

MIKF NEWS

QUARTERLY NEWSLETTER OF THE
MIDLANDS KITE FLIERS
OF GREAT BRITAIN

JANUARY 2020



INFORMATION

CLUB FLY-INS

We hold club fly-ins each month (winter included) at various sites. These are informal events and are a great way of meeting other MKF members.

MEMBERSHIP CARDS

Your membership cards can obtain you discounts for purchases from most kite retailers in the UK, and gain you entry to events and festivals free or at a reduced cost. Please keep them safe.

PUBLIC LIABILITY INSURANCE

All fully paid up members are covered by Public Liability Insurance to fly kites safely for pleasure anywhere in the world. If you injure anyone whilst flying your kite the injured party may be able to claim on the club insurance for up to **£5,000,000**. The club has Member-to-Member Liability Insurance. A claim may be refused if the flier was found to be flying a kite dangerously - e.g. using unsuitable line, in unsuitable weather; flying over people, animals, buildings or vehicles. This insurance does not cover you for damage to, or loss or theft of members' kite/s.

BUGGIES, BOARDS & KITESURFING

Unfortunately we are not able to cover these activities within the clubs insurance policy.

'MKFNEWS' DEADLINES FOR 2020+

MKFNEWS B. SOUTEN - EDITOR	'COPY' DEADLINE	PUBLISHING DATE
31	25 th March 2020	Mid April 2020
32	25 th June 2020	Mid July 2020
33	25 th September 2020	Mid October 2020
34	25 th December 2020	Mid January 2021

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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Bill Souten

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☎ 07840800830
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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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TO FOLLOW

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TO FOLLOW

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PHOTOGRAPH
TO FOLLOW



MIDLANDS KITE FLIERS

COFTON PARK

LOW HILL LANE, LONGBRIDGE,
BIRMINGHAM, B31 2BQ.

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

- Sunday 5th January 2020
- Sunday 2nd February 2020
- Sunday 1st March 2020
- Sunday 5th April 2020
- Sunday 3rd May 2020
- Sunday 7th June 2020
- Sunday 5th July 2020
- Sunday 2nd August 2020
- Sunday 6th September 2020
- Sunday 8th October 2020 - ONE SKY ONE WORLD
- Sunday 1st November 2020
- Sunday 6th December 2020



In the event of poor weather conditions the fly-in will be cancelled.
It is always advisable to check that the event is happening before travelling any distance.
All our 'fly-ins' are Civil Aviation Authority and Birmingham City Council approved.
WARNING: There is a 2 metre height restriction on the Car Park



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Apedale Kite Fliers

The 'Apedale Kite Fliers' meet at Apedale Community Country Park on;

- Sunday 26th January 2020
 - Sunday 23rd February 2020
 - Sunday 22nd March 2020
 - Sunday 26th April 2020
 - Sunday 24th May 2020
 - Sunday 28th June 2020
 - Sunday 26th July 2020
 - Sunday 23rd August 2020
 - Sunday 27th September 2020
 - Sunday 25th October 2020
 - Sunday 22nd November 2020
 - Sunday 27th December 2020
 - Sunday 24th January 2021
- (On the fourth Sunday of each month.)



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 Staffordshire County Council approved.

The 'Apedale Kite Fliers' are part of the Midlands Kite Fliers of Great Britain.



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REFLECTIONS

02.02.2020

05.05.2020

COFTON PARK

LOW HILL LANE, LONGBRIDGE, BIRMINGHAM, B31 2BQ
MIDLANDS KITE FLIERS REGULAR MONTHLY FLY-IN



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



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MIDLANDS KITE FLIERS CLUB KITE FLY-IN SCONCE AND DEVON PARK SUNDAY 8th MARCH 2020

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



QUIRKY COUNTRYSIDE

Newark Penny Loaf Day

During the English Civil War, the lives of alderman Hercules Clay and his family were saved when a dream forewarned him that his home was going to be set ablaze. In gratitude, he left money in his will to be used to distribute penny loaves to the poor on the Sunday nearest the anniversary of the fire on March 11. Four hundred years on, the tradition continues. ➔



CAP 393

Air Navigation: The Order
and the Regulations

**TODAY'S HEIGHT
LIMIT WILL BE**

500 feet

MIDLANDS KITE FLIERS

Check out the next page!



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Newark Penny Loaf Day and Hercules Clay Bombshell Sermon

Where:	Newark-on-Trent, Notts at St Mary Magdalene Church off the Market Place in Church Walk
When:	Sunday near 11th March
Time:	11am



Hercules Clay was a resident of Newark-on-Trent in Nottinghamshire during the time of the Civil War; for three nights in a row he dreamt of his house burning and he took this as an omen, moving out just before the house was indeed damaged by fire in the siege. In gratitude for his family's escape, he left funds in his will to found a charity dole of penny loaves for distribution to the needy on the Sunday nearest the anniversary of 11th March. Nowadays the special bread-themed service still takes place with Alderman Clay's Bible on the altar; local dignitaries process to church from the Town Hall and small loaves are distributed to local charities for the homeless.

Helpful Hints

Alderman Hercules Clay's house was next to the Town Hall – it's now a bank and has a rectangular plaque to commemorate the events under the large bow window. His memorial plaque may be found inside the church on the South Choir wall.

In 2020 it will be on Sunday March 9th (to be confirmed). Normally it's on the Sunday closest to 11th March but if it clashes with Mothering Sunday it gets moved a week.

Penny Loaf Day, Nottinghamshire

The town of Newark-on-Trent was a wealthy and significant one in days past, and during the English Civil War it was a vital Royalist stronghold from which the King's forces would venture on raids throughout the region - the town motto 'Trust in God and sally forth' is derived from this. In March 1643 the Roundheads were besieging the place, but it was able to hold out against them as it in fact did three times during the war, only surrendering eventually at Charles I's orders after he had been taken prisoner.

The splendidly named Hercules Clay, a rich merchant and an Alderman of the town, lived in a rather grand house on Stodman Street (now a bank, with a plaque commemorating Mr Clay high on the wall), opposite the Governor's House so-called, the Royalist HQ during the Civil War. On the night of March 11 1643 Clay dreamt three times that his residence was aflame, and taking this as a sign from Providence he rushed his family out of the building. Just after they left a bomb fired from Beacon Hill, intended for the Royalist HQ, crashed through the Clay house.

In recognition of his miraculous cheating of death Clay left two bequests to the town: £100 to yield interest to pay for an annual sermon to be preached in St Mary Magdalene's church, with the corporation in attendance; and £100 to provide interest to purchase penny loaves for Newark's poor.

The traditional service continues to this day, but the penny loaf custom has been amended, partly because it got out of hand in terms of the demand - huge numbers from all around the district would turn up on March 11 - and partly perhaps because of riotous behaviour associated with the custom, including ochre being smudged on people's faces by rough boys in the town. Moving the ceremony from the church to the Town Hall failed to cure the problems, and these days it has reverted to the church, but only for the choristers present on the day of the service remembering Hercules Clay and his remarkable escape.

Hercules Clay has his plaque on the bank on Stodman Street, and is also recalled by a memorial in the ancient and very impressive parish church, near the east end of the south wall.

BROAD HAVEN KITE FLIERS RENDEZVOUS 2020

is a large Kite and a fair Wind to fly her by;

*I must go down to the seas again, to the lonely sea
and the sky. And all I ask*

Bank Holiday Friday 8th May 2020

Saturday 9th May 2020

Sunday 10th May 2020

With apologies to John Masfield



All events are subject to the weather, wind suitability and the organiser's discretion. They may be postponed or cancelled at very short notice. Safety has to be our main concern at all times.



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RENDEZVOUS PROGRAMME 2020

THURSDAY 7 th MAY 2020		HIGH TIDES
ALL DAY	Travelling down to Broad Haven, finding accommodation. Check out the beach!	06:59 BST
EVENING	Gathering in local pub - 'The Ocean' Arrangements for the 'Rendezvous'	19:23 BST
FRIDAY 8 th MAY 2020 - 'MAY DAY' HOLIDAY V.E. DAY '75 YEARS' CELEBRATION		
MORNING	Beach Flying at Broad Haven	07:45 BST
AFTERNOON	Beach Flying at Broad Haven	
EVENING	Social Gathering of some kind to be confirmed	20:07 BST
SATURDAY 9 th MAY 2020		
MORNING	Beach Flying at Broad Haven	08:29 BST
AFTERNOON	Beach Flying at Broad Haven	
EVENING	To be confirmed	20:50 BST
SUNDAY 10 th MAY 2020		
MORNING	Hilton Court Gardens and Craft Centre, Roch, Haverfordwest, Pembrokeshire. SA62 6AE	09:12 BST
AFTERNOON	Hilton Court Gardens and Craft Centre, Roch, Haverfordwest, Pembrokeshire. SA62 6AE	
EVENING	To be confirmed	21:32 BST

Tide details provided by www.Admiralty.co.uk with grateful thanks from Bill Souten.

HILTON COURT GARDENS AND CRAFTS

Pembrokeshire's best kept secret in the heart of St Brides Bay.



Housed in an old Victorian courtyard and surrounded with stunning gardens, Hilton Court is the ideal destination for some retail therapy, sample great food or simply somewhere to relax. Wander in the peaceful gardens or catch up with friends in one of our two eateries – choose from afternoon tea and homemade cakes in the woodland tearoom, or enjoy lunch in the Gardeners Restaurant, prepared with locally sourced produce. Whether you're looking for a peaceful stroll through the gardens followed by afternoon tea, or a game of boules followed by a wholesome lunch, Hilton is hard to beat. Hilton Court also makes an idyllic wedding venue. With our stunning Gardens providing a spectacular backdrop to your celebrations, this is one of Pembrokeshire's premier event venues.

"A great place to unwind, eat amazing food, and generally relax." **William's family**

CAMPING

Overlooking St Brides bay is said to be one of the Queens best views. Hilton Court is now able to offer camping for tents, touring caravans, and camper vans with luxury toilet and shower facilities. The campground is located in the lea of wild hedgerow, tucked into the trees, bushes and wild flowers. From the deck you have uninterrupted views of the landscape over St Brides Bay giving a perfect place to take in the sunset as it sinks behind the islands. It's an easy hop to the local attractions like St Davids and Solva. You're also brilliantly placed to explore all the beautiful beaches that North Pembrokeshire has to offer with Nolton Haven only a meandering mile away down the valley.

Camping fees:-

£13 per vehicle/ tent per night. [Contact us](#) to book.
We are a certified camping and caravanning club site.

Complimentary camping is available to ALL 'registered' kite fliers participating in the Kite Fliers Rendezvous 2020. (Contact Bill Souten for registration.)



BROAD HAVEN BEACH REVIEW



This westerly facing beach is located within the wide arc of Brides Bay and is one of two beaches known as Broadhaven. The beach here is also known as Broad Haven North, with Broad Haven South being some distance away on Pembrokeshire's south coast.

The village of Broadhaven grew as a resort during the Victorian era. Despite its small size it has a rather grand sea front complete with promenade. Today it is still a popular spot, largely owing to the quality of the beach here which is a regular recipient of the Blue Flag award.

At high tide all that remains of the beach here is a narrow band of sand and pebbles, when the tide goes out Broadhaven lives up to its name. Then a vast expanse of firm, golden sand is revealed.

The northern end of the beach is home to a number of good rockpools and there is some interesting geology here too. There are a number of sea stacks and natural arches with names such as Emmet Rock and the Sleek Stone, all of which sit below the rugged Lions Head.

Conditions are generally calm at Broad Haven beach with the gently sloping sand making it ideal for taking a dip. However, on the right conditions this is a popular surf spot and also frequented by windsurfers and kite-surfers.

Also known as:

Broad Haven North

Type of beach Sandy

Lifeguard service Yes

Dogs friendly beach?

There are dog restrictions in the Summer months.

Pembrokeshire dog friendly beaches »

Activities

Cafe/restaurant

Facilities

Promenade

Nearest town Milford Haven

Postcode SA62 3JG

OS grid ref.

SM 8606 1385 Water quality ★★★★★



Awards

Rating: 4.4/5 (37 votes cast)

Beaches nearby

- Little Haven (0.5 mi)
- Druidston Haven (1.2 mi)
- Nolton Haven (1.9 mi)
- Sandy Haven (2.4 mi)
- Sleeping Bay (2.6 mi)
- St. Ishmaels (Lindsway Bay) (3.4 mi)
- Newgale Sands (3.7 mi)
- Warey Haven (3.9 mi)
- West Angle Bay (4 mi)
- Monk Haven (4.4 mi)

MORE THAN 1,500 BEACHES
can be found in the UK and
Ireland. See thebeachguide.co.uk
for information about each one



ACCOMMODATION INFORMATION
is available from Bill Souten



LEOMINSTER AND HEREFORD KITE FESTIVAL
 Saturday 11th and Sunday 12th July 2020

BERRINGTON HALL

LEOMINSTER, HEREFORDSHIRE, HR6 7LD

Featuring Kite Fliers from all over Britain



BERRINGTON KITE FLIERS CURRY NIGHT



Chicken Curry, Vegetable Curry, Rice and the trimmings
 Bhaji, Samosa etc.... All being served at 7.00pmish
 Bring along your own crockery and cutlery..

Just **£12.00 per person**

YOU MUST GET YOUR TICKET FROM BILL BEFORE 12.00 NOON
 (This is so that we can place our order for delivery.)



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Instructions on how to get into Berrington Hall.

Please note the gate on the A49 from Leominster is only open during the Hall opening times.
 Not on Friday night, so please don't disturb the occupants of the lodge by asking to be let in.
 Take the turning to Eye which is on the Ludlow (north) side of the Hall, it will be signposted.
 The gate will have a combination padlock (clearly labelled) on it after about 7.00pm. **The combination is only available to those kite fliers who have registered with Bill Souten before the event.**
Please ensure the gate is locked after you have used it!

There is to be NO VEHICLE MOVEMENT across the festival field between 10.30 - 17.00.

Please check in with Bill Souten as soon as possible after arrival.

There will be an 'Auction' after the Indian Take-away meal at 7.00ish.

No dogs on the kite flying field please. (There are sheep around) They are allowed elsewhere in the grounds.
 Please don't leave any litter, the fields are grazed by livestock.

If camping;

Please note we are the only group ever allowed to camp on this site.

Please don't go onto the field before 5.00pm on Friday 10th July.

Please leave by 10.00am on Monday 13th July.

Camping fee per unit, £5 for one night, £10 for two or three nights.

There is a designated place to empty your chemical toilet if necessary. Please check with Bill Souten if you have any problems.

NO OPEN FIRES OR GROUND LEVEL BARBEQUES ALLOWED.



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'PEARTOP' kite²⁰²⁰ CHALLENGE

MKFGB

**LARGE CASH PRIZE
BERRINGTON 2020**



Challenge
RESEARCH PACK

Available with this newsletter!

COMPETITION RULES AND REGULATIONS

1	The object of the competition is to design and make a kite that fulfils the brief of a 'PEARTOP KITE'
2	The judging criteria are:- Fulfils the design brief
3	Quality of Manufacture
4	Quality of Performance The final kite must fly to at least 200' when viewed by the judges.
5	Aesthetic Qualities
6	Excitement Factor
7	Originality - Innovation
8	Competitors must supply their own fabric, spars, tape etc.
9	Competitors will supply their own equipment, both for manufacture and flying.
10	The judge's decision(s) will be absolutely final in the event of any disagreement(s).
11	There may well be some more rules, but we are still making them up.....
12	HAVE FUN AND ENJOY THE CHALLENGER!
13	Further information about this 'Challenger' can be obtained from Bill Souten The Midlands Kite Fliers of Great Britain c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF. 07840800830



BURNHAM BEACH KITE FESTIVAL 2020

12th & 13th September 2020

From: "Gaynor" gaynor.brown1@talktalk.net

Just got the tide tables and so can now say that the Beach Kite Fest will have to be 12th and 13th September!

It will be on Burnham Beach again and as this year we will have some parking on the front and some on the sea lawns.

Free supper on Saturday evening for flyers and illuminated display that evening too.

See you all next year! Merry Christmas.



Every year at the club's AGM members elect 'The Midlands Kite Flier of the Year'. This year there were several nominations from those attending. After a brief election, I am extremely pleased to announce that I was duly elected.

It has taken me just forty years to gain this accolade, and it is very humbling.....

Particularly, as some members have never seen me fly a kite.....

Just as well though as this year I had a fortieth bowl made by a local potter for the Kite Flier of the Year Trophy....

Very many thanks to ALL members for this honour.

Bill Souten



**SUNDAY 27th SEPTEMBER
WILL BE THE PUBLIC FLY-IN
Supporting Local Charitfy**



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The dates for this event are yet to be fully confirmed...

Watch this space!!

SPACES IN THE CLOUDS

Carolyn Swift



Dear friends

Please excuse the rather impersonal email: I would love to write to each and every one of you individually, but I am not sure I can.....

So many of you have sent Pauline (Carolyn's sister), Mark, Jade (her niece) and I so many lovely messages and cards. We have also seen the huge number of messages following Andrew Beattie's Facebook post. And other friends have shared with me the emails they have received following Carolyn's passing.

You will probably know that Carolyn's leukaemia returned in September. It was however identified as 'treatment related' acute myeloid leukaemia and we were advised that treatment would not be effective and would cause Carolyn considerable distress at a time when it was best she enjoyed her life as much as possible.

We had two spells in Castle Hill Hospital near Hull when they managed to get Carolyn's condition reasonably stable which enabled us to enjoy some time together. Indeed the Sunday before her final admission we managed to go to Scarborough to enjoy the sea air and an ice cream!

Her final week was spent at Castle Hill with Pauline, Mark and Jade by her side and stopping locally: the hospital were happy for me to stay with Carolyn throughout. We were blessed to receive visits from several friends. She was comfortable and the hospital team managed to control her symptoms and manage her pain. She passed away peacefully on 25th November at 2335. I was at her side.

She had decided to give her body to science and she is now at the Hull York Medical School at Hull University.

Pauline and I are planning a celebration of Carolyn's life on Friday 24th January 2020 at 1200. There will be a service at Kirby Misperton Parish Church followed by a buffet and get together at Kirby Misperton Village Hall.

We want this to be a celebration so remember how Carolyn often dressed – bright colours and a bit barmy – and that's how we would like this celebration to be.

There will be no flowers – if you wish to make a donation it will be split equally between Macmillan and Bloodwise. There will be a collection box at the church and the village hall or you can send a donation if you wish to me and I will be make sure it gets to these two wonderful charities.

I would be very grateful if you could let me know if you are likely to be there – I want to make sure we provide adequate catering. Please email me – jerry56.swift@btopenworld.com or call me on 07956 295489. If anyone has any specific dietary needs please do let me know.

Please also feel free to pass this message on – I don't do Facebook but I know some of you do and that may reach a few more of Carolyn's many friends.

You will be unsurprised that we are finding this pretty tough. She never looked her 68 years and right up to the end she was her usual vibrant, smiling, selfless self. Someone described her as 'unassuming' and I thought that was a lovely description, she made friends with everyone and was there for everyone. We are missing her terribly.

I hope some of you are able to join us.

With our best wishes for Christmas and the New Year

Jerry, Pauline, Mark and Jade

Brian Rich

I'm sad to tell you that Brian Rich passed away 18th November 2019. Brian was from Stratford -upon-Avon and a very keen member of MKF. Our thoughts go to Jill, his wife and son Lee.

BADEN BADEN-POWELL

by John H. Lienhard

Today, the empire finally takes to the air. The University of Houston's College of Engineering presents this series about the machines that make our civilization run, and the people whose ingenuity created them.

A photo of Major Baden Baden-Powell, taken in his later life, looks like a character straight out of Kipling. Born in 1860, Baden-Powell lived most of his life in that British empire upon which the sun



never set. Sun-burnt, mustached, hard-eyed, with a chest full of medals, he was a creature of another age.

Yet Baden-Powell wasn't quite what he appeared to be. He did join the Scots Guards at the age of 21. He saw action in the service of his Queen -- the Nile campaign, the Boer War, even WW-I. Throughout all that, his passion was not war, but flight.

You might recognize his name because his older brother, the Baron Robert Baden-Powell, is famous for founding the Boy Scouts. But young Baden Baden-Powell wanted to fly. In 1880 he joined the Royal Aeronautical Society and soon decided they were too much talk, not enough action. So he bought his own balloon and learned to fly it. Within a year of joining the army, he was lecturing on military uses of lighter-than-air flight.

By that time, the American Army had made good use of observation balloons in the Civil War, and the French had used balloons to get mail out of Paris during the German siege of 1870.

In 1894, Baden-Powell made the first British military balloon flight. But he was a gadfly, a pot-stirrer, and a gatherer of information about

flight. And his interests soon turned to man-carrying reconnaissance kites. (The Chinese had flown humans in kites 1300 years before him, but no one had done it in the West.)

Baden-Powell developed a system of four kites along a rope, and it carried him as far as 300 feet up in a basket chair.

The Aeronautical Society had dwindled to three members when Baden-Powell set out to rebuild it. When he wrote to the great scientist, Lord Kelvin, Kelvin replied that he had "not a molecule of faith" in flight. No matter. Baden-Powell also wrote an article that spoke with a prescience worthy of Nostradamus.

What will the good citizens of London say when they see a hostile dynamite-carrying aerostat hovering over St. Paul's?

Forty-two years later we saw the dome of St. Paul's Cathedral by night, standing dimly against the smoke and flame of German bombs.

After his kites, Baden-Powell built gliders, then a powered airplane. He touched all aspects of flight. He really did rebuild the Aeronautical Society -- and he drove England to build the base of knowledge it needed to catch up with America and France.

And I'm back to that photo. A shy man; a stern man; a man with eyes that gaze outward and bore into you, but which look inward; a firmly controlled face; an uncomfortable mouth -- medals polished, buttons aligned. This is no warrior after all. Neither is it really an inventor. This is a visionary who has seen, with eerie clarity, a new world that he is bound to share with us.

I'm John Lienhard, at the University of Houston, where we're interested in the way inventive minds work.

Pritchard, J. L., Major B. F. S. Baden-Powell, Honorary Fellow, (1860-1937), An Appreciation. *Journal of the Royal Aeronautical Society*, Vol. 60, January 1956, pp. 9-24.

I am grateful to Alan Powell (no relation the Baden-Powells), UH Mechanical Engineering Department, for first bringing Baden Baden-Powell to my attention, and for lending me the Pritchard article. Image (which also appears in the Pritchard article) is courtesy of Wikipedia Commons.

Dec 8/96

THE UNIVERSITY,
GLASGOW.

Dear Baden Powell
I am afraid I
am not in the
flight for "aerial"
navigation. I was
greatly interested
in your work
with kites; but
I have not the
smallest molecule
of faith in aere-
al navigation
other than
ballooning or
of expectation of
good results from
any of the trials
we hear of. So
you will under-
stand that I would
not care to be a
member of the aere-
nautical Society.
Yours truly Kelvin

Letter from Lord Kelvin to Baden-Powell
indicating his disdain for aircraft

The Engines of Our Ingenuity is Copyright ©
1988-1997 by John H. Lienhard.

In wine there
is wisdom,
In beer there
is freedom,
In water there
is bacteria.

Benjamin Franklin

THOSE PEOPLE
WHO THINK
THEY KNOW
EVERYTHING
ARE A GREAT
ANNOYANCE TO
THOSE OF US
WHO DO

ISAAC ASIMOV



Date of Application, 25th June, 1894

Complete Specification Left, 19th Mar., 1895—Accepted, 15th June, 1895

PROVISIONAL SPECIFICATION.

Improvements in Kites and like Aërial Machines.

I, BADEN FLETCHER SMYTH BADEN-POWELL, Lieutenant in the Army, of The Guards' Club London do hereby declare the nature of this invention to be follows:—

This invention has special reference to a kite used for raising a man in the air though it is also applicable for all other purposes to which a kite may be applied.

The kite consists of a covering of canvas or other suitable material preferably of a more or less hexagonal shape, stretched upon a framework made of flexible rods of bamboo, hollow steel, or other light & strong substance. The frame is placed at the back of the covering, that is on the side away from that on which the wind impinges. It consists of a "backbone" running down the centre of the kite from top to bottom, preferably consisting of two spars placed side by side at an interval of about one tenth the width of the kite and connected together at the top and the bottom, as well as by short crosspieces or "stretchers" placed across to connect the two and keep them at the desired distance apart.

The covering is held out transversely by a number of crosspieces or "ribs" at right angles to the backbone, the covering being attached by means of rings and lanyards to their outer extremities.

These crosspieces being of flexible material will be bent back by the wind and thus a more or less convex surface will be presented to it's action.

Two retaining cords are used, being attached by bridles or crowfeet to the frame in such a manner that the pull of the cords will bear on points on each side of the central axis of the kite. The lower, or ground, ends of the cords should be fixed some distance apart. No "tail" such as is generally applied to kites is then requisite.

The man or weight to be lifted is suspended from below the kite.

Dated this Twenty-second day of June 1894.

B. F. S. BADEN-POWELL.

COMPLETE SPECIFICATION.

Improvements in Kites and like Aërial Machines.

I, BADEN FLETCHER SMYTH BADEN-POWELL, Lieutenant Scots Guards, of The Guards' Club S.W. London do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to an improved form of kite and to the manner in which the same is caused to fly steadily in the air, having special reference to a kite used for raising a man, though it is also applicable to a kite for carrying a photographic camera an explosive bomb, or other object and to all other purposes to which a kite may be applied.

[Price 8d.]

SPRINGFIELD
FREE LIBRARIES

Baden-Powell's Improvements in Kites and like Aerial Machines.

With this object I employ the apparatus as illustrated in the accompanying drawing.

Fig. 1. shows the general plan of the kite, which consists of a covering of canvas or other suitable material (A A) preferably of a more or less hexagonal shape stretched upon a framework made of flexible rods of bamboo, hollow steel, or other light and strong substance. The frame is placed at the back of the covering that is on the side away from that on which the wind impinges.

a a a is the "backbone" running down the centre of the kite from top to bottom preferably consisting of two spars placed side by side at an interval of about one tenth the width of the kite, and connected together at the top and at the bottom as well as by short crosspieces or "stretchers" (*c. c.*) placed across to connect the two and keep them at the desired distance apart.

The covering is held out transversely by a number of crosspieces or ribs (*b. b. b*) at right angles to the backbone, the covering being attached by means of rings & lanyards to their outer extremities.

These crosspieces being of flexible material will be bent back by the wind and thus a more or less convex surface will be presented to it's action.

Two retaining cords (*e e* Fig. 2.) are used being attached by bridles or crows-feet (*d. d d*) or otherwise to the frame in such a manner that the pull of the cords will bear on two points, one on each side of the central axis of the kite, the lower or ground ends of the cords being held or fixed some distance apart. By this arrangement the kite is caused to fly steadily and no "tail," such as is generally applied to kites, is then requisite.

The man, or weight to be lifted is suspended from the cords below the kite usually in a basket or car (*f*).

Fig. 2. shows a side elevation of the kite while flying in the air.

Fig. 3. shows another variety in the form of the kite, in which the backbone (*a a*) consists of one piece only, the top of the kite is curved and fastened to a curved cross piece, and diagonal spars (*g g*) are added.

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. A kite of the form and construction as herein described.
2. A kite retained by two cords fixed so as to bear on two points one on each side of the central axis of the kite for the purpose specified.

Dated this Sixteenth day of March 1895.

B. F. S. BADEN-POWELL.

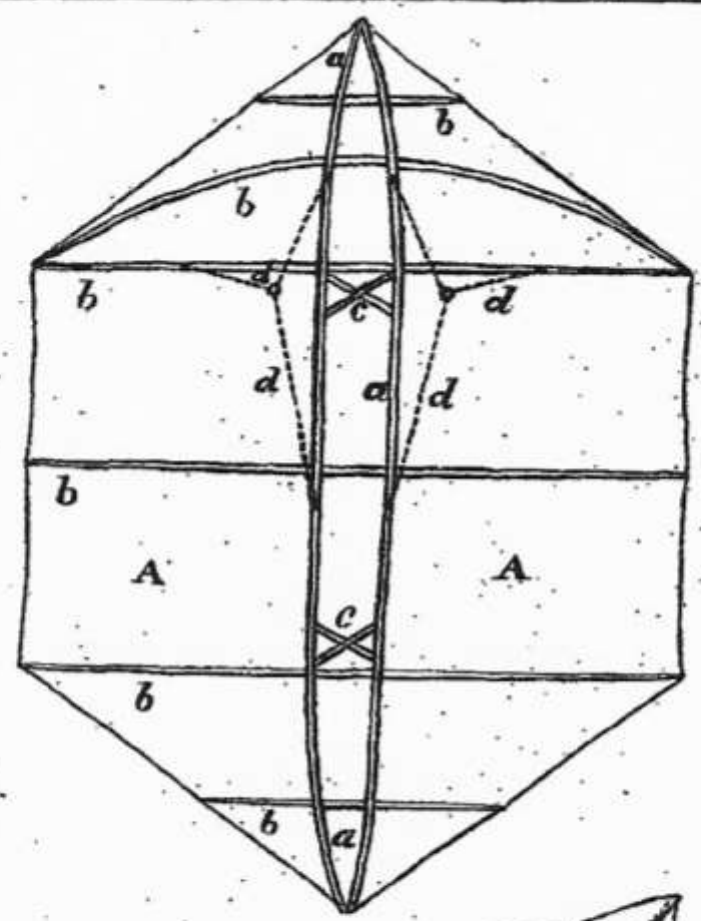


FIG. 1.

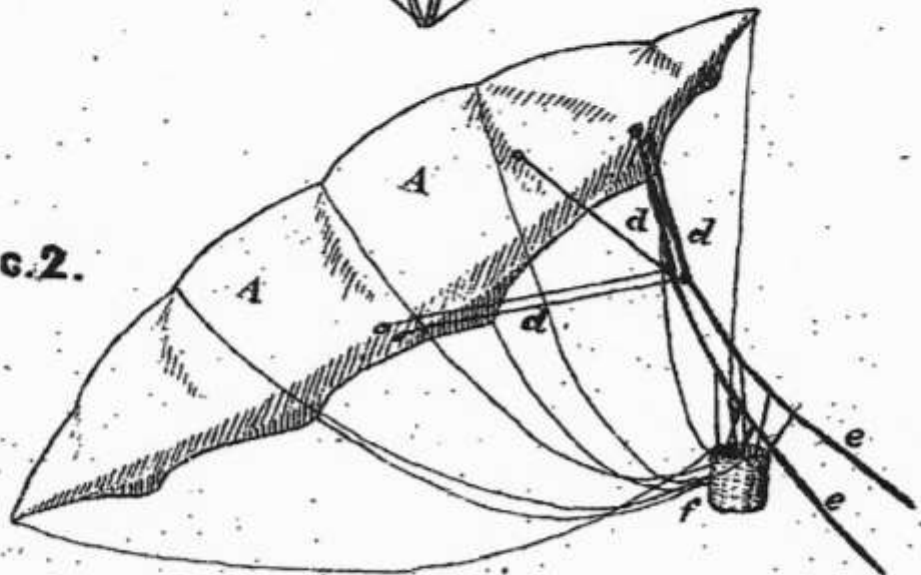


FIG. 2.

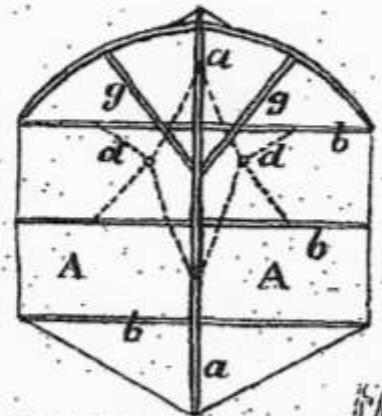


FIG. 3.

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

BIRMINGHAM
 SHEET LIBRARY

British Kitemaker in the Lone Star State

Interview with Christian Baden Powell

Text and photography by Daniel Prentice



Few kitemakers in recent memory have had as much impact on the AKA kiteworld as Christian Baden Powell. Born in England, he spent much of his adult life in Germany, and in 2015 he moved to a small town in Texas to be with his new wife, Gayle Woodul. In this issue of *Kiting* we are exploring “Region 13 kitemakers” and what better place to start than in Texas?

What’s your earliest memory of flying kites?

Christian Baden Powell: As a kid growing up, I can’t recollect actually flying kites. My kiteflying experience started in 1989 when a friend of mine bought a stunt kite. I believe it was a Jet and we thought, “Oh, we can do something like that,” and that’s how it all started.

You just decided to make your own?

CBP: Yes. We had to find the parts somewhere, then I made some templates and just jumped into it. I think my first three kites were Jets. I was living and working in Germany at the time.

What kind of work were you doing?

CBP: I was a heavy equipment operator.

And were there any stigmas attached to you making kites?

CBP: No. If anything, there was more interest. Sewing is a craft and it’s basically the same as operating heavy machinery, albeit a sewing machine is a smaller piece of equipment. It’s like putting a puzzle together and it didn’t seem like it would be that much of a problem. Of course you have to learn how to do it, but it’s not hard.

Did you know how to sew at the time?

CBP: Nope. I got a metal sewing machine from an East German company and just practiced, first trying to sew a straight line, and then getting it to do what I wanted. It didn’t take long. Again it’s just a machine. If one has the ability to learn how to operate a



machine, it doesn’t really matter what kind of a machine it is.

That’s easier for some people than others.

CBP: True. But it’s like following instructions. Some people can follow them, others don’t want to, and others ignore them. I actually read instructions because in the long run, it does make life easier. There’s a reason why people write them. But not everyone reads instructions. That’s okay; we don’t have to all be the same. That would be boring.

Did you fly these early kites or were you just focused on making them?

Baden Powell flying in Seaside, Oregon, in 2016 (facing page). Inspired by a book cover, his 1997 “Derilyls” kite (above) was based on a Yahko-dako design. His “Hope” rok (inset) illustrates his personal rok design with its scalloped edges.



CBP: I did fly them. I enjoyed the adrenaline rush of flying stunt kites especially when they got close to the earth. My first kites were stunt kites. I started experimenting with other ones from Wolkensturmer, or the North Shore, and I remember making one that was similar to the Jam Session that I was very happy about.

Did you jump straight into the German kite scene?

CBP: In the beginning, we got to know a few other kites because there weren't many areas nearby where one could fly free of trees and power lines. Of course, other people had the same idea. Through them we were told about events that one could visit. Our knowledge grew from there.

What was the evolution from stunt kites to single line?

CBP: After three or four years, I think I wasn't looking for the adrenaline rush anymore and I sometimes found it annoying that you couldn't have a conversation or drink a beer while flying a stunt kite. So I took a step up to single line. My life was pretty busy at the time, so I didn't really have much time for it. It was nice to be able to use the kite as a different kind of medium, a different kind of canvas. That's really how I got into single line because it was putting pictures in the sky.

Europe isn't that large and most of the kite festivals were reachable within five hours, up on the German coast or the Dutch coast or Belgium. There was inspiration coming

from so many sources but there was one particular source—Willi Koch—I call him a mentor, but he always hated me saying that. We had long discussions about kites and he was an inspiration because of his variety, and his thinking outside the box. Gaining an understanding of aerodynamics helped a lot. How something flies, and the

different lengths. It took about an hour and a half to build, but it was about trying something completely different. I remember someone saying to me, "At least you don't do unicorns in straight lines." [laughter] I'm not that kind of kitemaker.

Sounds like your kite, Taranis?

CBP: Taranis is the Celtic god of thunder. That was an



science behind it, is pretty cool stuff.

Anything you want to say about some of your early single line kites?

CBP: I think most of the kites I've built have been because I challenged myself to try something specific. I built a foil because I wanted to know how easy it was to put on the last panel and think through if there was anything that could be changed to my advantage. I built diverse figures, like one that had 35 spars in it, all of

idea I started about 19 years ago. All the ideas were drawn out and part of the template was made but it was the wrong time in my life to work on it, so I put it away for 16 years. When I got to know Gayle, it resurfaced in all its glory.

That was the AKA Grand Champion in 2014?

CBP: Yes, it was highly praised by the judges. Apparently, nothing like that was being made in the States. It wasn't completely new but it was different. It goes to

Sixteen years in the making, "Taranis" (facing page) was the 2014 AKA Grand Champion. "Sutra" (above left) from 2014 was made as a tribute to Gayle. "Ketchikan—The Guardian" was an experiment to move the framing away from the graphics. The image of the owl was inspired by Northwest Native Art.



"Lewi" (above) from 2017, was inspired by a "Gospel" poster and built on the plans of Yukio Akiyama. The goal was to make the graphics work as the kite changed shapes in the wind.

show that the European way of thinking is different than the American.

In this issue we are highlighting some kitemakers from Europe and I wonder if you have anything you want to say about comparing the kiteworld in Europe versus the United States?

CBP: Basically, there's one huge difference between the

European and American kite festivals. In Europe, everyone stays on the field for the whole weekend. Most people bring tents or set-up camps around the field so a person has two or three days of just flying kites or whatever one wants to do at a kite festival. That includes night flying. Night flying is so seldom done in the States. It's real fun. That would be the main difference I see.

In the States, everyone flies for a while then everything moves to the hotel or a restaurant, rather than moving everything into a large tent in the middle of the kitefield. The social aspect is there, it's just removed from its source.

In Europe, instead of going inside, you put some lights on your kite and keep flying or enjoy a beer flying. Oh that's another thing...you can drink beer [while flying at festivals] in Europe. [laughter]

One other thing is that the Europeans are less patriotic in their kitemaking. There are less blue, red, and white flags. I never saw so many patriotic kites until I came to the States. I have nothing against them; it's just extremely noticeable.

What about differences in the approach to kitemaking?

CBP: I think there's a difference in the sources of art. Europe has an older history, and I think the ideas are more diverse. From a craftsmanship point of view, the kites are the same. But the sources of the ideas are different.

What are some of your sources for ideas?

CBP: I once did a kite of "Dorily's" Lady of the Storms that was inspired by an image I found on a book cover by Marion Zimmer Bradley. I thought that would look cool in the sky. It's something that fits in the sky. For me, a locomotive doesn't fit in the sky. Put something that belongs in that fluid state—octopi or fish are a given, but there are other things that could fly such as goddesses or

flying horses—something that actually belongs there.

What other kites were significant for you in your development?

CBP: One specific kite that I worked on in 1999/2000 was changing the style of a basic rokkaku, specifically for rokkaku fights. I wanted something that was more maneuverable—instead of the not very exhilarating "up and down" in most rok battles. I rethought the design and changed the bridle and it brought more movement into the kite, making it more interesting to fly. The geometry is the same but all the edges are scalloped so the tension stays in the sail and instead of flapping when you pull on the line you have more direct flight. That was one of those things that I thought, "Yeah, we can have fun with this." The rokkaku is also a nice canvas for graphics.

Have you spent a lot of time in rok battles?

CBP: As often as I could. I don't think I ever won a rok battle in Europe but that changed when I came to the States, which I thought was quite amusing. But my passion is in the making of the kite more than flying it. I think that's kind of strange. But it's to do with using



"Shredded" was inspired by the "automatic" shredding of Banksy's art at a Sotheby's auction in 2018.

(Facing page) Teaching a class on his appliqué technique and displaying one of his roks below.

one's imagination to create an image. It's also the craftsmanship of how to put it together and make sure all the reinforcements are in the right place, etc. It's getting the center of gravity in the right place. It's the challenge of working out things that I like. It's like anything: if you want to do it well, do it properly.

Your appliqué technique is pretty unique.

CBP: The technique that I use for hot-cutting is something that I've not seen anywhere else. It came to mind when I was working with nylon and I wanted a way to make the parts stay put. If you hot-cut two pieces of fabric so stitch width is overlapped, then the pieces will stay flat while you sew it. It's not going to get wrinkled. Otherwise, with nylon, depending on the temperature at the time of day, there could be a micro-difference in the pieces and you end up with something that's got bulges in it. I like perfection. I don't want wrinkles and bulges.

Do you consider yourself a perfectionist?

CBP: Maybe not quite to that extent. But I do like to do things properly. I wouldn't go as far as to say that things I make are perfect because that wouldn't be true. I do them to the best of my ability.

Any kitemakers really inspiring you at the moment?

CBP: No, not at the moment, but that's because if I'm collecting inspiration from

others then it ceases to be my idea. I want to work on kites that no one else has thought about or work with graphics that no one else has done. One of the things I've been playing with for years is designing the graphics to counteract the curvature of a kite. If you put a circle on a delta kite, in the air it doesn't look like a circle. I want the graphic you see on the kite to be correct.

I'm reminded of your Godspell kite?

CBP: Correct. Each panel with that kite is so curved that to make that image into a two-dimensional figure, everything has got to be stretched about the angles. It's another challenge that went off particularly well with that kite.

What kind of studio do you have for kitemaking?

CBP: I have a large room where I've built in shelves and a light table, which I find is essential for doing appliqué. I have my fabric storage so that colors are findable at a glance. I don't throw fabric away because the way I do appliqué I can use pieces that are down to about an inch square. That's the other side of the technique that I use: there is the reduction of the waste of the material. There's no back-cutting involved. This also shortens the amount of time that one is actually making the kite.

How did a British kitemaker from Germany end up living in Texas?

CBP: I had been spending a lot of time chatting through

Facebook with a like-minded kite person [Gayle], and in August 2013 we decided that we should actually meet up. Because we're both kitepeople, we decided the best place to meet would be at a kite festival so if the chemistry wasn't there, we'd still have a group of kitepeople to hang out with and we could enjoy the weekend. If sparks flew, perfect—and it did. In February 2015, we decided to get married and I dropped everything and moved to the States. That's in a nutshell how I came to live in Texas.

And how are you readjusting to her passing?

CBP: Slowly, but surely. It's not getting easier, but it is getting less difficult. Or maybe I should say it's getting different. I'm preoccupied with home maintenance because for the last few years not a lot of things have been done for obvious reasons. I'm keeping busy. I'm not sure what the next kite is going to look like but it's going to be something from inside of me. It will be a fantasy figure and there's going to be birds in there. It won't be ready for the Seaside Convention because I can't put 100% of my thoughts into it—there's so much else going on. But the idea is hatching and I know roughly what's going to be involved. The next questions are: how difficult am I going to make the cutting, the sewing, and how fine can the details be? It's still in fruition; it's all fitting together inside of me. ♣



Christian Baden Powell's - Taranis

As flown on Sunday 2nd August 2015

at the 'Jolly - Up' - Cliddesden, Hampshire

Bill Souten - Midlands Kite Fliers



Through Innocent Eyes

Meditations on flying large kites, by a rank novice in the field.

Part the First

Introduction

As BIG kites go, the octopus I won in the Swindon raffle is a something of a tiddler. Even so, it takes me out of the league of hand-held kites - for safety's sake, it has to be tethered. All of a sudden, "any old piece of string" will no longer do for the flying line. One becomes concerned with provenance and verifiable performance.

I also won a large corkscrew anchor at the raffle, which barely holds the kite. I am told it is called a "Donkey Screw", but by golly, you get some weird websites if you Google for it!

So, I am in the market for a good kite anchor, and preferably one that will hold something larger than the octopus. In these articles, I propose to exploit my current ignorance, and develop from first principles a tethering system, and a method for handling large kites. I will actively seek ideas, both old and new, but will not blindly do something "just because Fred does it that way".

The perfect tethering system (a wish-list)

- **Physical anchor(s).** These are the spikes, screws, bags of sand, etc. which actually hold the kite down.
- **High visibility marker(s)** An anchor stake, driven into the ground in the middle of a flying field becomes almost invisible. It is SO easy to lose, and/or trip over it. There needs to be some form of marker to obviate both problems.
- **A load spreading harness** Rope-work, slings, chains, etc. to transmit the load from the flying line into the physical anchor(s). If there are several anchors then the load should be spread equitably between them, and the system should accommodate changes of wind

direction.

- **A tethering point** The point where the flying line meets the anchor system. There should be a consistent and simple way of attaching and detaching the flying line. (What BT Engineers would call the "Presentation"). On the examples I have seen to date, this is either a carabiner, or an unholy mess of complicated knots.
- **Provision for adjustment** Once the kite is flying, there should be some mechanism to adjust the flying height; to SAFELY let out or take in the flying line under tension.
- **Coping with wind changes** As the wind changes direction, and compromises the strength of an anchor, it would be nice if there was a way to safely transfer the kite and it's tethering system on to a new physical anchor, so the old one can be extracted and re-deployed. A "desirable non-essential"
- **An emergency jettison - thinking the unthinkable** Thanks to Charlie for putting this in mind: what if the line gets looped around someone's neck? Perhaps a good Stanley knife would fit the bill. Something to consider under "Safety".

Attaching kite to anchor - first thoughts.

Top-rope climbers never gamble their lives on the security of a single physical anchor. They always deploy several, and use a rope-work arrangement to spread their body weight between them.

The "cordolette" is one such method of tethering a rope to several anchors. Basically it is a long loop of cord or webbing, which joins each anchor to a central point, where the abseil rope is attached. It is self-adjusting, and will spread the load equally between anchors.

At the other end, climbers attach themselves to a abseil (rappel) rope using an HMS carabiner (HMS = halbmastwurf sicherung, German for "half a clove-hitch") These are screw-lock devices, quite chunky to absorb friction heat, and with sweeping curves that will accommodate bulky knots.

I have devised a "Mark One" anchor harness based on the above. It can accommodate up to three anchors, and self-adjusts to changes of wind direction. The system is far from perfect, so I won't describe it in detail just yet - but I will happily show "work so far" on the flying field.

HMS carabiners also form the basis for paying out (and retrieving) line under tension. But more of this another time...

Notice

These are my own opinions, and have been reached by logical thought, and not by actual practice.

If you disagree with anything - say so!

In memoriam Peter Fletcher

Through Innocent Eyes

Meditations on flying large kites, by a rank novice in the field.

Part the Second

The "Allen's Standard Specification" for Kite Anchors

"If you don't know what you are TRYING to achieve, then you will never know when you have done it" - Project Management proverb.

While looking around for an anchor which was stronger than my current (rather flimsy) corkscrew device, I realised that they were all described as "strong" or "good", but there was no yard-stick for comparing different products. There needs to be an ambitious but achievable grading system for kite anchors.

Hence the "Allen's Standard Specification" (please note the initials).

To gain an ASS-mark, then within 45 degrees of its strongest direction, the anchor:-

- **MUST** operate indefinitely with fluctuating loads up to 2.5 kilo-Newtons (*or 250 kilogrammes* - over 3 times my body-

weight);

- **MUST** survive repeated shock-loads of 5 kN (*or 500 kg*);
- May reasonably be expected to fail at 10 kN (*or 1 tonne, when a small car would lift into the air*)

If the ASS-rating cannot be deduced from manufacturers information, then there is a simple test involving some 500-kilo line and a Land-Rover. You can double or treble the ASS-rating if you want, but empirical tests become rather exciting...

I wonder how many would be brave enough to rate their favourite anchor?

Post Scriptum

Does anyone know where I can obtain some stick-on asses-head labels?

Through Innocent Eyes

Meditations on flying large kites, by a rank novice in the field.

Part the Third

I have re-tyred!

For some time now I have noticed that the standard-issue tyres on my Fiesta don't grip on wet grass. This has been an occasional problem when kite-flying. So, when my MOT said that two of the tyres were marginal, I decided to treat myself to a coming-of-retirement-age present, and fit tyres more suited to driving on open grassland.

After some research, I chose a pair of Goodyear 4-season tyres. They are classified as winter tyres, and also carry the "Mud and Snow" logo - the modern equivalent of "town and countries". The tread bites into loose surfaces much more readily, offering greatly improved grip

There are down-sides, however. I am limited to 125 MPH (as if! in a Fiesta), and there is slightly more road noise. Stopping distance on a hot motorway is marginally poorer, (so they say, I haven't noticed). But under wet conditions, grip is much better - I *HAVE* noticed that! MPG

hasn't changed. As yet, I can't report on how well they wear.

Proof of the pudding was at Cliddesden, which was a wash-out. The car skittered sideways on the mud as I followed the tracks of other vehicles, but never lost traction. Even at walking pace on Weymouth promenade, with its light dusting of sand, the steering felt much more secure. I am very pleased with the decision to change.

The other part of my coming-of-retirement-age present was a Peter Lynn pussy-cat, hereinafter known as Big-Puss. It's a special build, with a red nose. Ordered in March, and received in April – but the maiden flight had to wait until July due to the weather. Every time I have flown it, passers-by have stopped to take photographs. Again, I am well pleased with the purchase.

Allen Coates



Hi Bill

As discussed at Berrington, here are my articles about kite anchor systems. They have been published previously in the White-Horse and AKF newsletters. Episode 2 describes the ASS-rating.

They are 8 years old now and with hindsight seem quite simplistic. They might need tidying up before you republish. My research into kite anchors went on apace, but my enthusiasm for writing things up fizzled out. It was ever thus... But if you keep badgering me, though, I might be tempted to write about my "system" for tethering large kites as it currently

stands.

On reflection, I would give one of your yellow stakes an ASS-rating of 0.5; a Fiesta on grass, in gear, with the handbrake set and the wheels chocked, I would put at 1 ASS

I commend to your attention the website <https://www.spyrabase.co.uk> and in particular their "Hurricane" anchors. They look REALLY nice.

In the meantime attached is a pic of a SUBSTANTIAL anchor...

Regards

Allen C

Hi Bill - 13th August 2019

Here is a quick tip for inclusion in your magazine - it's one I offered to AKF back in March.

Two A2 sized cutting mats placed end-to-end, along with an A3 sized mat (sideways on), will produce a cutting surface roughly 1.5 by 0.5 metres. That's selvedge-to-selvedge for rolls of ripstop...

--oOo--

Allen C

The world's oldest known kite

JULY 3, 2017



Peter Lynn is one of the most experienced kite designers in the world. Here's the story of how he found the oldest known kite.

"I remain hopeful that one day, a midden somewhere in Southeast Asia will reveal datable remnants of a leaf kite that will push the known origin of kites back beyond 10,000 years.

A pretty good proof would be a piece of Locoloco leaf spine with a line tied around it at an appropriate bridle point.

Maybe such a piece has already been found but has remained unrecognized because discoverers, lacking kite knowledge, are unaware of its significance.

Early kite history is severely handicapped by indigenous kites having been, necessarily, made from biodegradable materials.

Except in unusual environments - and there are no kites amongst the vast array of everyday items in pharaoh's tombs almost certainly because kites were unknown to the early Egyptians - kites degrade to unrecognizability in a matter of years, even in dry, stable environments.

I've already had to dump various silk, paper and bamboo kites collected in the 1970s and 1980s because the silk disintegrated, the paper turned into holes, and the bamboo split and warped.

With very careful curating, some older Asian kites have survived in recognizable (though faded) form for a little more than 100 years, but not much more that I'm aware of, from the

collections and specialist kite museums I'm familiar with.

There are a few kites in national museums that are older than this, one being in the British Museum.

This is a Maori "manu aute" birdman kite from the Bay of Plenty, in New Zealand, collected in 1843 and probably dating from not much earlier than this:



It is in such fragile condition that it cannot now be taken out of the museum, and hasn't been exhibited since 1998.

One kite that is older than this is known. It's of a style called "French Pear Top" and has writings on it: "RB and TB 1773."

It was found by a carpenter when he lifted the attic floor during the renovation of a building at 127 Breestraat, Leiden (Netherlands) in 1985. When I first saw this kite, it was in a case on the wall at Vliegerop (a kite shop then owned by Gerard van der Loo) in Den Haag, in the late 1980s, and I was able to purchase it from Vliegerop about ten years ago.

It then went to Drachen Foundation in Seattle where Thom Shanken, a forensic coroner from New York with an avid interest in history, investigated its provenance.

Because there's fraud and forgery in the antiquarian world (for personal gain, the support of a theory or even just to get one over fellow "experts"), this involved a detailed and skeptical look at its every aspect.

One of Thom's first questions was its provenance from 1985 to 2007 - he wanted to assure himself that what we have now is the same kite that was found in Leiden in 1985. Personally, I had no doubts about this as I'd had a good look at it back when I first saw it and can attest to it being the same kite now - with the same decorations, initials, and date.

Nor, for this kite from this place, did there seem to be any of the agendas that motivate the forgers of fraudulent maps, for example. But then again, I'm not a particularly suspicious person.

In any event, this concern was allayed as detailed study established that the kite we have now, whatever happened to it between 1985 and 2007, was indeed very likely first made and flown in the late 18th century. The first step in this was to consider whether the materials used in its construction "were consistent with the claimed age." This was established by examination of the paper, string, dating of the book pages used for the tail, the type of glue and many other details.

But what if some clever forger had constructed it more recently using late 18th century materials?

By building and flying replicas, Thom then discovered minutia in the tensioning of the bow and its later reinforcement that make the possibility of it being a forgery highly improbable.



With this and the weight of other evidence, his conclusion is that it's likely to be genuine and was probably made by two young boys. I'm not sure about the two young boys bit - the standard of construction and decoration seems high. By the age of 12, while being a prolific kite builder, I doubt I could have produced something of this standard, though children back then were maybe a lot better at this sort of stuff.

But I also believe it to be a genuine and original 18th-century kite except that it does look to me like someone, since 1985, may have penciled over the original date to make it more readable.

This 1773 date, although probable, does not definitely indicate that the kite was built in exactly that year in any case.

930mm along the spine, 630mm wide, amazingly, it's in flyable condition - the paper covering is pliable, the sticks (I've been told they're hazel, *Corylus avellana*) are sound. The spine is round wood straight from the nut tree. The covering is patched, and there's been skilled tuning of the bow (which is whittled), suggesting the kite had been flown, damaged, repaired and flown again.

A well-used and well-loved kite I would say. A feature is that the bridle (we used to call them belly bands when I was a kid) is quite tight to the surface of the kite and the line attachment point is a long way to the rear. In my experience, this suggests that it would require quite strong wind to fly, which is why I will never try it.

The tail is of the traditional bow-tie type, in this case, the ripped-out pages of an 18th-century Latin book.

But what do we know about RB and TB? Who's kite was it? Alas, it's conjectural, but I imagine that these are the initials of two children (most likely from the same family), who made the kite, or for whom it was made (more likely I think).

Property records for Leiden from this period still exist (but are expensive to access), and having the address, one day it may be possible to know more about who they were.

Also significant is that its construction and features are very similar to those of the kites I made and flew as a child.

The shape (though we more usually made diamond kites), the sticks, paper, glue, decoration, and tail, had not changed substantially in the seven or so generations that

passed until I started making kites in the 1950s, on the other side of the world.

Two days ago, it finally arrived in Ashburton and will be displayed in the Lynn Woodworking Museum at the Plains Vintage Railway and Historical Village.

Or it will be when we have established that difficult balance between making it viewable while preserving it in as good condition for the next 244 years.

Controlling temperature and humidity – and shutting out UV light - are considerations, about which I will need to get expert advice.

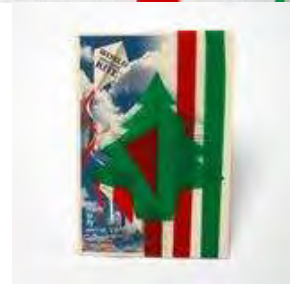
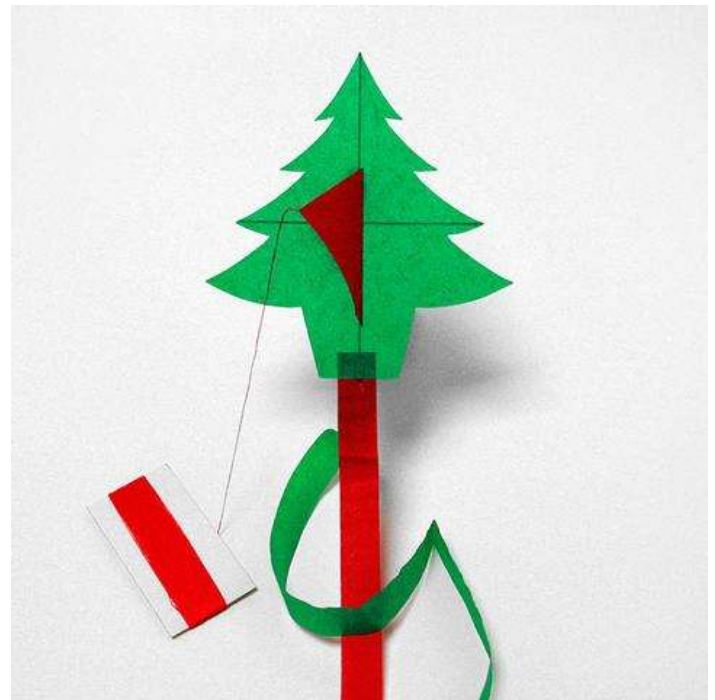
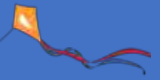
This museum was my father's life's work, and I am pleased to be able to make a second contribution to its attractions. The other is the German reciprocating antique sawmill, ex Hoberg, that has now found a home there."

Words by Peter Lynn

A bit late for Christmas – but enjoy!!

WORLD
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KiteCompany



CHRISTMAS KITE £3.00

Santa's in flight with this Christmas tree kite.

- Tax and shipping calculated at checkout.
- The original paper tissue KITE that fits in the palm of your hand.
- Ready to fly with a 10m flight line on a winder.
- Kite is green with red triangle and red & dark green tails.
 - Ages 5-105
 - Dry weather kite
- Ideal wind speed 5-15 mph
 - Kite size 96 x 103 mm
 - Pack size 110 x 157 mm



'PEARTOP'
kite 2020
CHALLENGE
MKFGB

RAINDROP KITES

HELEN HOWES



From October 2019, I plan to be a kitemaker no more. I would really like to pass on the skills, and some of the patterns I have made over the years. You need to be a kite enthusiast who has made a variety of kites, or an experienced flyer who can sew. You also need to be prepared to spend some time here (South Norfolk) during this coming year..

And not be a pain in the arse

If interested please email me

on helen@raindropkites.co.uk to discuss

For more than 40 years, I have made single-line kites with Art on, and banners, flags, and windsocks.

I plan to continue those, but see above for the
My address is:-

Helen Howes

Raindrop Kites

Until mid-October 2019; 4, The Raveningham Centre, Beccles Road, Raveningham, Norfolk, NR14 6NU. United Kingdom

After that, 1 Castell Farm Cottages, Thurlton Road, Raveningham, Norfolk NR14 6NY. UK 07914 676182

Email me here - helen@raindropkites.co.uk

I prefer that you email me (at any time), or phone between 12 till 6 (UK time) most days



KITECALENDAR.co.uk

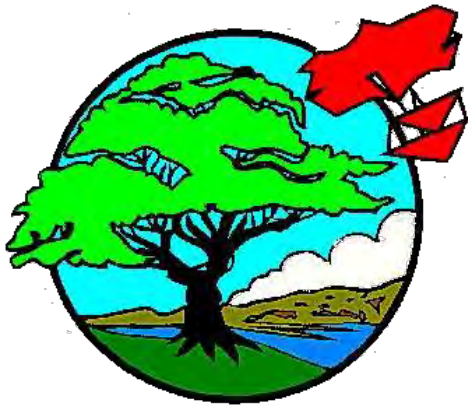
KITECALENDAR.co.uk

Need to get up to the minute news about British kite flying events then just google Kite Calendar for all your event information.

Courtesy of Julie White.....

KITECALENDAR.co.uk

KITECALENDAR.co.uk



THE KITE SOCIETY OF GREAT BRITAIN

The Kite Society of Great Britain is the longest standing organisation for kite flying in the UK and currently has over 3500 members. The society publishes a quarterly magazine "The Kiteflier" containing news of kite festivals, events, kite groups and clubs all over the country, as well as details of kite retailers and new products.

The annual fee is currently £15 per household. Electronic subscription – no printed magazine £5.00 (individual or Family.)

For more information contact The Kite Society, PO Box 2274, Great Horkesley, COLCHESTER, Essex, CO6 4AY.

Website www.thekitesociety.org.uk



Ain't 'Photo Shop' a
wonderful thing!!!



Golden Valley Kite Fliers announcement.

Sadly GVKF has decided that it can no longer function as a kite club but would like it to be known that the title "Golden Valley Kite Fliers (GVKF)"

remains the property of the founder member Mr Peter Whittaker.

As a result of the closure, GVKF will not be organising any future kiting events (ie neither at Tewkesbury nor at Bishops Cleeve).

We would like to thank all who have supported over many years.

Adrian Welsh

GVKF Secretary until club closure.

Dear Bill,

Thank you for alerting us to the 2020 Tewkesbury Kite Fest event.

I'm sure that you'll understand why we are so anxious to get this announcement widely broadcast.

Many thanks for all you do to keep MKF running
Adrian.

All fliers welcome

If you wish to join us, please email tewkesburykitefest@gmail.com

Camping will be for 2 nights
(Friday - Sunday)

£10 per camping pitch.

Caravans and tents welcome.

Showers will be on site.

Thanks to Alfie Jobbins for the information



KITE BOOKS BY PAUL CHAPMAN

Paul Chapman is known in the kite community as a kite historian and researcher into the kites and kite flying traditions of Asia. His photography aims not only to capture the moment, but also to provide details that might otherwise remain unknown.

Book Description

A background book for an upcoming symposium in Paris on traditional Japanese Kites. The focus is on the making process, especially the use of woodblocks for the kite skin imagery. I have drawn from my own collection with original books dating back to the mid 1600s and run through ukiyo-e woodblock prints and traditional Japanese theatre images. Several images show the preliminary drawings from the mid 1800s used by the wood cutters in making the blocks. I also attended numerous traditional kite festivals in 2014 and 2016 ... which feature in more detail in other BobBooks in my kite series.

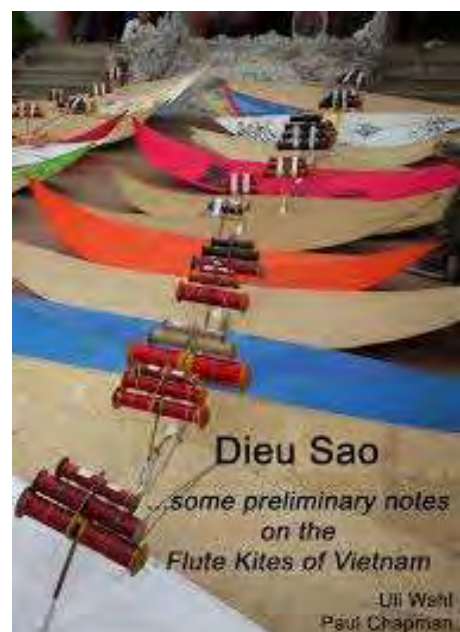
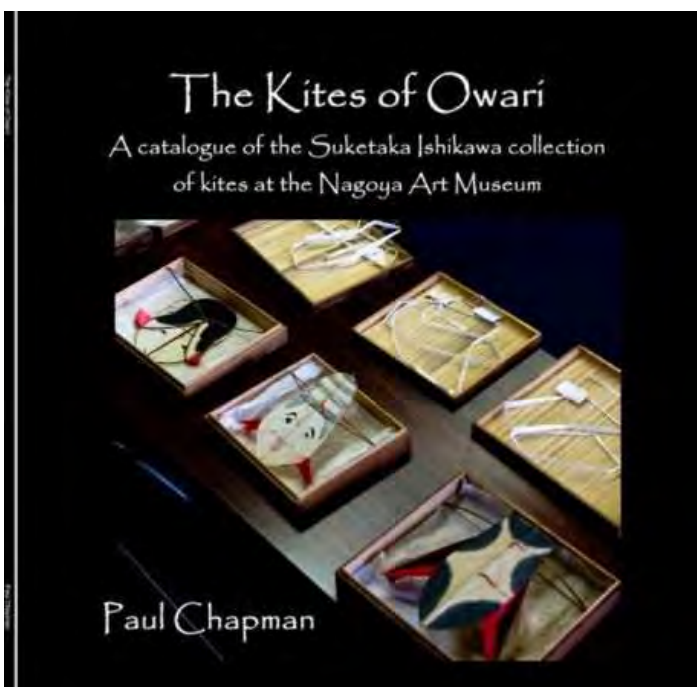
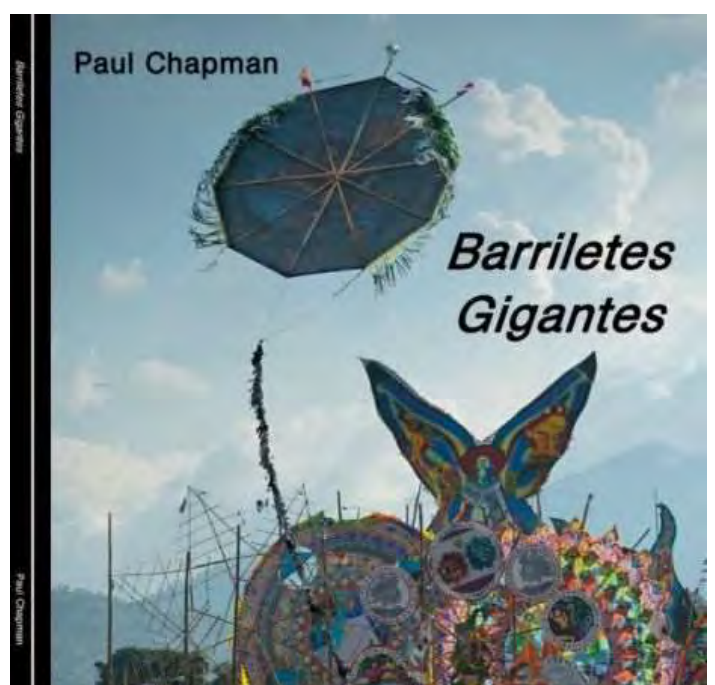
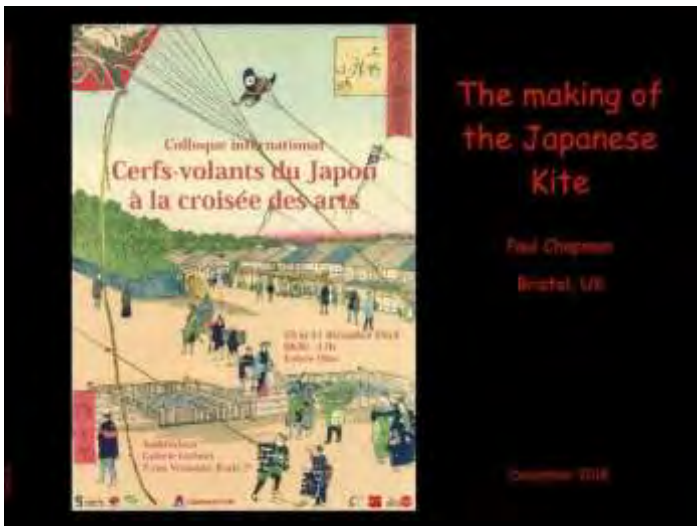
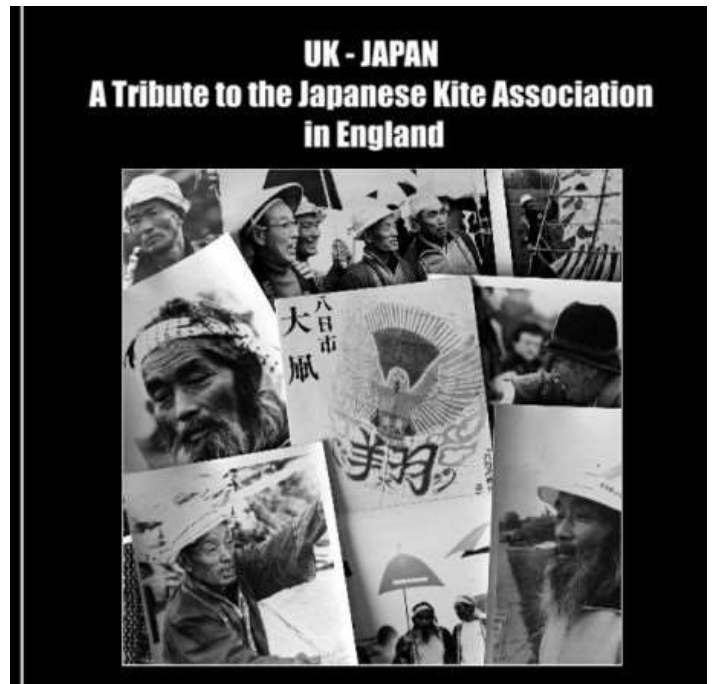


Japanese Kites

A selection from years of collecting old Japanese woodblock prints and books, together with some recent adventures in Japan and my own attempts at kitemaking.

I first went to Japan in 2014 where I visited the Mr. Moriguchi's Kite Museum in Tokyo before embarking on a whirlwind tour of kitemakers and kite festivals. I returned in 2016 for more, this time to include, amongst many intrigues, the festivals in Shirone and Sanjo.





Clean Monday



Kite-flyer on Clean Monday in Thessaloniki, Greece

Observed by	Eastern Christians
Type	Christian
Date	48 days before Easter
2018 date	19 February
2019 date	11 March
2020 date	2 March
Frequency	annual
Related to	First day of Great Lent

Clean Monday (Greek: Καθαρά Δευτέρα), also known as **Pure Monday**, **Ash Monday**, **Monday of Lent** or **Green Monday**, is the first day of Great Lent throughout Eastern Christianity^[1] and is a moveable feast, falling on the 7th Monday before Pascha.

The common term for this day, "Clean Monday", refers to the leaving behind of sinful attitudes and non-fasting foods. It is sometimes called "Ash Monday", by analogy with Ash Wednesday (the day when the Western Churches begin Lent). The term is often a misnomer, as only a small subset of Eastern Catholic Churches practice the Imposition of Ashes. The Maronite Catholic Church is notable amongst the Eastern rites employing the use of ashes on this day.

KATHARA DEFTERA

If the weather holds up, then Kathara Deftera (Clean Monday)—the start of Lent among Orthodox Christians—is the day Greeks fly kites (symbolic of the Resurrection) and picnic outdoors, for the holiday is also the unofficial star of Spring. This year, it starts March 2nd 2020.

It's a great day to walk around the city, especially toward the few patches of green—the city's parks.

Tradition has it that Athenians go to Filopapou Hill to fly kites. The hill, near the Acropolis, is crowded with kids and their families, mostly attempting to fly a kite despite the crowds. The atmosphere is fun and festive, despite the sobriety of Lent.

Strongly recommended for that day:

Strolling the city, especially Filopapou or nearby Lycabettus Hill.

Picking up a picnic lunch of typical Clean Monday treats (the markets are open until noonish). Pickled vegetables, especially cauliflower, carrots and peppers; seafood such as pickled octopus; lagana, a flatbread, Tahini, halva, and Taramosalata (fish roe spread) are among the things you're likely to find readily. Otherwise, all shops are closed.

For those wanting a sit-down lunch, I recommend a stroll through one of several areas. Acropolis/Filopapou/Thisseon:

The whole area, especially around the pedestrian path—Dionysiou Aeropagitou—is teeming with cafes, where you can also get a bite to eat.

Plaka.

A must-see. Athens oldest neighborhood is a virtual village, carved into the foothills of the Acropolis. There are dozens of tavernas all over the area, all serving up fairly classic Greek cuisine. A few stand out:

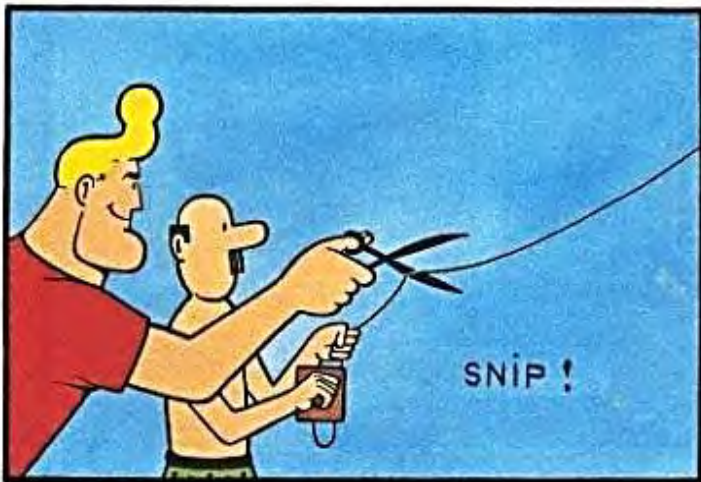
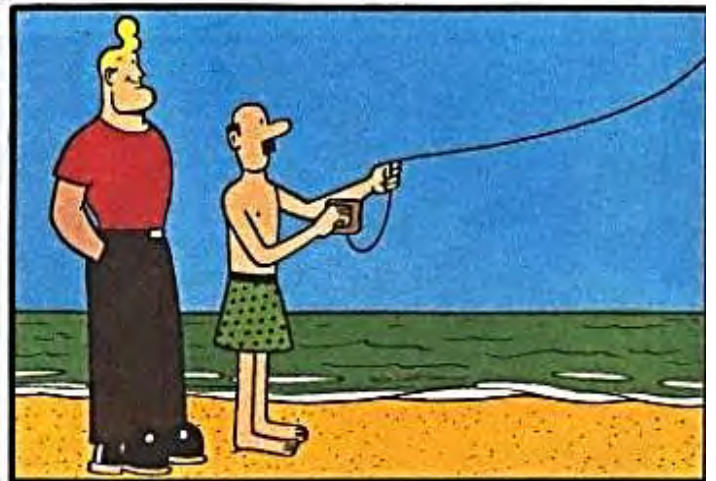
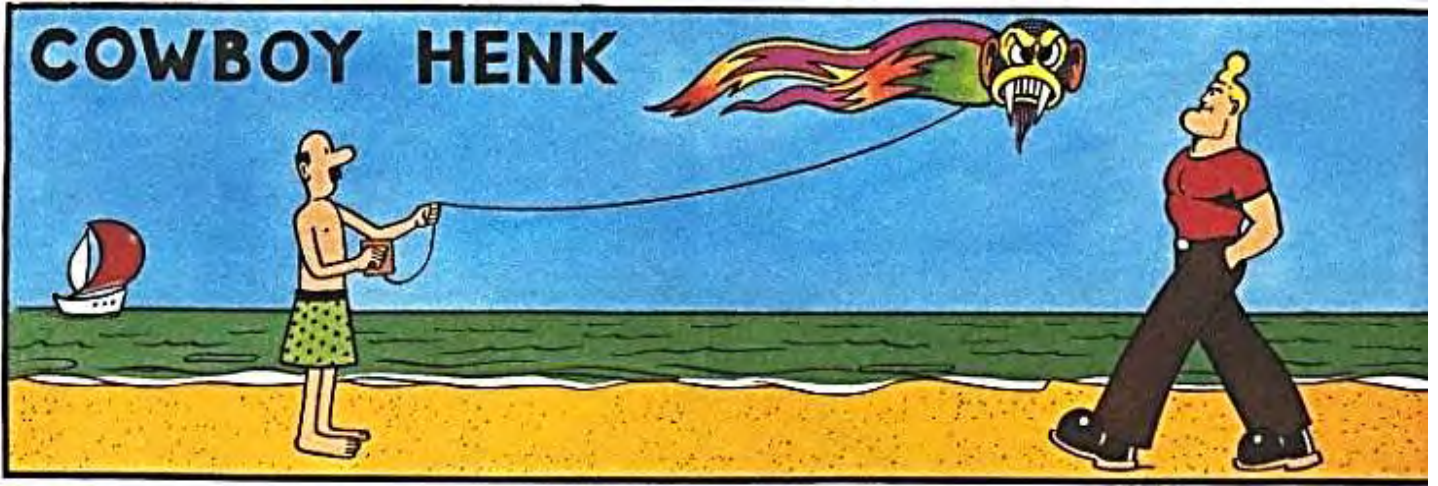
Clean Monday Seven Weeks Before Easter



Clean Monday (Kathari Theftera / Καθαρά Δευτέρα) is the first day of Greek Orthodox Lent and refers to the leaving behind of sinful attitudes and non-fasting foods such as meat, fish, milk, cheese, yogurt, and eggs.

Traditional customs include flying kites and making a paper doll with seven legs, called "Kyra Sarakosti," Lady Lent, for the seven weeks of Lent.







January 12, 2019

Kite Flying Near Kolkata's Maa Flyover: 1 Day, 3 Accidents

As a preventive measure, police have advised people to use helmets that cover their entire face when using two-wheelers.

Three separate accidents caused by Chinese kite strings coated with glass or metal were reported from the Maa flyover in Kolkata on Thursday, said police.

A biker's face was slashed by a kite string on the flyover, while he was en route to EM Bypass, on Thursday afternoon. Hours after this incident, another biker received injuries to his neck while travelling from Park Circus to sector 5 via the flyover. The third incident was reported at around 5 pm, when a kite string got entangled in the wheels of a bike.

Last year at least six such incidents were reported on the Maa and Chingrighata flyovers in Kolkata. While police have been conducting awareness campaigns against the use of Chinese manjha, regular commuters on the bridge said they believed only a complete ban on kites and strict action could prevent such incidents.

In areas such as Topsia and Tangra, police have been alerting people using loudspeakers against buying glass-coated or metal-coated kite strings, said sources. They also said such incidents mostly occur on bridge no. 4, which falls under Karaya police station.

"The area close to seven-point crossing in Park Circus is the most vulnerable. We often search areas to identify people who sell these kites. These are basically manjha made by crushing

glass into powder and then sticking the powder to the thread. It is very challenging to identify the person or predict when such incidents will take place," said a local police officer.

As a preventive measure, police have advised people to use helmets that cover their entire face when using two-wheelers.

A kite string seller, Babu Das, said, "There is no clear definition of Chinese manjha. At least, we don't know. We sell what is in demand. This is our peak season, with festivals like Republic Day and Makar Sankranti coming up."

Sources said the police are working on a permanent solution to the problem. Among the ideas reportedly being discussed are a proposal to put up a net or wire fence above the guard rails of flyovers. "We have also been telling people to use open fields and other locations (for kite flying) instead of their rooftops," said a police officer.

Anti-kite flying campaign launched

NEW DELHI, AUGUST 13, 2018

Flying kites in an overcast August sky is a favourite pastime of Delhiites on Independence Day. However, due to several accidents it has led to, flying kites has become an activity that is being discouraged among children.

The Directorate of Education (DoE) has launched an anti-kite flying campaign and has issued a circular to all heads of schools to sensitise students and staff members during the school assembly about the menace of flying of kites.

A circular issued by the DoE reads, "Flying of kites sometimes leads to accidents causing harm and injury to humans, animals and birds. It becomes lethal and hazardous because of metal coated string used in flying kites. Often accidents involving kite flying have been reported causing injuries — small, grievous and sometimes fatal."

'Grave concern'

The circular also stated that it is a matter of grave concern and therefore, the passion for kite flying among the students should be discouraged by creating awareness about the danger it can pose for people as well as animals and birds around.

Kites

Guidance on the regulations for kite flying at a height of more than 60 metres above ground level - CAA

- Anyone looking to fly a kite at significant heights in the UK should ensure that they comply with important safety rules. These rules are in place to ensure the safety of any aircraft flying in the vicinity.

Kite flying above 60 metres

Anyone flying a kite at a height of greater than 60 metres above ground level requires a permission from the CAA. Where permission has been granted for kite flyers to operate at heights of greater than 300 feet (91.4 metres) above the surface, the CAA will also issue a Notice to Airmen (NOTAM) to forewarn other airspace users of the potential hazard. The regulations for kite activity in the UK are contained in Article 92 of the [Air Navigation Order \(ANO\) 2016](#).

How to apply for a permission

The organiser or operator must complete the [application form](#), giving at least 28 days' notice and return to the Safety and Airspace Regulation Group at the CAA. Contact details are given on the form.

There are no costs associated with gaining a permission to operate a kite at above 60 metres above ground level.

Lighting and markings when kite flying above 60 metres

The current recommendations for kites are as follows. Each kite permission that is issued will include the relevant parts of this guidance.

Flying of kites during the day

A kite flying at a height exceeding 60 metres above ground level should have either:

- tubular streamers attached to the string which are: not less than 40 centimetres in diameter and 2 metres in length, marked with alternate bands of red and white which are 50 centimetres wide, at intervals of not more than 200 metres measured from the lowest part of the kite; or
- streamers not less than 80 centimetres long and 30 centimetres wide at their widest point, marked with alternate bands of red and white which are 10 centimetres wide, at intervals of not more than 100 metres measured from the lowest part of the kite

Flying of kites at night

A kite flying at a height exceeding 60 metres above ground level should display lights in the following manner:

- A group of two steady lights should be displayed, consisting of a white light placed four metres above a red light, both being of at least five candela and showing in all directions. The white light should be placed not less than five metres and no more than ten metres below the lowest part of the kite.
- On the kite string, at intervals of not more than 300 metres from the group of lights described above, should be further groups of two lights of the colour, power, and relative position as described above.
- If the lowest group of these lights is obscured by cloud, an additional group of such lights should be displayed below the cloud base.

On the surface of the ground, a group of three flashing lights should be displayed in an approximately equilateral triangle in a horizontal plane. Each side of this triangle should measure at least 25 metres. One side of the triangle should be approximately at right angles to the horizontal projection of the kite string, and this side should be defined by two red lights. The third light should be green and placed so that the triangle encloses the object on the surface from which the kite is flown.



VEHICLE PASS 2020

MIDLANDS KITE FLIERS
OF GREAT BRITAIN

mkf.org.uk

KITE FLYING SAFETY



NEVER FLY IN STORMS



NEVER FLY NEAR AIRPORTS



NEVER FLY OVER VEHICLES



NEVER FLY OVER ANIMALS



NEVER FLY OVER PEOPLE



BEWARE TRIP RISKS
OF KITE LINES
AND ANCHORS



BE AWARE OF THE CAA's
AIR NAVIGATION ORDERS
CAP 393
WHENEVER YOU ARE
FLYING YOUR KITES

MIDLANDS KITE FLIERS OF
GREAT BRITAIN

c/o 52 Shepherds Court, Droitwich Spa,
Worcestershire, WR9 9DF.