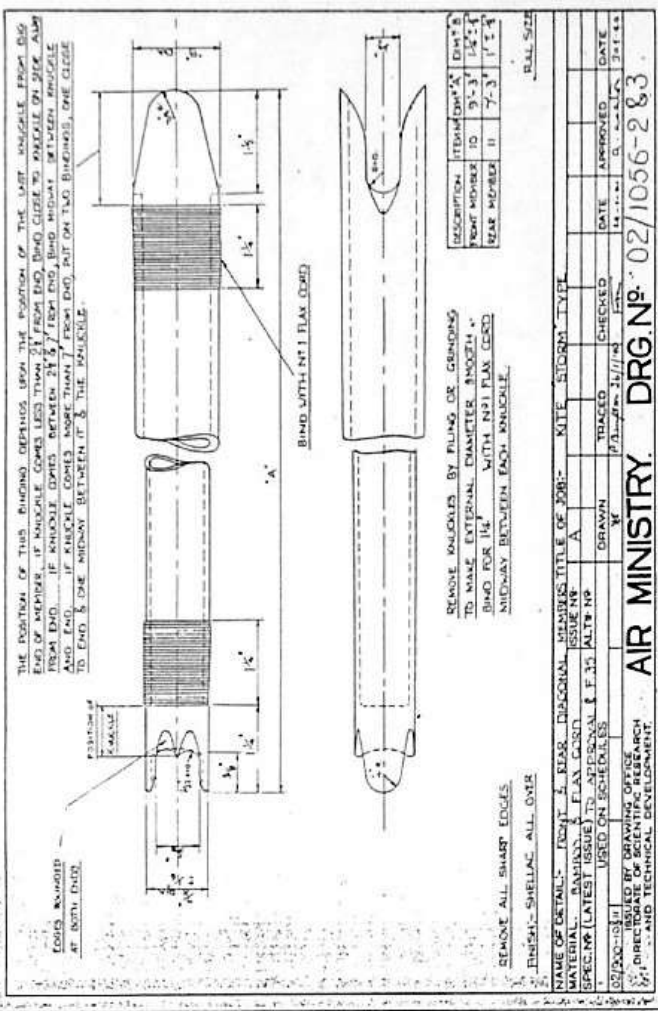
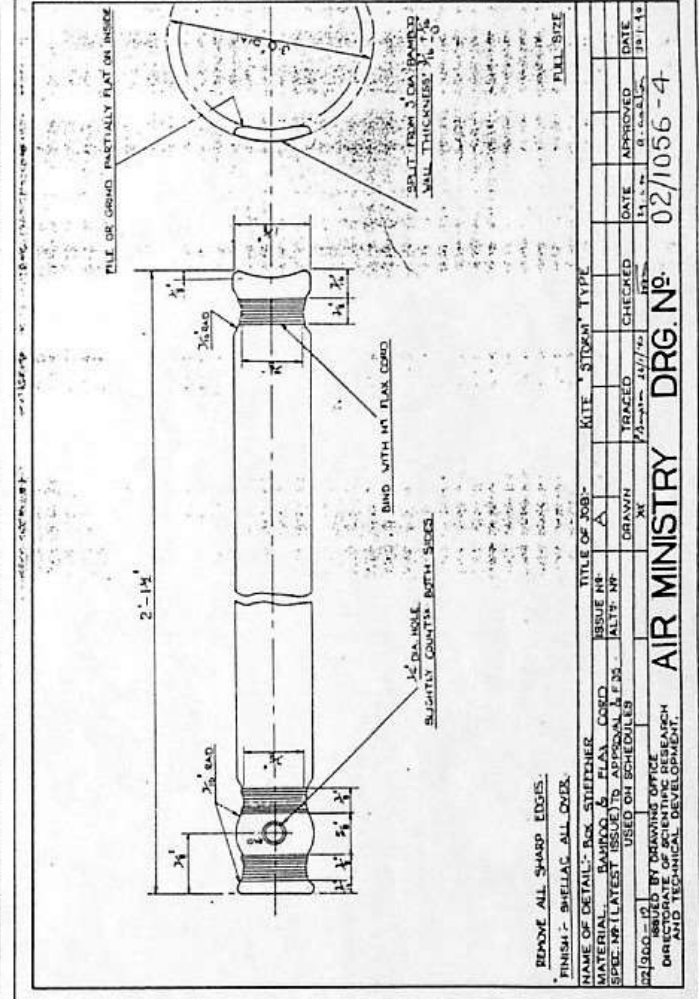
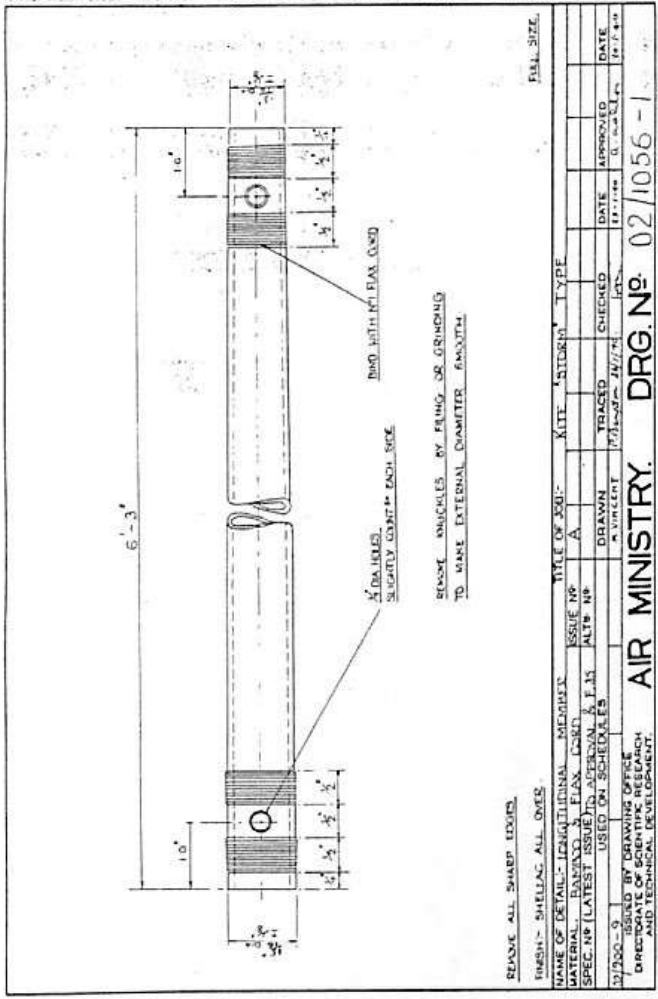


ISSUE NO. 1
 ALTERATION NO. 1

TITLE: **BOX KITE, CODY, 3FT. MARK III.**
 ISSUED BY: DRAWING OFFICE, DIRECTORATE OF SCIENTIFIC RESEARCH & TECHNICAL DEVELOPMENT, AIR MINISTRY.

DRG NO: 02/410S

DATE	APPROVED	CHECKED	TRACED	DRAWN



Best place to fly a kite in Scotland

Tuesday 12 August 2008

1 HOLYROOD PARK, EDINBURGH If you're looking for stunning views, fresh air and some peace and quiet in the heart of the city, you don't need to go far. From 16-22 August, Holyrood Park will be home to the 2008 Malaysia Pavilion. This seven-day interactive celebration of the Malaysian country, culture, crafts and foods gives adventurous Scots a taste of the nation and the opportunity to find out more about travelling to this exotic region. One of the main activities of offer is kite-making and fly

2 ST ANDREWS One of the most popular places in Scotland to go kiting. With a dedicated kite zone at the far end of the beach, this is an enjoyable place to fly. The kite zone is marked by two yellow flags, one at the St Andrews end of the beach and one at the far end of the beach. There is a grass area for parking, but you aren't permitted to buggy or land board on the road.

3 GOTT BAY, TIREE This is the first beach you will see from the incoming ferry. On arrival, you will find a breathtakingly beautiful stretch of one and a half miles of beautiful golden solid sand. The beach looks onto spectacular scenery, which can sometimes distract when you are trying to kite-fly. But don't let that put you off, as this beach is perfect for land boarding and bugging.

4 PETTYCUR BAY, FIFE This beach is perfect for learning to kite fly. When the tide is out, you have about one and a half miles of solid beach to play on. Kite surfers also use the beach, but you can easily kite-fly alongside. When the tide is in, there is no beach and there are underwater hazards. so kite surfing is not recommended.

5 TROON, AYRSHIRE Troon has two beaches, the Northern and the Southern. Although

about the same length, the Northern beach has fewer obstacles. *Prestwick airport being nearby means there are some kite-flying restrictions in place, but this by no means impinges upon the fun you can have.*

Oops.....

Kite Flying days.

As a boy and growing up on the remote east coast of Scotland we children had to make our own fun and making our own fun was a lot of fun.

One thing that can be depended on when you live near a beach is the wind which if it isn't blowing from the north or the south is blowing from the east or the west and indeed now and then every point of the compass in between.

The making of and the flying of kites was one of our great pastimes and every boy had several. First had to be the design of the kite and no two were alike. My favorite designs resembled giant seabirds in flight. The material of choice for the frame was bamboo that I stripped into small cross sections then tied together with linen thread. To cover the wings and the tail I used as light and thin a cloth as I could find that I attached to the framework with more thread. Last came a very long set of streamers that I attached to the tail.

When the winds were out of the south our place to fly our kites was the unobstructed Earlsferry golf course and when the winds were from the north our place was the beach where we flew our kites out over the sea. As time went on I acquired about a half of a mile of strong chord that at times was let all the way out. The chord had to be strong as on windy days gusts of wind would lift me off the ground. Flying our kites was great fun. Achieving height and distance was one of our objectives but we also had kites that we learned to do maneuvers with and this made for considerable skill and coordination.

And there was the time that I used my mother's treadle Singer to hem the cloth that I was using and I discovered that the

machine had a clatter that indicated it was out of adjustment. Yes, I took the machine apart and studied all the moving parts to determine their functions and after cleaning and lightly oiling all the bits and pieces I did get it all back together and it ran like a proverbial sewing machine.

My remembrance of my kite flying days was brought home to me yesterday as I went for a walk in a local park where I came upon a lady who was flying one of several kites that she had and she gave me one to fly. As we flew our kites we got to know a little about each other and she let me know that her son had recently been featured on the "America's Got Talent" show where he won the contest and went on to Last Vegas to perform on stage where he can fly kites completely indoors where there is no wind.

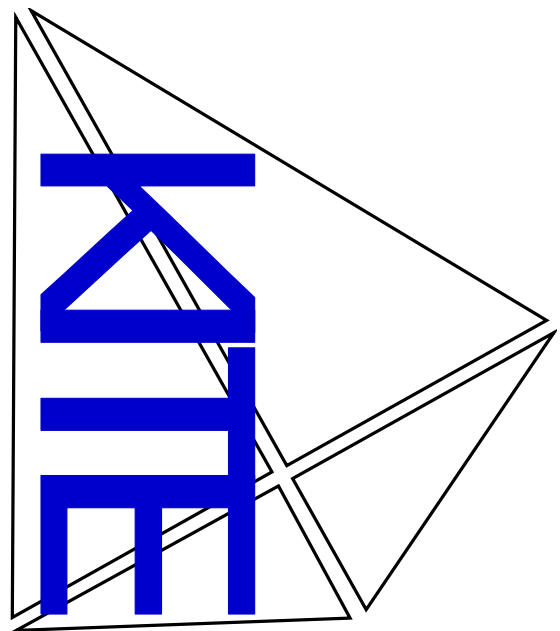
Her son's ability has given me the incentive to recreate the days as when I was a boy I flew my kites out over the sea at Earlsferry.

Apart from meeting others while flying a kite, flying a kite is a rejuvenating, relaxing and therapeutic way to spend a few invigorating and enjoyable hours in the outdoors, blowing out the cobwebs.



Burns Day January 25th. 2012

Ever wondered what to call a white cloud that's high in the sky on a windy day? – in Scots it's known as a *roarie bummler*



When I look at the kite in the air

I see

lightness, joy, playfulness

stillness and waiting

unexpected moments

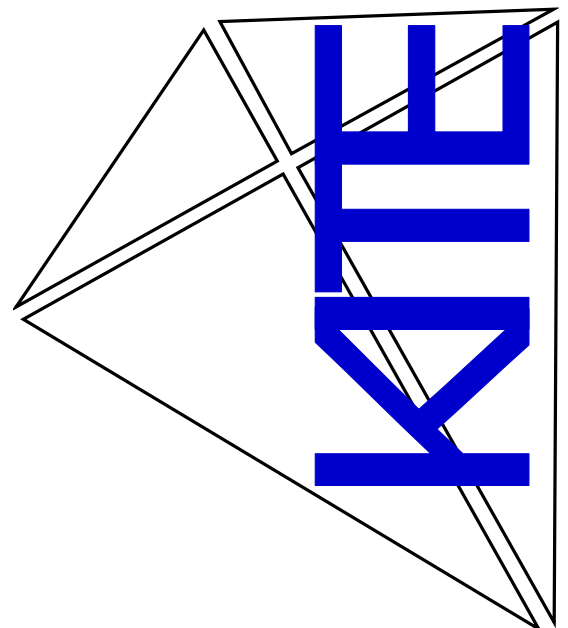
courage

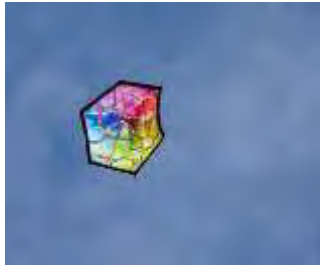
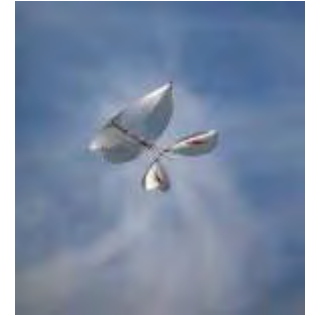
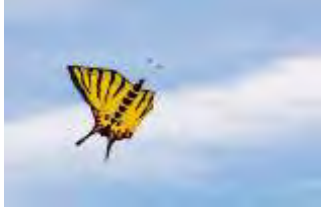
speed and freedom

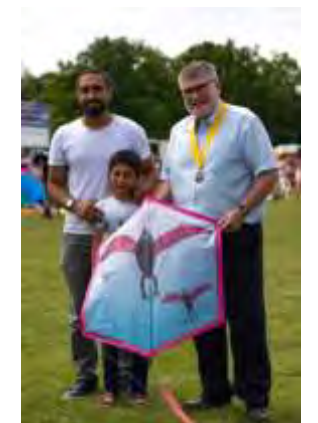
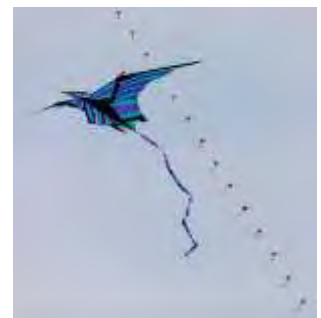
life itself

and it changes me

Author unknown







New drone laws come into effect today as public demands regulation increase to ensure safer flying

CAA research shows new drone regulations are supported by the UK public and drone users alike

30 July, 2018

With drone usage continuing to rise, the UK Government has enacted legislation to help achieve safer flying across the country.

The new laws, which will restrict drones from flying above 400 feet or within one kilometre of airport boundaries, come into effect today, 30th July 2018.

These changes have been met with approval by UK citizens, with new research published today from the Civil Aviation Authority (CAA) finding that 77 per cent felt that more drone regulation was needed. This was even echoed by the drone community themselves, with 75 per cent in agreement.

Indeed, safety was the clear priority among the 2,000+ UK adults and 350+ UK drone users questioned by the study:

- 93 per cent of the public and 96 per cent of drone users calling it 'vital' that drone flyers adhere to the rules and guidelines of the CAA's Dronecode*, available at www.dronesafe.uk
- there was good news for those keen to see safer use of drones, with the study showing that the drone community's awareness of the CAA's Dronecode has jumped from just over half (54 per cent in 2016) to nearly three-quarters (71 per cent in 2018).

Speaking on the findings, **Jonathan Nicholson, Assistant Director at the UK Civil Aviation Authority (CAA)** commented:

"As recreational drone use becomes increasingly widespread across the UK it is heartening to see that awareness of the Dronecode has also continued to rise - a clear sign that most drone users take their

responsibility seriously and are a credit to the community.

"Drones are here to stay, not only as a recreational pastime, but as a vital tool in many industries - from agriculture to blue-light services - so increasing public trust through safe drone flying is crucial."

Future thinking

The research also found that mobile apps, providing information on airspace and safety alerts, are quickly becoming a must have, with drone users citing them as crucial for regulating the sector and providing a platform for future communication and safety campaigns:

- Almost half of drone users (**45 per cent**) use a drone-related app to help them fly more safely
- Of those who don't use a drone app, **73 per cent** said they will in the future
- **43 per cent** stated that apps such as NATS Drone Assist and Airmap have the benefit of providing drone users with accurate airspace information

More to come

Further to the legislation changes this July, the Government has also confirmed that there will be more to come, with operators of drones weighing 250g or more being required to register with the CAA and for drone pilots to take an online safety test. These requirements will be enforced from 30th November 2019. More information on the registration scheme will follow in 2019.

Notes for editors:

*The Dronecode is a simple set of rules designed to promote safe and responsible use:

- Don't fly near airports or airfields (it is against the law to fly your drone within 1km of an airport or airfield boundary)
- Remember to stay below 400ft (120m) and at least 150ft (50m) away from buildings and people
- Observe your drone at all times
- Never fly near aircraft
- Enjoy responsibly

The Dronecode is available to download at www.dronesafe.uk.

Please note: the Dronecode is for consumer drone use, those using a drone commercially must be approved by the CAA.

About the research

Working with Opinium, the Civil Aviation Authority commissioned a study of 2,000 UK adults and 350 UK drone users.

Media contacts

For further information and interview enquiries, please contact the CAA at 0333 103 6000 (08:30 - 17:30 Monday to Friday). Out of hours: 07789 745 636.

Alternatively, you can email on: press.office@caa.co.uk (monitored during office hours)

NO FLY ZONE FOR DRONES

Drones cannot be flown within 5 km of an airport after new legislation came into force yesterday (12th March 2019).

The previous limit was 1 km.

Sightings of drones at Gatwick in December led to 1,000 flight cancellations or delays over 36 hours. Recklessly endangering an aircraft with a drone will carry a maximum jail sentence of five years.

THE TIMES – Wednesday 13th March 2019

Airfield restrictions

On 13 March 2019 the drone flight restriction zone around airports and airfields changes. The government has introduced a new rule stating that the 1km restriction from the airfield boundary is replaced by a restriction using the airfield's existing aerodrome traffic zone, which has a radius of either two or two and a half nautical miles and then five kilometres by one kilometre zones starting from the point known as the 'threshold' at the end of each of the airfield's runways. Both zones extend upwards to a height of 2,000 feet above the airfield. It is illegal to fly any drone at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself.

A map of the UK showing each airfield's restriction is available.

THE DRONE CODE

- Don't fly near airports or airfields
- Remember to stay below 400ft (120m)
- Observe your drone at all times – stay 150ft (50m) away from people and property
- Never fly near aircraft
- Enjoy responsibly

400ft (120m)

THE DRONE CODE

For further information please visit dronecode.caa.co.uk

BE DRONE SAFE

Always keep your drone in sight

It's against the law to fly your drone over 400ft (120m)

BE DRONE AWARE

Every time you fly your drone you must follow the manufacturer's instructions

Keep the right distance from people and property

BE DRONE LEGAL

You are responsible for each flight

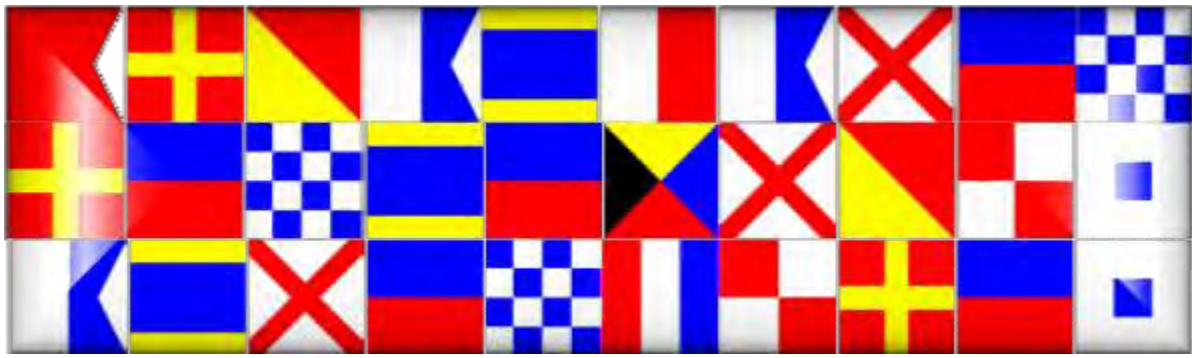
Stay well away from aircraft, airports and airfields when flying any drone

It is illegal to fly over roads for airport's flight restriction zone without permission. This does not apply for 150ft.

If your drone endangers the safety of an aircraft it is a criminal offence and you could go to prison for five years.

13th March 2019

The UK Dronecode is published by the Civil Aviation Authority to assist drone users in flying safely.



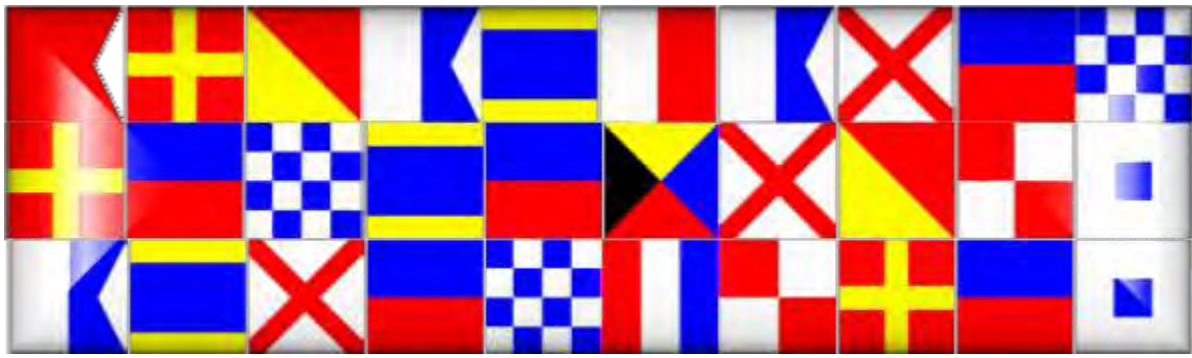
BROAD HAVEN RENDEZVOUS ADVENTURES 2019



Bill's new Tintin Kite.....



Courtesy of Martin Crowther.....



BROAD HAVEN RENDEZVOUS ADVENTURES 2019



The Broad Haven Rendezvous turned out to be THREE of the best days of Kite Flying I've had for a good few years, good winds, plenty of room on a wonderful beach. The 'locals' showed a lot of interest in our shenanigans on the beach..... Some Kite Fliers! worked 'exceptionally' hard to produce a stunning display..... no names etc, to protect the innocent. (see above.) Ed.



NEW EMBROIDERED CLUB SWEATSHIRTS



FORTY YEARS AND STILL GOING STRONG

Well deserved congratulations to Gill and Jon on such an epic achievement in British Kite Flying. To have produced 'The Kiteflier' for forty years and remain relatively sane is one hell of an task.

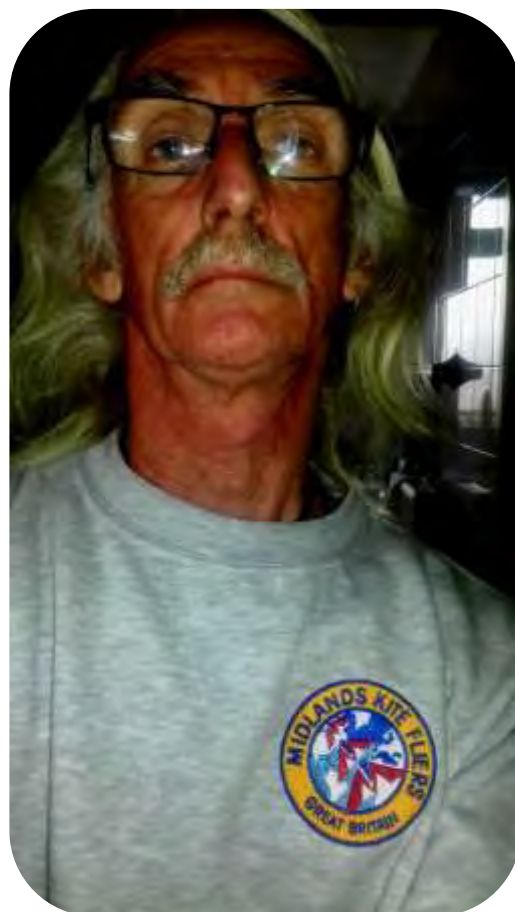
Congratulations -The Midlands Kite Fliers



TWENTY FIVE YEARS AND STILL GOING STRONG

Congratulations to the Kent Kite Flyers for sticking to it for twenty five years. I really must find some time to get down to Kent and fly in my old boyhood haunts.....

Unfortunately as an ex Ashford Grammar School boy I won't be flying at the North School. (Enough said!) Ed.



COST £23.00 + Post and packaging
CONTACT BILL SOUTEN FOR DETAILS

With grateful thanks to Tim Roth for sorting these out for us.....Ed.



The Rokkaku dako (六角凧) is a traditional six-sided Japanese fighter kite. Traditionally, it is made with bamboo spars and washi paper. The rokkaku kite is often hand painted with the face of a famous Samurai. The structure is a vertically stretched hexagon with a four-point bridle. One bamboo runs from tip to toe, and there are two cross-spars. Flown on a taut string, the kite is stable and rises rapidly. When the line is released, the kite tumbles until tension is put on the line, at which point it takes off in the direction of the spine. Fighting two or more of these kites involves tipping over or destabilizing the opposing kite or cutting its kite line or bridle. Cows are often painted on kites to resemble wealth.

Stability can be increased by bowing the cross spars, making the kite stable enough to fly without a tail. The rokkaku kite is often used for kite aerial photography and in atmospheric science, thanks to its large surface area and simple construction.



COMPETING FOR THE CAROL LEWIS CUP
OVER SIX ROUNDS AT VARIOUS VENUES



Saturday 4th & Sunday 5th May 2019



Saturday 13th & Sunday 14th July 2019



Saturday 20th & Sunday 21st July 2019



Saturday 5th & Sunday 6th October 2019
Extra venues to be decided.....

An introduction to Rokkaku Flying and Fighting

From the book *The Fighter Kite Book!*
by David Gomberg

What is a Rokkaku?

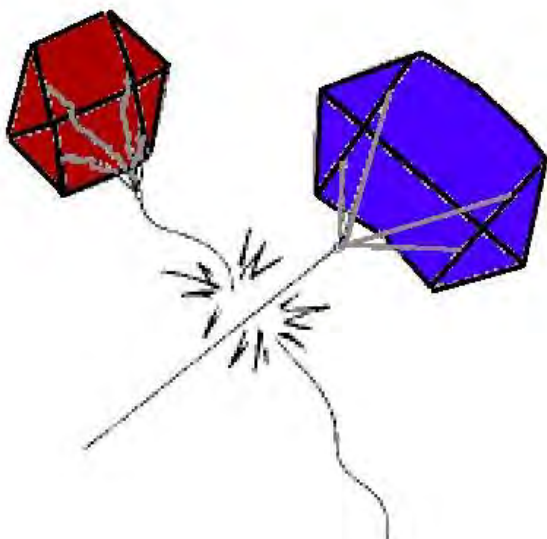
The Rokkaku (pronounced roke-cock-coo) is a traditional Japanese bowed kite design. A basic hexagon in shape, it features six corners, a long center spine, and two cross spars. The bridle connects at four or more points.

Combat Fundamentals

Western style Rokkaku "battles" are usually organized for either individuals or teams. The size of the kites is specified within certain ranges, only certain types of flying line are allowed, and flying is limited to a designated area for safety.

On a given signal, all kites are launched. Then a second signal is given and the kites "engage".

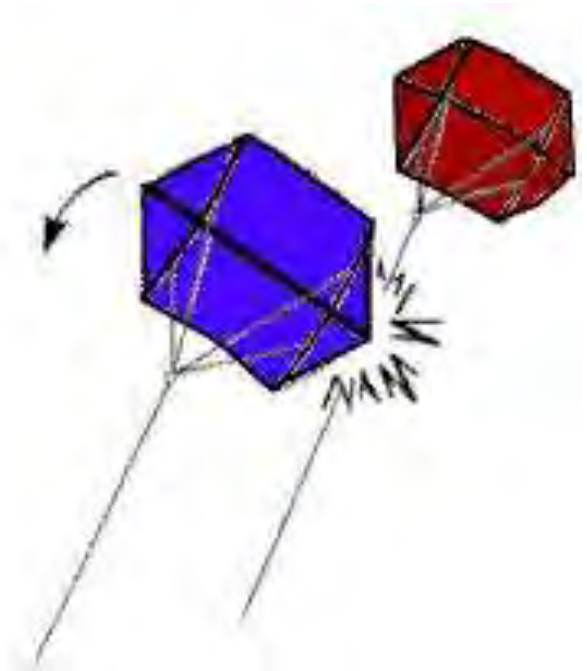
The object is to ground other kites using either your line, your kite, or the wind. Once your kite is cut or touches the ground for any reason, you are out. There are three basic techniques for grounding an opponent's kite. The most effective strategy may combine all three tactics.



Cutting: Any experienced kite flier knows that flying lines can easily slice through each other given the proper circumstances. In a Rok battle, it's your job to create those circumstances.

When two lines come in contact, the one moving the fastest will cut, melt, or burn through the other. The object is to concentrate the friction in one particular point on an opposing line. Often you will see teams methodically pumping in an effort to saw through an opponent's line.

Tipping: Another effective battle technique involves actually contacting an opposing kite with your flying line. By catching one of the kite's six corners and then quickly moving position, you are often able to tip or up-end an opponent. If they are close to the ground, in poor field position, or just not particularly good at recovering, this may put them out of the fight. Tipping is the easiest and safest way to ground someone.

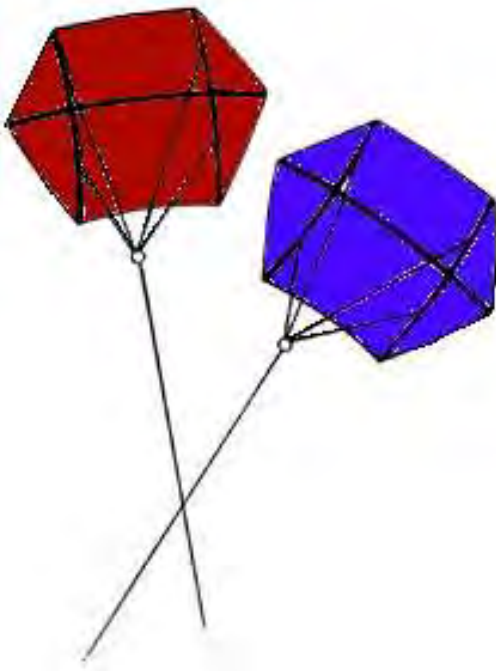


Wind Blocking: A more sophisticated technique involves using the wind -- or lack of it -- to ground an opponent. Battles are not always fought under ideal circumstances. If the wind is light, simply staying airborne may be enough to win as everyone else backs up to the field boundaries in an effort generate lift. They will run out of space and come down. If you're smart, you won't.

Battle Strategy: Positioning is everything in a battle. That includes positioning to take full advantage of strong or light winds, positioning to attack or retreat, and positioning to avoid major tangles. Before you launch at the beginning of the battle, give some thought to the wind conditions.

If winds are **light**, you may want to stay as far downwind as possible so you have room to back-up and gain altitude. You may also want to use a long line to get as much height during the launch as possible and be able to reel-in later to maintain altitude.

If winds are **heavy**, you may want to position yourself upwind so you have room to move forward and drop into the fight. You may also want to use a shorter line so you can reel-out to make contact.



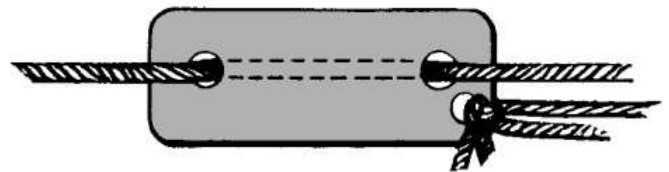
Be alert, mobile, and aggressive.

Try to avoid multi-kite engagements that increase your risk of getting tangled or boxed in. Your chances of cutting or fighting your way out of that kind of a mess are rare. What's more likely is that someone will wrap a line around your bridles and you will all go down together. Don't hang back in a corner waiting for someone else to clear the skies, either. You don't win battles or the respect of your opponents by running away. Look for opportunities and then attack! Besides, most contests will eventually disqualify contestants that continue to avoid direct combat.

Finally, don't let an opponent's line contact your kite. Maintain the initiative. The best position to be in is to be on the attack, not on the defensive.

Rokkaku Tuning

A number of factors can be adjusted to affect your flying and maneuverability. The stiffness of your spars and spine, the proportions of the kite, the length of the bridle, position of the tow-point, and the amount of bow in either or both of your spars will help or hamper maneuverability in different winds.



A "Slider" maintains bow in Bridle

The two quickest and easiest adjustments you can make in the field are to change the amount of bow in the kite, or to shift the tow-point. Experiment!

Safety, Safety, Safety!

Battles are great fun - but only if they are done carefully and everyone follows basic safety rules. Gloves are essential for all participants. These are big kites being flown on line intended to cut. Imagine what they can do to your hands. The object is to make the kites fight - not the people. All intentional physical contact should be strictly prohibited including pushing, tripping, or purposely running line around people. Any "dirty tricks" should result in disqualification. Cutting implements other than flying line should not be allowed.

As much fun as Rokkaku battles are to watch, they are even more fun to participate in. So we'll warn you this one time: You only need to try it once to become addicted for life.

With grateful thanks to David Gomberg for this excellent introduction to Rokkaku.....

Rokkakus Taking Off

When a small group of veteran East Coast kitefliers had the idea to issue a Rokkaku kite challenge for the AKA Columbus Convention (AKA NEWS, Feb. '83), they probably never realized how enthusiastically other kitefliers would accept their offer to duel.

If the kiteflying fields around the Baltimore-Washington (D.C.) area this spring are any indication, however, the group can expect to face some stiff opposition this October.

The veterans' (Bevan and Margo Brown, Jon and Gloria Burkhardt, Bruce and Carol Kennington, and Brooks and Gretchen Leffler) challenge to kitefliers to field a Rokkaku Team in battle is based on the Japanese tradition, where teams fly kites of essentially the same size, featuring compatible designs based upon a theme.

The first sign of the challenge's acceptance was at the Smithsonian Festival in March when an impromptu Rokkaku mini-challenge took place. Battling were the Washington Scottish Pipe Band Team and its bright yellow and red "Red Lion" kite; the team of Bill Tyrrell, Mel Govig and Fran Gramkowski and their Japanese portrait design kite; and the team of Bruce Kennington, Jon Burkhardt and Bevan Brown with their official challenge kite.

Rules for a Rokkaku challenge call for a Japanese style kite with a 40-50 sq. ft. area, flown by a team of two or more people, dressed similarly, who can run back and forth enthusiastically making as much noise as possible. Most important is a team which enjoys the spirit, the camaraderie, and a good time.

At the Smithsonian, for instance, the Washington Scottish Pipe Band team donned traditional Scottish kilts and knit sweaters and paraded onto the battle field carrying their kite. They were accompanied by appropriate bag pipe music.

Their exciting and crowd pleasing performance, while a victory unto itself, was not enough to overcome the need for bridge adjustments which kept the "Red Lion" from staying aloft.

Like the other two Rokkakus at the Smithsonian, the Red Lion was constructed of Tyvek, but there are no limitations on the types of materials a team could use for its kite. Ripstop and paper may be used as well as Tyvek. Bamboo, spruce or pine wood, or fiberglass may be used for spars.

One excellent source for information on Rokkakus is Tal Streeter's Art of the Japanese Kite. Many other basic kite books also have articles on this form. AKA NEWS (February '83) carried a basic plan, as well.

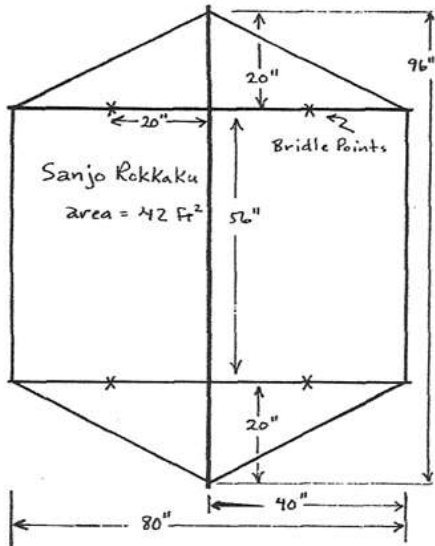
Rokkakus fly well and present the team an excellent surface for creative theme-related designs.

Kitefliers so thoroughly enjoyed the exhibition at the Smithsonian festival, that by the time of the Maryland Kite Festival, one month later, three new Rokkakus joined the challenge.

Felix Cartegena, of Newark, DE, captured the hearts of those
(Continued on next page)



Washington Scottish Pipe Band's bright "Red Lion" makes its first effort against the Smithsonian skies. Painted on a bright yellow background, the "Lion" was a crowd favorite.



present when he unveiled his Samurai Rokkaku kite team. The personable Cartegena, known for his ever-present kiteflying buddy, Winston the parachuting bear, transferred his kiteflying alter ego onto a 44 sq. ft. blue kite. His team featured light blue hapi coats, trimmed in purple with a Samurai warrior on the back.

Mel and Valerie Govig showed up with a new, exquisitely designed wild boar Rokkaku. Bevan and Margo Brown brought the official challenge kite, along with a new artistic masterpiece built by Bevan and decorated by Margo.

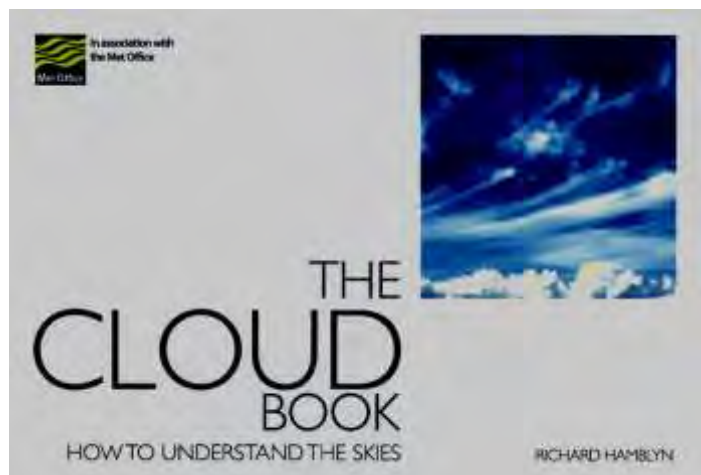
So, the AKA Rokkaku challenge has been heard and kiteflying teams are getting their entries ready for a classic confrontation in Columbus.

Be there!



(Top to Bottom) Among recent Rokkakus in the East are Felix Cartegena's Saumrai, Bill Tyrrell's portrait kite and the Govig's wild boar. (Left) Tyrrell's kite lifts off.

THE CLOUD BOOK



Thanks for the news update. Can I ask you to let people know that the Beach Kite Fest this year is on September 14 and 15 and back in Burnham-on-Sea on beach 1. There is very limited overnight parking on the front which kilters will need to book with me on gaynor.brown1@talktalk.net

The Beach Kite Fest is to be held on 14th and 15th September and will be located back on Beach 1 in Burnham-on-Sea. There is space for some stalls on the tarmac in front of the Bay View Cafe and limited overnight spaces for Friday and Saturday nights only on the promenade adjacent to the Rescue Centre. These space need to be booked. Access to the beach is with a permit only (01 278 238714) or on the day from the marshal at the top of the jetty. Please note if you chose to go on the sands you movement will be with a marshal walking beside you. Please make sure you are at the jetty for 11.00 a.m. latest. There is plenty of parking available in the Pier Street Car Park. We are hoping to negotiate a number of free passes. Public open hours are 10.00 – 5.30 when the beach will be cleared and the usual illuminated kite display will be by the Bay View at 8.00 allowing for the kilters meal of our famous fish and chips in between. Anyone wanting additional nights should contact Holiday Park Unity for a discounted space. Bed and breakfast is available at The Round Tower on the promenade close to the church.

There will be two arenas roped off for inflatables and single liners and the second for Power and Traction Kites. Learn to Fly lessons will operate for two hours each day. Anyone available to help please call Gaynor on 01 278 238714) or email gaynor.brown1@talktalk.net. Timings and features will be published on burnham-on-sea.com by Mark as usual. If you can supply any information you think would interest the public Dave will be happy to deal with that.

**14 ème CONVIVIALE DE CERFS-VOLANTS
LES PIRATES ET LA MER**

Dans le jardin du Vent
« un bateau pirate »
exposition des travaux
effectués par les écoles
et la garderie de BLH

**Samedi
7 sept
à partir de 14h**

**Dimanche
8 sept
à partir de 10h**

**BOSC
LE HARD**

Activités des journées
Baptême de baudouins parachutistes
Initiation de pilotage d'un cerf-volant
Atelier de construction pour les enfants
Tombola avec 2 cerfs-volants à gagner
Dimanche 16h lâcher de bonbons

**Samedi
21h à 22h
ATTAQUE DU
BATEAU
PIRATE
« Feu, artifice,
effet
pyrotechnique »
Illumination du
jardin du vent**

Spectacles
gratuits
Avec la participation de plusieurs clubs

Renseignements
M. Bourgeois Sylvain
02 35 33 58 78

THE CATHERINE WHEEL

Thanks to Eddie (of legendary 'Mad Eddie' fame!) and Ann Megrath for sending this design all the way from Scunthorpe for inclusion in Aerodyne. 'Mad Eddie' writes....

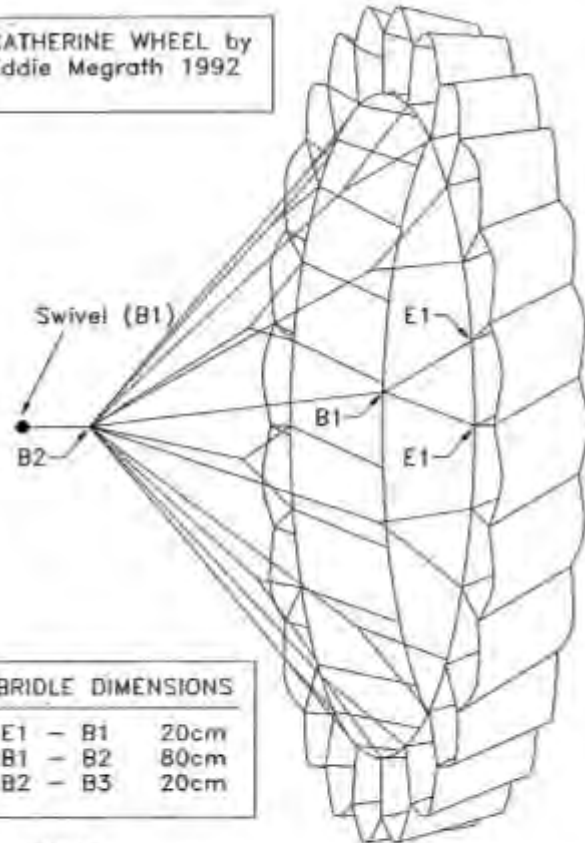
"After being fascinated by the 'wriggling snakes' of Bernd Knupfer at the Washington Festival in July 1991, I went home and made the Catherine Wheel. Although there are many differences in the design it performs in a similar fashion.

As you can see it is made from 24 cells; but can also be constructed from 48 cells using the same dimensions - which, in my opinion, looks more aesthetic in the air.

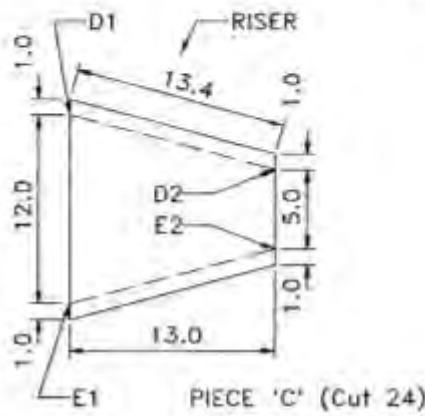
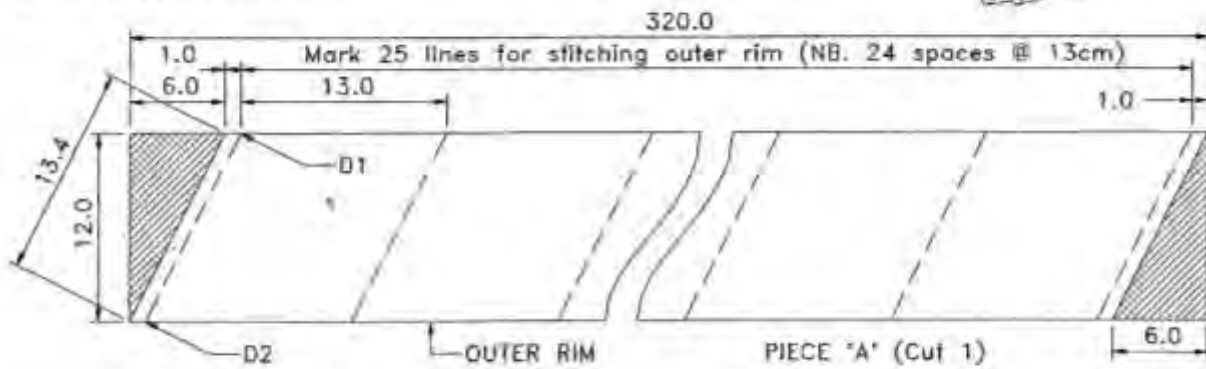
It also gets rid of the off cuts from your rag - bag!"

*Design by Eddie Megrath
Drawing by Mik Jennison*

CATHERINE WHEEL by Eddie Megrath 1992



BRIDLE DIMENSIONS		
E1 - B1		20cm
B1 - B2		80cm
B2 - B3		20cm



- INSTRUCTIONS**
- 1) Hot cut pieces 'A', 'B' and 'C'
 - 2) Sew risers D1 - D2 on to outer rim x 24
 - 3) Sew risers E1 - E2 on to inner rim x 24
 - 4) Join outer rim to make circle
 - 5) Join inner rim to make circle
 - 6) Make small holes @ E1 for bridle

