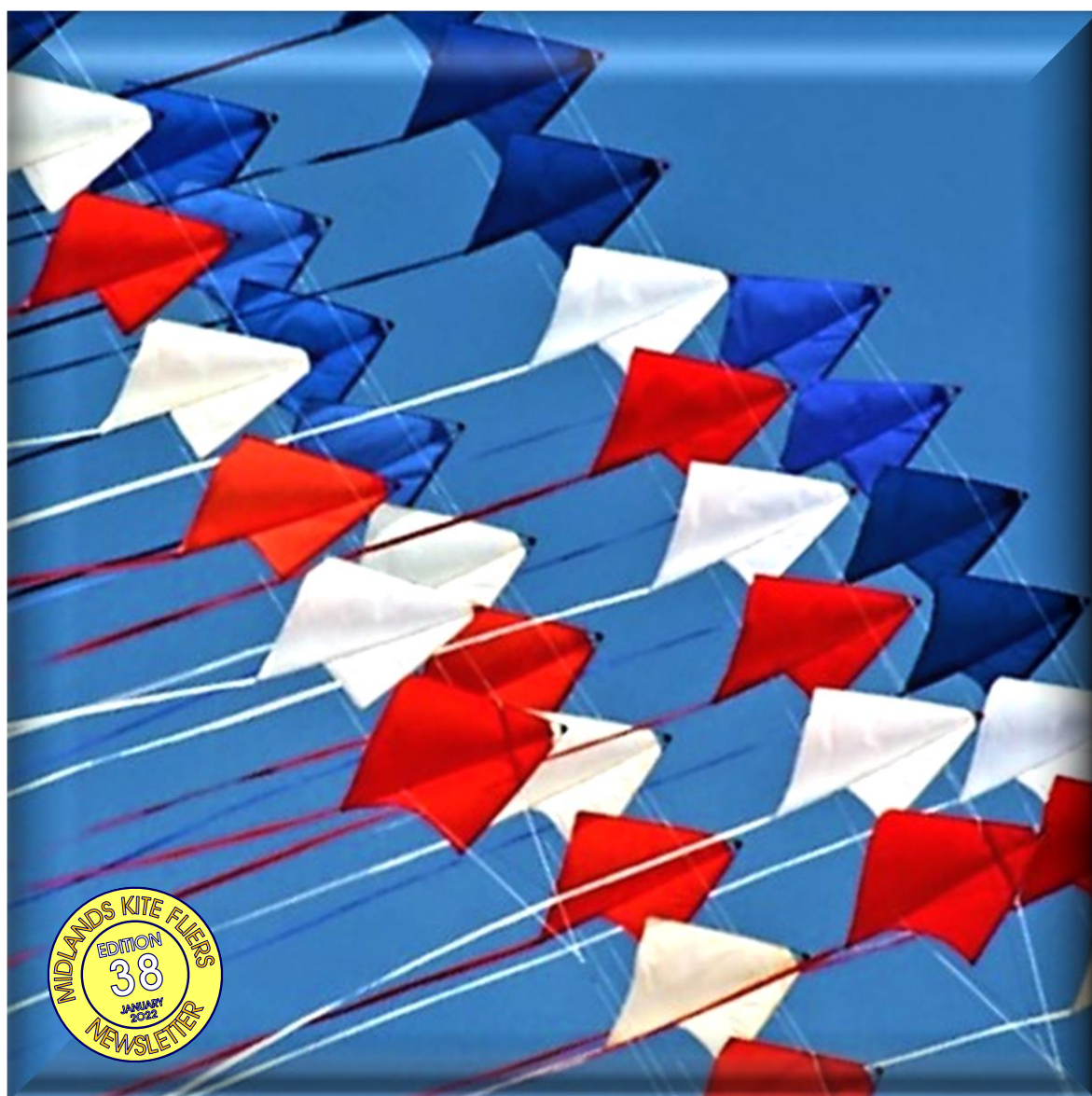


MIKF NEWS

QUARTERLY NEWSLETTER OF THE
MIDLANDS KITE FLIERS
OF GREAT BRITAIN

JANUARY 2022



LET'S GET
FLYING
IN 2022



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 card may help you obtain discounts for purchases from 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 with the exception of the United States of America and Canada. 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.

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

CHAIRMAN - NEWSLETTER EDITOR

Bill Souten

52 Shepherds Court
Droitwich Spa
Worcestershire, WR9 9DF
☎ 07840800830
billy.souten@btinternet.com



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

SECRETARY

Dave Hardwick

Sunnyside, Cheadle Road,
Oakamoor,
Stoke on Trent
Staffordshire, ST10 3AF
☎ 07598 392613



TREASURER

Julia Souten

52 Shepherds Court
Droitwich Spa,
Worcestershire, WR9 9DF.
☎ 07840800830

PHOTOGRAPH
TO FOLLOW

MEMBERSHIP SECRETARY

Linda Richardson

19 Wigsley Close
Doddington Park
Lincoln
Lincolnshire, LN6 3LD
☎ 07925205616

PHOTOGRAPH
TO FOLLOW

WEBSITE MANAGER

Sam Hale

12 Briery Street,
Lancaster,
Lancashire,
LA1 5RD.
☎ 07895 009128

PHOTOGRAPH
TO FOLLOW

'MKFNEWS' DEADLINES FOR 2022+

MKFNEWS B. SOUTEN - EDITOR	'COPY' DEADLINE	PUBLISHING DATE
39	25 th March 2022	Mid April 2022
40	25 th June 2022	Mid July 2022
41	25 th September 2022	Mid October 2022
42	25 th December 2022	Mid January 2023



MIDLANDS KITE FLIERS

Bill Souten - Chairman / Editor
52 Shepherds Court
Droitwich Spa, Worcestershire,
Great Britain, WR9 9DF



☎ 01905 779202 ☎ 07840800830 ✉ billy.souten@btinternet.com

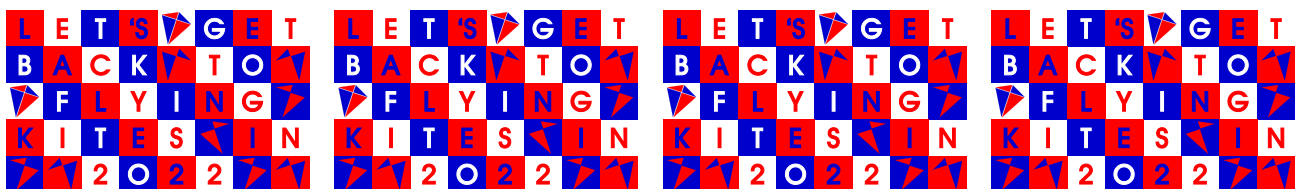
In announcing ALL of the following Kite Flying Events for
2022 in this January newsletter

I remain hopeful that they will ALL take place as described.
However, we must not forget that this pandemic is not yet
truly in the past...

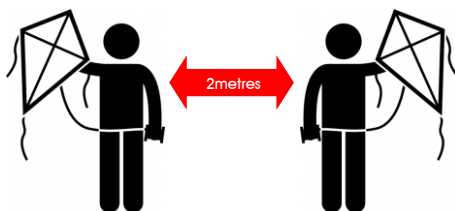
Events will be cancelled if the need arises, and we will
have to abide by the advice of the time with regard to
'social distancing' and the 'wearing of face masks'....

Bill Souten

Chairman of the Midlands Kite Fliers

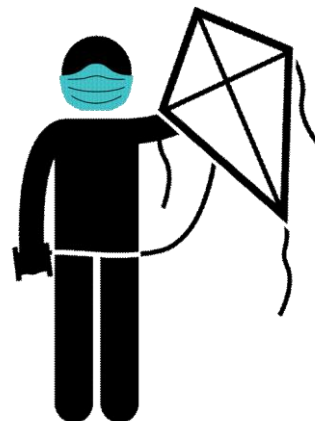


**SOCIAL
DISTANCING
IN OPERATION**



Please maintain a
distance of 2 metres
from ALL others

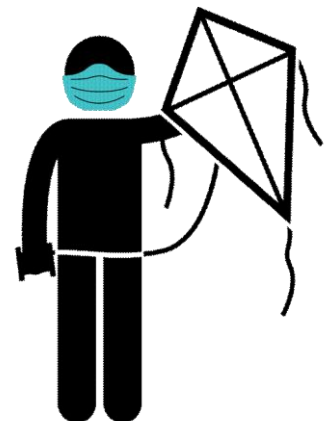
ADVICE FROM THE MIDLANDS KITE FLIERS OF GREAT BRITAIN.



**PLEASE WEAR YOUR
FACE MASK
AT THIS EVENT**



THE MIDLANDS KITE FLIERS
OF GREAT BRITAIN



**PLEASE SANITISE
BEFORE AND
AFTER USE**



THE MIDLANDS KITE FLIERS
OF GREAT BRITAIN



BY KITE FLIERS
FOR KITE FLIERS
WITH KITE FLIERS
ABOUT KITE FLIERS

KITE FLIERS

RENDEZVOUS

2022

BROAD HAVEN

SATURDAY 30th APRIL
SUNDAY 1st MAY
MONDAY 2nd MAY

WITH THE MIDLANDS KITE FLIERS
& WHITE HORSE KITE FLYERS

BROAD HAVEN KITE FLIERS RENDEZVOUS

Saturday 30th April &
Sunday 1st May 2022

THIRD
TIME
LUCKY

MIDLANDS KITE FLIERS OF GREAT BRITAIN
c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 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.

'PROVISIONAL' PROGRAMME 2022		
FRIDAY 29 th 2022		HIGH TIDES
ALL DAY	Travelling down to Broad Haven, finding accommodation. Check out the beach!	
EVENING	Gathering in local pub - 'The Ocean' Arrangements for the 'Rendezvous'	
SATURDAY 30 th APRIL 2022		
MORNING	Beach Flying at Broad Haven	07:02 BST
AFTERNOON	Beach Flying at Broad Haven	
EVENING	Social Gathering of some kind to be confirmed	19:20 BST
SUNDAY 1 st MAY 2022		
MORNING	Beach Flying at Broad Haven	07:37 BST
AFTERNOON	Beach Flying at Broad Haven	
EVENING	To be confirmed	19:53 BST
MONDAY 2 nd MAY 2022 - 'MAY DAY' HOLIDAY		
MORNING	Hilton Court Gardens and Craft Centre, Roch, Haverfordwest, Pembrokeshire. SA62 6AE	08:10 BST
AFTERNOON	Hilton Court Gardens and Craft Centre, Roch, Haverfordwest, Pembrokeshire. SA62 6AE	
EVENING	To be confirmed	20:24 BST

THE MIDLANDS KITE FLIERS
AND THE WHITE HORSE KITE FLYERS

ROKKAKU TOURNAMENT

@ BROAD HAVEN
SATURDAY 30th APRIL & SATURDAY 1st MAY 2022
AS PART OF THE ANNUAL
KITE FLIERS
RENDEZVOUS
2022

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.

MIDLANDS KITE FLIERS OF GREAT BRITAIN
c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 07840800830

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HILTON COURT KITE FLIERS RENDEZVOUS

Bank Holiday Monday 2nd May 2022



MIDLANDS KITE FLIERS OF GREAT BRITAIN
c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 07840800830



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MIDLANDS KITE FLIERS COFTON PARK

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

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

- Sunday 2nd January 2022
- Sunday 6th February 2022
- Sunday 6th March 2022
- Sunday 3rd April 2022
- Sunday 1st May 2022
- Sunday 5th June 2022
- Sunday 3rd July 2022
- Sunday 7th August 2022
- Sunday 4th September 2022
- Sunday 9th October 2022 - ONE SKY ONE WORLD
- Sunday 6th November 2021
- Sunday 4th December 2021
- Sunday 1st January 2023



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.

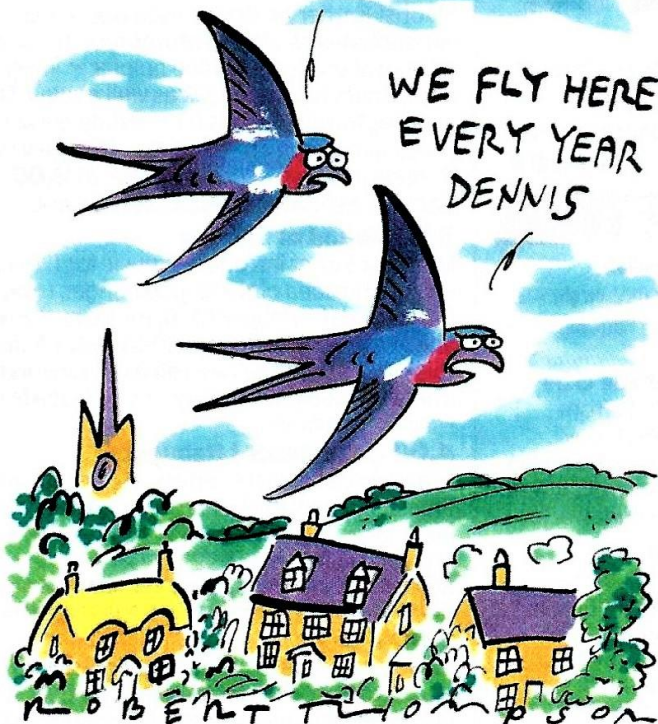
WARNING: There is a 2 metre height restriction on the Car Park.



MIDLANDS KITE FLIERS OF GREAT BRITAIN
c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 07840800830



HAVE WE BEEN
HERE BEFORE?



Apedale Kite Fliers

The 'Apedale Kite Fliers' meet at
Apedale Community Country Park,
Blackbank Road, Knutton, Newcastle under Lyme, ST5 6AX.

- Sunday 23rd January 2022
- Sunday 27th February 2022
- Sunday 27th March 2022
- Sunday 24th April 2022
- Sunday 22nd May 2022
- Sunday 26th June 2022
- Sunday 25-4th July 2022
- Sunday 28th August 2022
- Sunday 25th September 2022
- Sunday 23rd October 2022
- Sunday 27th November 2022
- Sunday 25th December 2022
- Sunday 22nd January 2023



(On the fourth Sunday of each month.)

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



MIDLANDS KITE FLIERS OF GREAT BRITAIN
c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 07840800830



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All our 'fly-ins' are Civil Aviation Authority and Site Owner approved.



LEOMINSTER AND HEREFORD KITE FESTIVAL
Saturday 9th and Sunday 10th July 2022

BERRINGTON HALL

LEOMINSTER, HEREFORDSHIRE, HR6 0DH

Featuring Kite Fliers from all over Britain



MIDLANDS KITE FLIERS OF GREAT BRITAIN

52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 07840800830

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MKFGB AUCTION

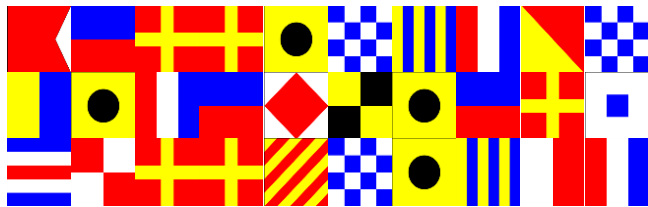
MIDLANDS KITE FLIERS OF GREAT BRITAIN

BERRINGTON HALL
SATURDAY EVENING
9th JULY 2022

DONATIONS ALWAYS RECEIVED
WITH GRATEFUL THANKS
AUCTION YOUR OWN KITES FOR
A SMALL PERCENTAGE - 10%

PAYMENT BY CASH, CHEQUE OR BANK TRANSFER.
Unfortunately we are unable to accept Debit or Credit Cards.

SEE BILL SOUTEN FOR DETAILS



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.)



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.



MIDLANDS KITE FLIERS OF GREAT BRITAIN

52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
Email: billy.souten@btinternet.com - 07840800830

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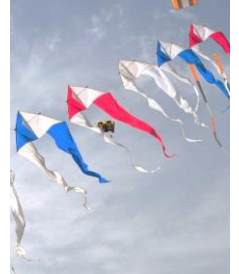


KITE TRAIN CHALLENGE

2022

LARGE CASH PRIZE

KITE TRAINS



KITE TRAINS

COMPETITION RULES AND REGULATIONS

1	The object of the competition is to design and make a train of kites, consisting of at least twelve individual kites. <small>The judging criteria are:-</small>
2	Fulfils the design brief <small>Train of no less than twelve individual kites</small>
3	Quality of Manufacture <small>Your Kite Train must have been made specifically for this Challenge</small>
4	Quality of Performance <small>The final kite must fly to at least 200' when viewed by the judges.</small>
5	Aesthetic Qualities
6	Excitement Factor
7	Originality - Innovation
8	Competitors must supply their own material, 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 CHALLENGE!
<p>Further information about this 'Challenge' 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</p>	



Kite Master: Mikio Toki at the Japanese Kite Festival Dragons soared over Stapleton on Sunday, October 2, during the third annual Japanese Kite Flying Festival, a collaboration between the City of Denver and the Japan America Society of Colorado. Edo Kite Master Mikio Toki led the way as the kites began to fly in Central Park. All photos by Ken Hamblin III.





MIDLANDS KITE FLIERS
ROKKAKU
TOURNAMENTS

KITE FLIERS RENDEZVOUS
ROKKAKU
CHALLENGE

Saturday 30th April & Sunday 1st May 2022

CARDIGAN BAY KITE FESTIVAL
ROKKAKU
CHALLENGE

TO BE ADVISED

THE 'BERRINGTON'
ROKKAKU
CHALLENGE

Saturday 9th & Sunday 10th July 2022

SHROPSHIRE KITE FESTIVAL
ROKKAKU
CHALLENGE

Saturday 16th & Sunday 17th July 2022
 TO BE CONFIRMED



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.

MIDLANDS KITE FLIERS OF GREAT BRITAIN
 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
 Email: billy.souten@btinternet.com - 07840800830



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.

MIDLANDS KITE FLIERS OF GREAT BRITAIN
 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.
 Email: billy.souten@btinternet.com - 07840800830

'KITE EVENTS' TO BE LOOKING

FORWARD TO !!!*?

MARGAM 2022

PORTSMOUTH 2022



FULL DETAILS IN
DUE COURSE.

FULL DETAILS IN
DUE COURSE.

BILLING AQUADROME 2022

POOLE 2022

2nd 3rd 4th and 5th JUNE 2022
The Queens 95th Birthday Celebration



FULL DETAILS IN
DUE COURSE.

International Kite Festival

Join us for a weekend of fun at the International Kite Festival!
A full event schedule will be available nearer to the time.
For more information...

FULL DETAILS IN
DUE COURSE.

The Decorators

Introduction

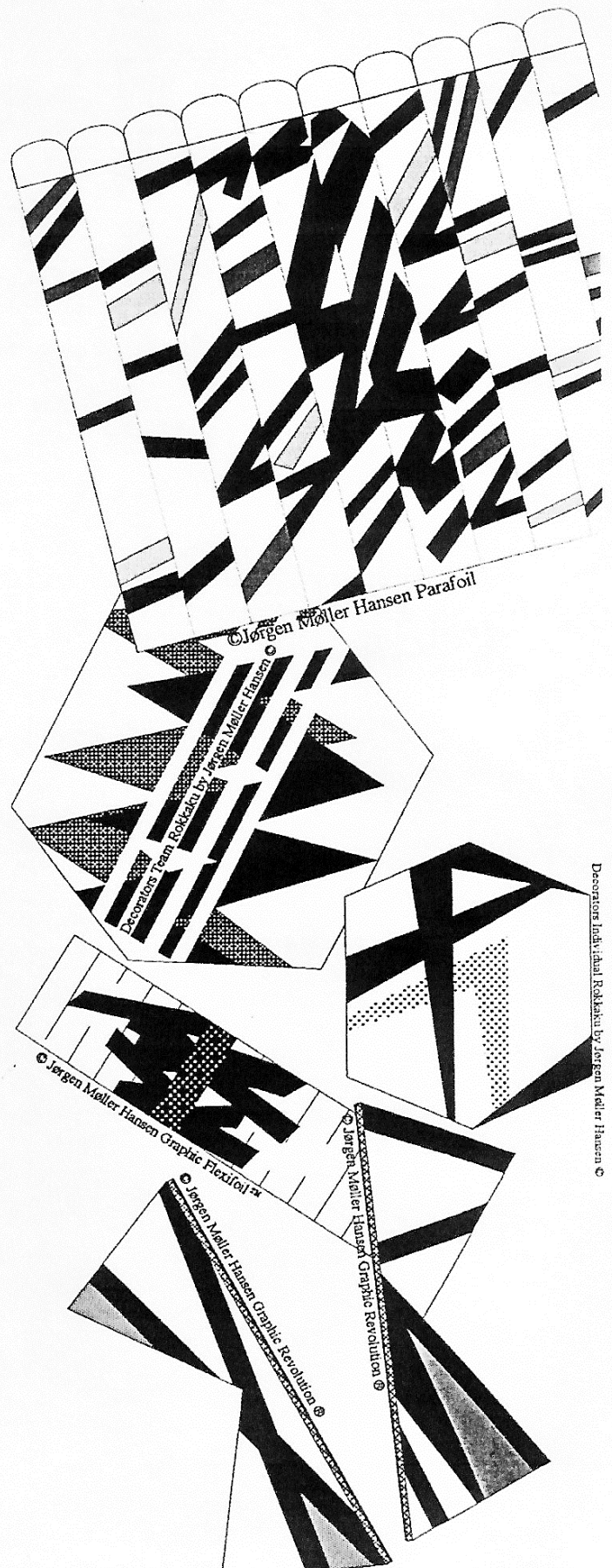
For centuries people all over the world have been flying kites. A visit to any one of the many kiting festivals held world-wide presents a historical pageant spanning over 2000 years. Kites which maintain their ancient cultural identity fly alongside constructions which owe their design to developments in space age aerodynamics and materials like carbon fibre and kevlar.

In their long history kites have often had scientific, military and commercial applications, but it is with sport and pleasure that most people associate them. Many people have flown a kite at some time in their lives, usually on seaside holidays as a child. For some however this occasional pastime has developed into a fascinating and engrossing activity, providing an outlet for creativity within an international community of kite enthusiasts.

The element of competition is always present whether in attempts to produce new designs, better constructions, more beautiful sails or developing greater levels of flying skill. Indeed some of the earliest kites were designed for the most direct form of competition of all, kite fighting. The combatants in this extraordinary display attempt to cut each others flying lines and remain the last kite in the sky.

Stunt kites have developed considerably in the last ten years. The modern two line controllable kite weighs just a few ounces and will fly in the lightest breeze, performing loops, precision turns, power dives and wing-tip landings. The principle of using controlling lines has recently expanded to include kites with four flying lines, allowing the kite to fly backwards and sideways as well as cartwheeling and hovering. Competitions have been established to test the precision and artistic capabilities of flyers, both individually and in teams. Predetermined figures are chosen for the competitors to fly as accurately as they can. Flyers link these patterns together to form routines which can be performed to music. The individual or teams ability to use their kites to choreograph and interpret the music is judged in the Ballet competition.

Whether one is involved in competitive flying or just contemplating a kite floating in the sky, kiting is beneficial for the participant in many ways. The most obvious is the simple enjoyment of time spent outside in the sun and wind. There is also the benefit to be gained from involvement in a concentrated activity which in common with other sports requires some high level of physical control and dexterity and exercises the mind creatively. Kite flyers will invariably say quite simply that there is nothing like it!





Jørgen Møller-Hansen Rhomboid-shaped kites 1985
81 kites each kite measures diagonally 48 x 80 cm
after Eiji Ohashi design
Photo (2 sections) Felix Mottram Blackheath 2019



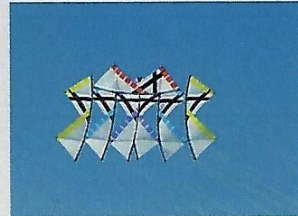
Decorators Rokkaku 1988
Photo Felix Mottram (image to be replaced with one in Right Feb. 2020)



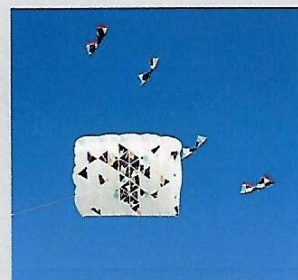
Jørgen Møller-Hansen Double Malay stack 1994
14 kites each measures 90 x 90 cm
Photo by Rainer Kregovski, Faxe Denmark 2009



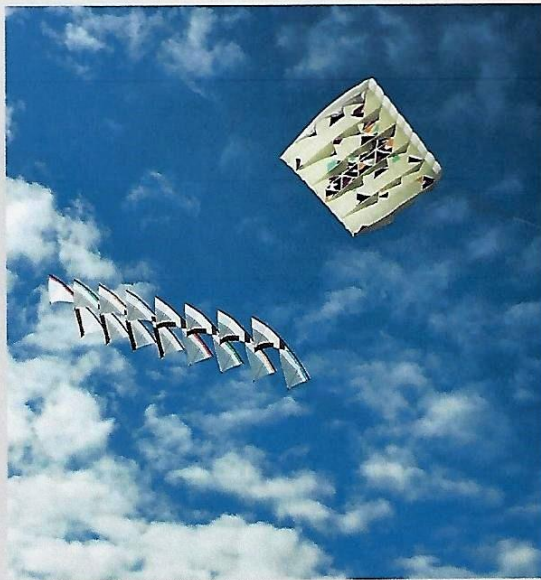
Jørgen Møller-Hansen 1997 design for Revolution 1.5
Re-made 2015 Photo Marian Linford Cervia Italy 2017



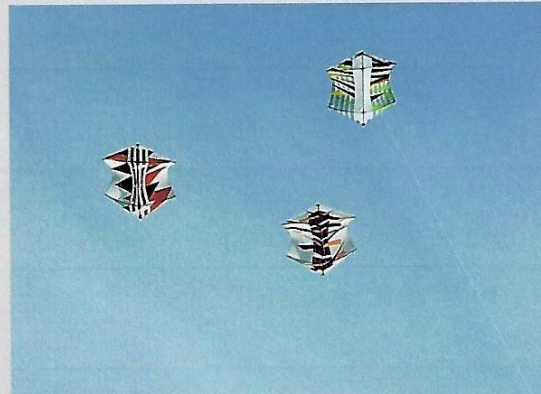
Jørgen Møller-Hansen 1994 design for Revolution 1
(Zen format; remade 2018) Photo Marian Linford Cervia Italy 2018



Jørgen Møller-Hansen 1991 Parafoil and 1999 Revolution 1.5
Photo Felix Mottram Berck Plage, France 2018



Jørgen Møller-Hansen 1991 Parafoil and 2007 Revolution 1 Stack
Photo Chris Beel Dieppe 2018



Jørgen Møller-Hansen 3 Sanjo Rokkakus, 1991 and 1992
300 x 250 cm each Photo Chris Beel Scarborough Castle 2019



Jørgen Møller-Hansen 6 banners 1991
350 x 50 cm Photo Felix Mottram Cervia, Italy 2019

The Decorators, 2020 storyboard prepared by Felix Mottram | 11th Feb. 2020



Jørgen Møller-Hansen 2007 design for Revolution 1 and 1.5
Photo Marian Linford Cervia Italy 2019



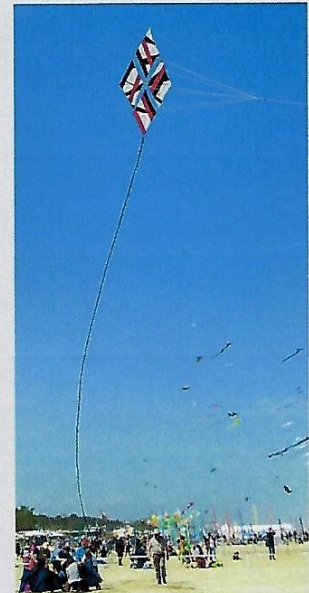
Jørgen Møller-Hansen 2009 design for Mid-Vented Revolution 1.5
Photo Marian Linford Cervia Italy 2018



Jørgen Møller-Hansen Triple Malay stack 1988
27 kites each measures 70 x 70 cm Photo Felix Mottram Schloßhof, Austria 2019



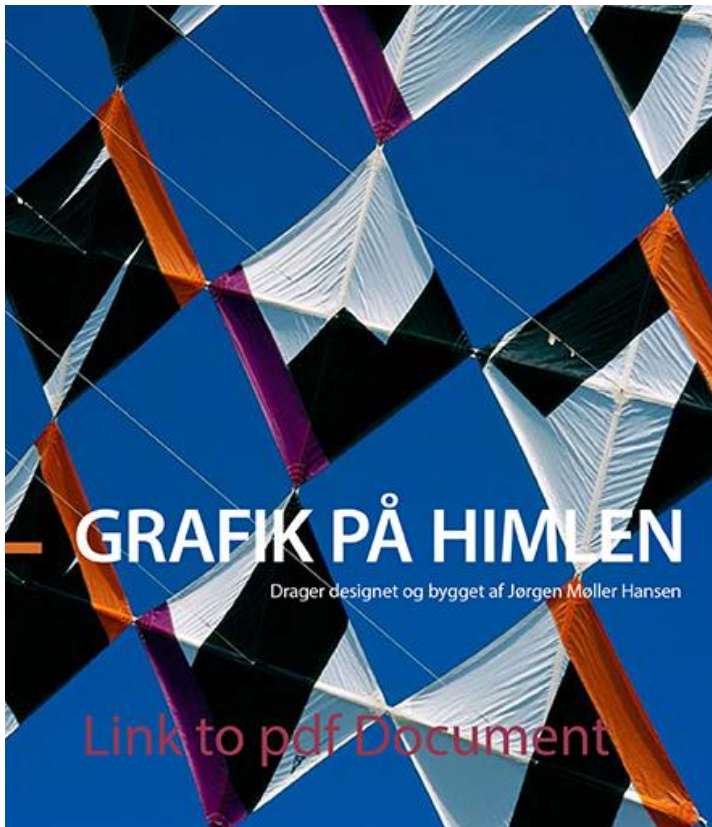
Jørgen Møller-Hansen Double / Single Eddy stack 1989
each kite measures 70 x 70 cm Photo Felix Mottram Blackheath 2019



Jørgen Møller-Hansen Della Porta: Four rhomboids 1993
402 x 202 cm Photo Marian Linford Cervia Italy 2019



Jørgen Møller-Hansen 2009 design for Mid-Vented Revolution 1.5
Photo Marian Linford Cervia Italy 2018



Jørgen Møller Hansen 1954 - 2012

After years of working with graphics, mostly with screen graphics as my favorite artistic expression, I discovered the possibility of combining this interest with my fascination with the sky. To build kites I perceive an opportunity to design graphics with the sky as a dramatic and changing background. Over the years, the graphics on my kites have been based on white, as I want to get an airy and easy expression. Kites are flying structures and signs on the sky. Simultaneously kite flying for me is an outdoor life that connects with the elements. Kites pull "the other way" - and give lightness to the gravity of the earth. Inspiration often comes from music, it is necessary to perceive rhythm and sequences, however, the graphic elements must also work against this rhythm and stability, perhaps "heavy metal jazz". JMH

Exhibitions

Cervia (Italia) 1986, 1987
 Berlin (Germany) 1988
 Bremen (Germany) 1988
 The Art Museum Trapholt Kolding (Denmark)
 1989, 1990, 1991
 World Kite Museum, Long Beach WA (USA) 1989
 Copenhagen City Hall (Denmark) 1990

Asker Art Gallery, Norway, 1991
 Gainsborough's House Gallery, Suffolk,
 England, 1991
 Junction, Texas, (USA) 1991
 Århus City Hall (Denmark) 1992
 Main Atrium, County Hall, Chelmsford England
 1993
 Frederikstad Art Gallery (Norway) 1993
 Ästetik und Technik, Drachen auf Zollern VI,
 Dortmund, 1996
 The Museum at Koldinghus, Kolding, Denmark
 1996
 The Holstebro Museum, 2003

International Kite Events

Berlin (Germany) 1985, 1986, 1987, 1988,
 1989, 1990 1991, 2003
 Stockholm (Sweden) 1986
 Cervia (Italian) 1986, 1987
 Hamburg (Germany) 1985, 1986, 1987
 Sild (Germany) 1987, 1988
 Damp (Germany) 1987, 1988, 1989, 1990,
 1991, 1993, 1995, 1996, 1997, 1998
 Gerlesborg Skolan (Sweden) 1988
 Risør (Norway) 1988
 Castiglione Del Largo (Italian) 1988, 1990
 Scheveningen (Holland) 1986, 1987
 Kiel (Germany) 1988, 1989, 1990, 1991, 1993,
 1995
 Lübeck (Germany) 1989, 1993, 1995
 Washington (England) 1989, 1990, 1991, 1993
 Bristol (England) 1994, 1995, 1999, 2008
 London (England) 1990
 Goslar (Germany) 1990, 1994
 Manchester (England) 1990
 Long Beach, Washington, USA 1990
 Junction, Texas, (USA) 1991
 Bangkok, (Thailand) 1992
 Weymouth (England) 1992
 Barcelona (Spain) 1992
 Lubbock, Texas (USA) 1992
 Frederikstad (Norway) 1993, 1994
 Lillehammer (Norway) 1993, 1994
 Montreal (Canada) 1994
 Vienna (Austria) 1995
 Dortmund (Tyskland) 1996
 Sydney (Australia) 1996

Site updated January 2020, Felix Mottram



**Jørgen Møeller Hansen
Collection and
Decorators
Revolution Sails**



[Flare kite 1986](#)

180 x 270 cm (4 square metres)

Weight: 1.15 kg

Photo JMH



[Rhombus-shaped kites 1985](#)

81 kites each kite measures diagonally 48 x 80
cm

total length of the chain: 158 metres (16
square metres)

Weight: 3.6 kg complete train

two sections illustrated

after Eiji Ohashi design

Photo Blackheath



[Delta 1987](#)

340 x 750 cm

colours: green, black, white

Weight: 3.2 kg mixed frame, bamboo and
dowel

Photo Blackheath



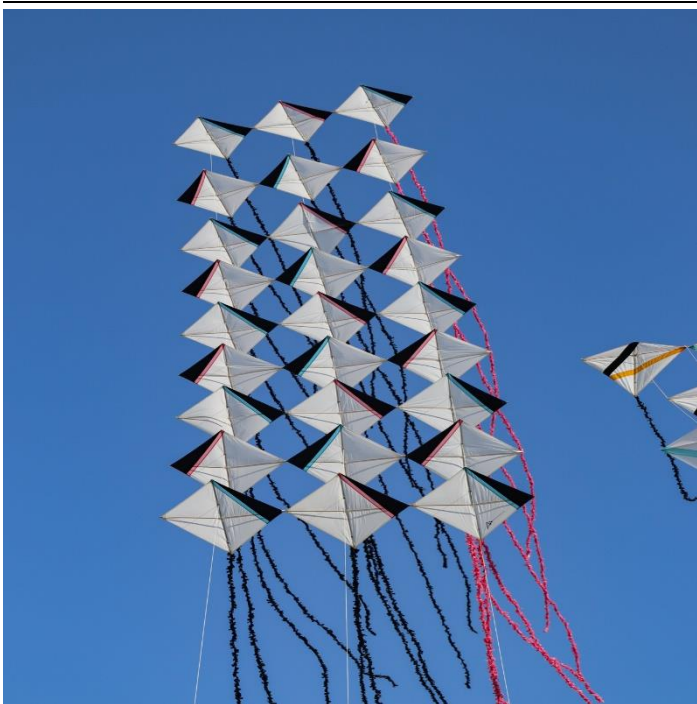
Flare kitesack 1987

10 kites each kite measures 100 x 140 cm
 tails: wind drogues
 Total size: 1 x 1.4 x 27 metres (14 square metres)
 Weight: 6 kg
 JMH design
 Photo Blackheath



Double / Single Eddy stack 1989

each kite measures 70 x 70 cm
 tails: 6 metres on each kite
 Number of kites in the chain: 20 kites in total,
 horizontally alternating 2/1, 13 vertical
 Total size: 1.40 x 0.7 x 15 metres (8 square metres)
 Weight: 2 kg
 JMH design
 Photo Blackheath



Triple Malay stack 1988

27 kites each measures 70 x 70 cm
 tails: 5 metres on each kite
 Total size: 0.7 x 2.1 x 12 metres (8 square metres) Weight: 3 kg
 JMH design Photo Blackheath



Parafoil 1990 (14 square metres)

George Ham profile
 Weight: 4 kg
 Photo Cleobury Mortimer



[Decs Rev 1 1991](#)
re-made 1998,
8 kites, 4 illustrated
Photo Blackheath



[Sanjo Rokkaku 1991](#)
Size: 300 x 250 cm
Weight: 1.15 kg Light frame
Photo Southsea



[Parafoil 1991 \(20 square metres\)](#)
George Ham profile
Weight: 8 kg
Photo Berck Plage, France



[6 banners 1991 350 x 50 cm](#)
Photo Cervia, Italy



Sanjo Rokkaku 1991
 Size: 300 x 250 cm
 Weight: 1.74 kg heavy frame
 Photo Blackheath



Decs Rev 1 1992 6 kites, 4 illustrated
 Photo Long Beach, WA USA



4 Rokkakus 1992
 Photo Blackheath
 Turquoise illustrated (3 square metres?)



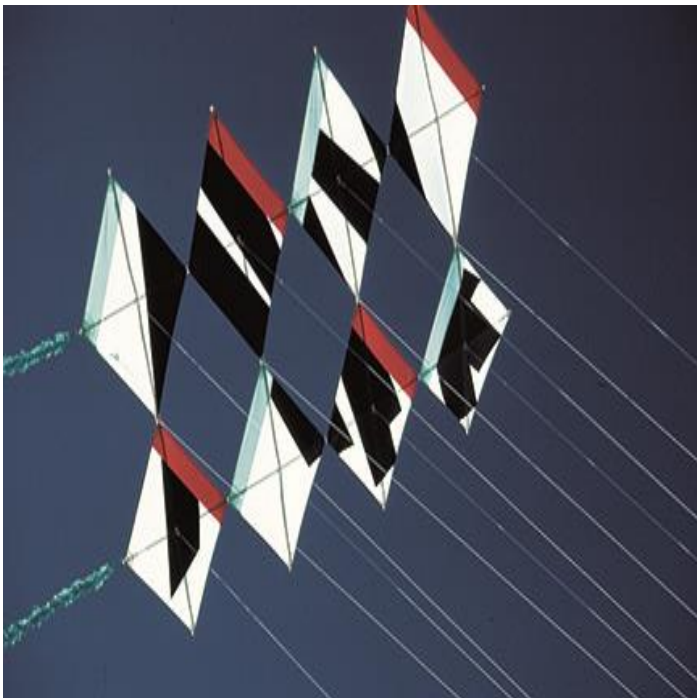
Decs Rev 2, 1992 4 kites?
 Photo Damp, Germany



[Sanjo Rokkaku 1992](#)
 Size: 300 x 250 cm
 Weight: 1.74 kg heavy frame
 Photo Cervia, Italy



[Composite Kite \(Della Porta\): Nine squares 1993](#)
 each square: 80 x 80 cm
 total size: 4.5 x 4.5 metres (5.76 square metres sail area)
 tails: 2 x 25 metres
 Weight: 5 kg
 Photo Blackheath



[Composite Kite \(Della Porta\): Eight rhomboids 1993](#)
 each rhomboid: 120 x 90 cm
 total size: 3.6 x 2.4 metres (6 square metres)
 tail: 2 x 22 metres
 Weight: 2 kg
 Photo JMH



[Composite Kite \(Della Porta\): Four rhomboids 1993](#)
 each rhomboid: 180 x 90 cm
 total size: 402 x 202 cm
 tail: 30 metres
 Weight: 3 kg
 Photo Cervia, Italy



[Double Malay stack 1994](#)

14 kites each measures 90 x 90 cm, 2
horizontal, 7 vertical
tails: 12 metres on each kite
Total size: 1.27 x 2.54 x 12 metres (11 square
metres)
Weight: 2.5 kg
JMH design
Photo Blackheath



[Edo Kite 1995](#)

240 x 150 cm (3.6 square metres)
17 control lines of approx. 30 metres in length
Weight: 0.5 kg
Photo Blackheath



[Decs Rev 1 1994](#), 6 kites, 2 green made later
(8 kites re-made 2018, illustrated)
Photo Cervia, Italy



[Asymetric Kite Stack 1995](#)

9 kites each measures 140 x 140 cm from tip
to tip (12 square metres)
full length of the chain: 16 metres
Weight: 6 kg
JMH design
Photo Blackheath



Expansible box kite 1996

120 cells, 4 x 30, 164 x 750 cm

Weight: 4 kg

after Eiji Ohashi design

Photo Cleobury Mortimer 20th July 2019



6 banners, (late)

280 x 80 cm,

red grey and aqua

Photo Blackheath



Composite Kite (Della Porta): 4 squares

no date 1996+

230 x 230 cm overall, each sail 80 x 80 cm

long tails

Weight: 1.6 kg

Photo Blackheath



Delta (late)

172 x 380 cm

Weight: 1.5 kg heavy frame

Photo Blackheath



Decs Rev 1.5 1997
remade 2015, 8 kites
Photo Cervia, Italy



Decs Rev 1.5 2007 10 kites, 8 illust
rated
Photo Bristol



Decs Rev 1 2007 10 kites, 8 illustrated
Photo Margate



Decs 1.5 vented 2009, 8 kites 2009
Photo Cervia, Italy



[Decs 1.5 mid vented](#) 2009, 8 kites (fabricated
2018)
Photo Cervia, Italy

Site Updated May 2020 Felix Mottram



***Jørgen Møeller Hansen
Collection and
Decorators
Revolution Sails***



Kite Bag 101

Text and illustrations by Gary Engvall

When a kiter has several kites, it is time to make a bag to store and transport them. Early kite bags were cylindrical, having circular ends. Sewing a circle to a rectangle is an exercise in patience, precision, and frustration, especially when the kiter must rip it out. Paul Fieber shared a trick that he credits to Kevin Shannon: kite bags with square ends. It is much easier and faster.

Materials List:

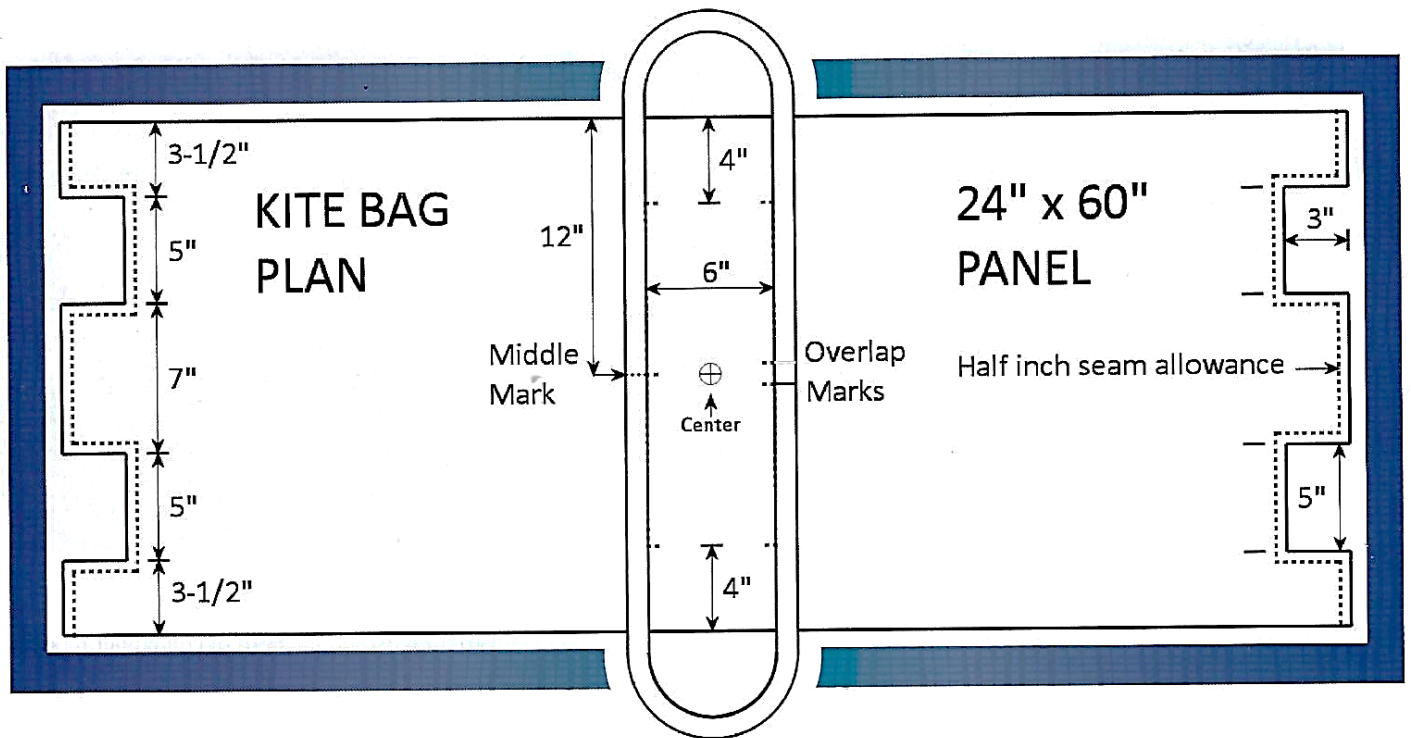
24" of 60" 400 Pack Cloth or 1,000 Denier nylon

69" of 1" polyester webbing

61-1/2" YKK #5 Vislon Zipper Chain

2 – YKK #5 Vislon Zipper Sliders

Note: The fabric has a coating on one side. The coated side will be the inside of the bag. All marking will be done on the non-coated side. If it is hard to visually determine the coated side, rub the fabric between thumb and forefinger. The coated side is less slippery.



Mark the bag for the webbing: The goal is to have two handles the same size in the middle of the bag. The webbing is 6" apart on every length bag just to keep things simple. Find the center of the fabric either by folding the 24" x 60" fabric in half both ways, or measure 12" from the edge and 30" from the end to find the center. Draw two chalk lines, each one 3" from the center, 16" long, and perpendicular to the length of the bag. In a perfect world, each line will end 4" from each edge of the fabric. At both ends of each line, 4" from the edge of the bag, make a chalk mark towards the middle of the bag to show where to stop sewing. On one line,

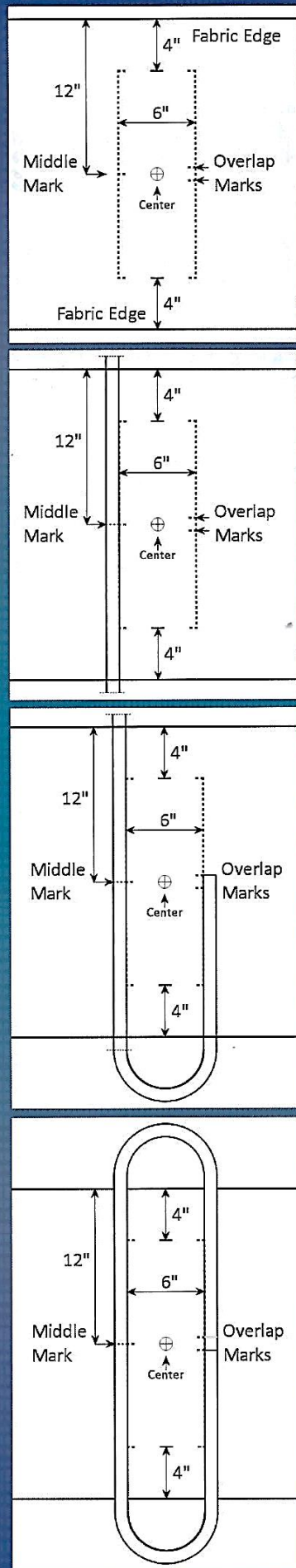
make a middle chalk mark to show where to put the middle of the webbing. On the other line, put 2 overlap chalk marks, 1" apart, each a half-inch from the middle of the line. When the webbing is sewn, the ends are overlapped by the width of the webbing.

Fold the 69" webbing in half to find the middle and mark across it with chalk. Line that up with the middle mark on the bag. (Some people tape everything down and sew the whole thing at once; others align the webbing mark to the bag mark and sew.) Sew along the webbing as close to its edge as is comfortable. Stop sewing 4" from the edge of the bag and sew back/forth across the webbing

three times, since this is a stress point on the stitches. Sew along the other side of the webbing, stop 4" from the edge, sew three times, and sew back to where the stitching started. To finish out the webbing, make sure it is flat to the end with no twists. Bring the end around and match it to the overlap mark that is farther from the edge you are working from. It is easiest to tape both legs of the webbing in place to make sure they are aligned and there are no twists. Sew them down and sew across three times, 4" from the edge.

Cut the Notches: The four notches are all 3" x 5". Either make a template or just use a straightedge and a square. Measure 3-1/2" in from each edge and mark and cut a 3" x 5" rectangle. In a perfect world, there will be 7" left in the middle.

Sew the zipper: No zipper foot? No problem. In kitemaking workshops, we offset the needle all the way to the left, use the edge of the presser foot as a guide, and life is good. It is 3/8" or 10 mm from the edge of the bag/zipper. We mark the bag and the zipper in the middle, match the marks, and hot tack the length of the zipper. No hot tacker? Leave 3/4" of zipper off the end of the fabric, line up the edge of the zipper fabric with the edge of the bag fabric and sew. Vislon zippers have a good side (where the zipper sticks up) and a bad side (flat, zipper teeth barely visible). Face the good side of the zipper to the good side (outside) of the bag and sew. After the first zipper seam, fold out the zipper and flat fell (top stitch) the length of the seam. Now repeat for the other side of the zipper. **HINT:** This side of the zipper should use the same length of bag as the first side. It is best to match up the Side Ends on both ends of the bag and then hot tack the length of the zipper. When the zipper is sewn, BEFORE splitting



the zipper to top stitch the seam, take a permanent marker and mark the outside tooth on each end of the zipper. This will make it MUCH easier to put the sliders on. AFTER the outside tooth on each end is marked, split the zipper. Peel it apart. Top stitch the zipper side. Find the sliders and install one on each end. Insert one side of the zipper chain in to one side of the slider. Insert the other chain in the other side of the slider and gently push. It might take some wiggling, but the teeth will mesh, and the slider will join the zipper. It takes a couple of tries to get everything lined up and the ends of the zipper to be in the right place. When it all comes together the sliders meet in the middle leaving little to no space.

Congratulations! You are 95% done. The worst is over. In a perfect world, the zipper sliders meet in the middle and there is not extra zipper there. On each end of the bag there is a 7" x 3" inch flap with a zipper in it, and a 7" x 3" flap without a zipper. The excess zipper can be trimmed or left in place. In workshops, we trim the zipper with a hot knife to make sewing the flaps easier. In any case, align the zipper and non-zipper flaps to sew across the end. If the zipper flap is more or less than 7", split the difference by folding the non-zipper flap to find the middle then put it in the middle of the zipper. Trim the larger flap to make it the same width as the smaller. Sew the 7" seam using a half-inch seam allowance. Sew back and forth across the zipper three times. You can top stitch that seam. After both zipper ends are sewn, the final step is to match up the four side ends and sew them with a half-inch allowance. When those four seams are done, the bag is too! ▣

Kite Bag Fabric: The Basics

Text and photos
by Gary Engvall

A friend needed a kite bag and mentioned he had a bunch of individual kites that also needed something to hold them and their frame components. This led to a discussion about the distinction between flat sleeves for individual kites and three-dimensional bags to hold several kites in their sleeves—which led to a conversation about what fabric to use for what purpose and why. As that conversation devolved into Fabric Basics 101 (no prerequisites), the friend said, “Maybe you should write this up.”

Fabric is typically woven from thread on a loom. The process of weaving starts with long, virtually continuous, *warp* threads. A loom has two (or more) arms that have vertical sticks with eyes to carry and control the warp threads. For our purposes, and to keep things simple, odd threads are passed through the front *heald*, while even threads are passed through the back heald. To make the weave, the front heald lifts all the odd threads and a shuttle carrying the *weft* thread crosses perpendicular to the warp threads, underneath the odd threads and above the even threads. Then the *reed*—essentially a big comb—pushes the weft thread against the *fell* of the fabric. Said another way, the newest weft thread is pushed against the previous weft thread to make fabric. Then the healds reverse. The front heald drops, the back heald lifts, and the shuttle with the weft thread goes back across between the alternate threads. The reed combs the weft thread into place. And on it goes.

If you have ever seen ripstop fabric where all the threads running in one direction were straight, and the threads running sort of perpendicular to those were curved, the curved threads are the weft threads. This is why we try to align the straight warp thread grain of the ripstop along lines of stress in a kite. The warp grain stretches less than the weft, and much less than the *bias* (not along the grain). By the way, the reason that ripstop fabric is called ripstop is that it is made from mostly thin thread to keep it light. Every so many threads (about every eighth of an inch) a larger, stronger thread is used. The theory is that any “rip” will “stop” at the stronger thread. In practice, any rip often runs right along the stronger thread.

Before we talk much more about fabric, we need to talk about thread. People who sew frequently discover that there are different threads for different purposes. Sergers use a lot of thread and put many stitches in a small space. Their thread does not need to be particularly smooth or strong. Home sewing machines prefer a stronger, smoother thread for their wider-spaced stitches.

Home sewing machines that have embroidery functions use embroidery thread, needle, and presser-foot to do embroidery. It is smoother, stronger, and more expensive.

Beyond the home/hobby realm of sewing, there are commercial grade threads. Without getting into the specifics of nylon, Dacron, and polyester, coated and non-coated, the thing we need to address is thickness or size.

The textile industry has several somewhat arcane and obscure methods of determining and naming thread size. Perhaps the most common and reliable is the TEX or Textile number; this is the weight in grams of 1,000 meters of the thread. An older method that is still in use is Denier. Like TEX, Denier does not directly denote size. It is the weight in grams of 9,000 meters of the thread. To put it in kitemaker terms, the V-30 thread commonly used to sew kites is Denier divided by 10. V-30 is a 300-Denier thread: 9,000 meters of V-30 thread weighs 300 grams. In any case, it is all about the size of the thread used to weave the fabric.

In a perfect world, 200 Denier Oxford Nylon Flag Cloth is the first choice for making sleeves or bags for individual kites. It is stronger and cheaper than ripstop. Uncoated flag cloth is porous. It breathes. Put away a damp kite and it has a chance to dry out before it mildews. It is also very forgiving to sew. As good as flag cloth is for kite sleeves, it is even better for the sleeve for the pole of a banner. Anyone who has made a 20-foot kite banner and then sewn the sleeve for the pole knows the misery of unforgiving ripstop wrinkling because the top layer got slightly out of sync with the bottom. That is not an issue with uncoated flag cloth. First, it feeds better; second, if it gets slightly out of kilter, it stretches enough to make it look good. Another plus is that it is usually about half the price of ripstop. It is also great for sand anchors. It dries fast and the sand does not stick to it.

The next step up is 400 Denier Nylon Pack Cloth. For some reason, it is about the same price as uncoated 200 Denier. The coating makes it water resistant. It also makes it slightly sticky on one side. It is good for light-duty kite bags and is also the fabric-of-choice for compression bags for large soft kites. Some people have been known to use it for tarps.

The good stuff is 1,000 Denier Nylon. Some places call it “ballistic” nylon. If you remember the Big Wings series of kite bags made by MLD, they were made of this. It is the



Assorted bags in 1000-Denier Nylon (above) and compression bags in 400-Denier Nylon (below).

fabric-of-choice for most kite bags. It is about twice the price of 400 Pack Cloth, but the strength and durability are worth it. It has a coating on one side to make it water resistant. Despite its thickness, it is no harder to sew on a home sewing machine.

Since you have read this far, here is some bonus information. Bags often need webbing and zippers. The webbing-of-choice is polypropylene in 1" or 1-1/2" width. It has a very loose weave and is very easy to sew through. One-inch polypropylene webbing has a 500-lb breaking strength. It makes a great kite string anchor marker. It is even better if a small banner is sewn to the string end.

Zippers come in two types and several sizes. The type of zipper most commonly used on kite bags is #5 Vislon. It has interlocking teeth that are symmetrical. There is no right-side, wrong-side, top or bottom. That is the good news. The bad news is that it will break the sewing machine needle if it gets too close. The option is a slightly lighter duty #5 Coil zipper. The good news is that it can be sewn right through as if it were not there. The bad news is that there is a right side and a wrong side.



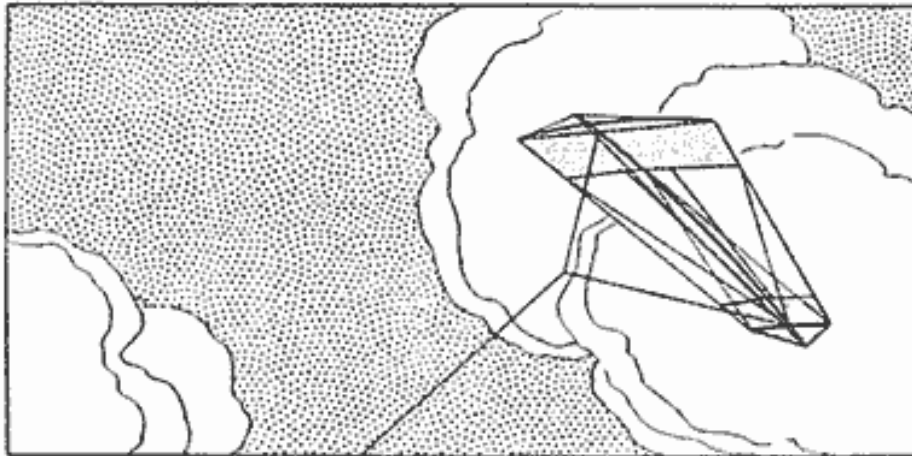
One kite bag and its contents.

It can be very disheartening to sew a length of coil zipper to a bag and discover that the outside of the zipper is on the inside of the bag. These zipper "chains" are made in continuous lengths so they can be obtained in any length needed. A common practice to cut the zipper an inch-and-a-half longer than needed along the bag. After the zipper is sewn, the zipper pulls or sliders can be inserted from either end. After the slider(s) are inserted and the end seams are sewn, the zipper can be hot-cut or cold-cut to match the edge of the hem. It is always good to remember to put the slider(s) on the zipper before sewing the ends shut in a seam.

Hopefully, this article reveals some of the kite bag secrets known by the ancients. If you feel inspired to turn some of those secrets into a new kite bag, simply turn the page...

Airplane Kites – How to Make a Kite

By W. A. Reich



How to Make a Kite – After building a number of kites from a recent description in *Amateur Mechanics* I branched out and constructed the aero plane kite shown in the illustration, which has excited considerable comment in the neighbourhood on account of its appearance and behaviour in the air.

The Kite Being Tailless Rides the Air Waves Like an Aeroplane in a Steady Breeze

The main frame consists of a centre-stick, A, 31 in. long, and two cross-sticks, of which one, B, is 31 in. long and the other, C, 15-1/2 in. long.

The location of the crosspieces on the centrepiece A is shown in the sketch, the front piece B being 1-3/4 in. from the end, and the rear piece C, 2-1/4 in. from the other end.

The ends of the sticks have small notches cut to receive a string, D, which is run around the outside to make the outline of the frame and to brace the parts.

Two cross-strings are placed at E and F, 7 in. from either end of the centerpiece A, other brace strings being crossed, as shown at G, and then tied to the cross-string F on both sides, as at H.

General Plan and Outline of the Kite, which may be Built in Any Size, If the Proportions are Kept, and Its Appearance in the Air on a Steady Breeze

The long crosspiece B is curved upward to form a bow, the centre of which should be 3-1/4 in. above the string by which its ends are tied together.

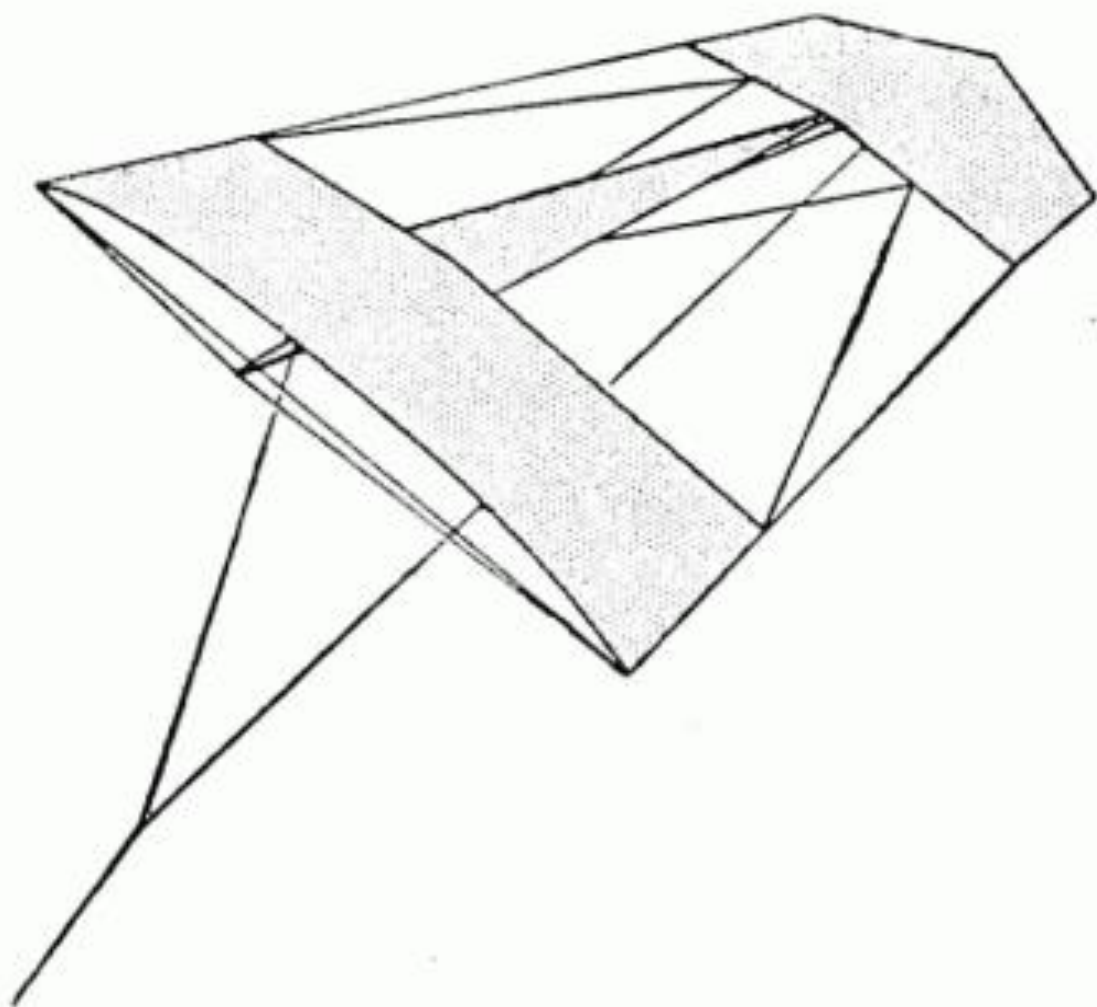
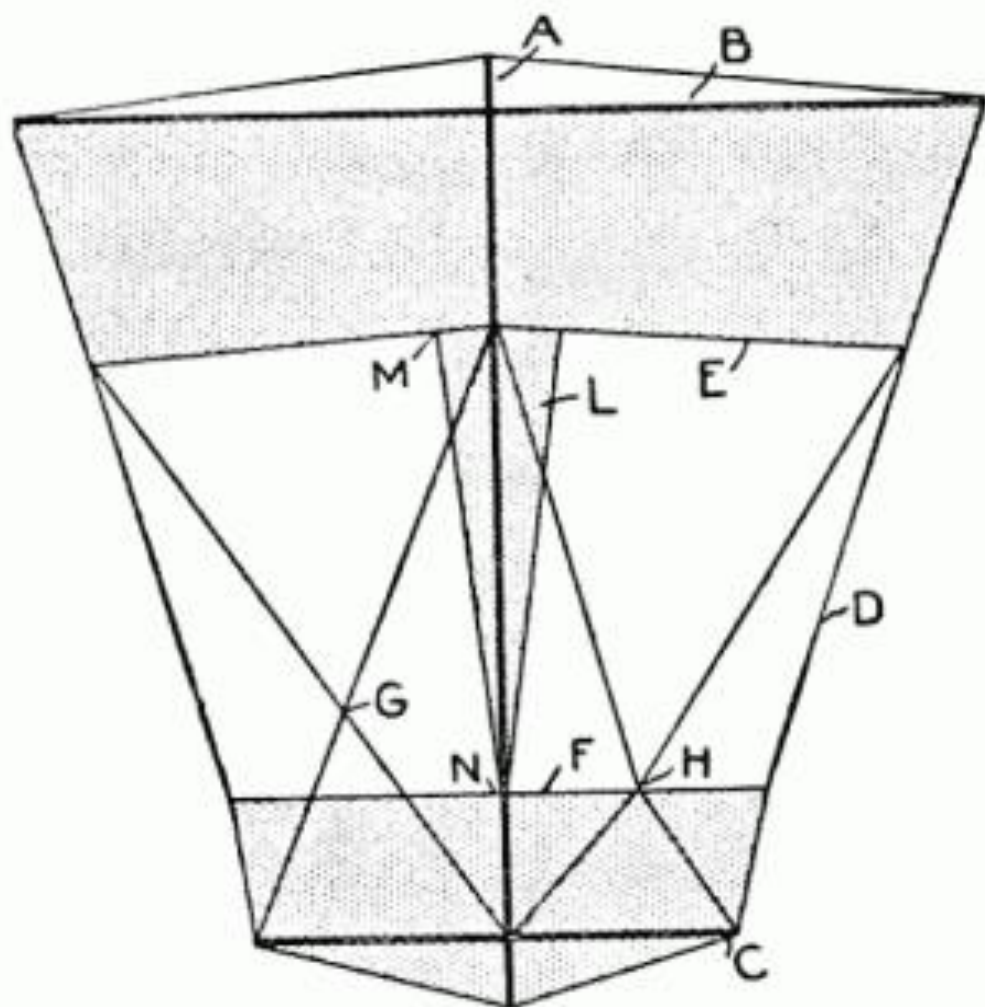
The shorter crosspiece is bent and tied in the same manner to make the curve 2-1/2 in., and the centrepiece to curve 1-3/4 in., both upward.

The front and rear parts, between the end and the cross-strings E and F, are covered with yellow tissue paper, which is pasted to the crosspieces and strings. The small wings L are purple tissue paper, 4 in. wide at M and tapering to a point at N.

The bridle string is attached on the centrepiece A at the junction of the crosspieces B and C, and must be adjusted for the size and weight of the kite. The kite is tailless and requires a steady breeze to make it float in the air currents like an aeroplane.

The bridle string and the bending of the sticks must be adjusted until the desired results are obtained. The bridle string should be tied so that it will about centre under the cross-stick B for the best results, but a slight change from this location may be necessary to make the kite ride the air currents properly.

The centre of gravity will not be the same in the construction of each kite and the string can be located only by trial, after which it is permanently fastened.



March 19, 1957

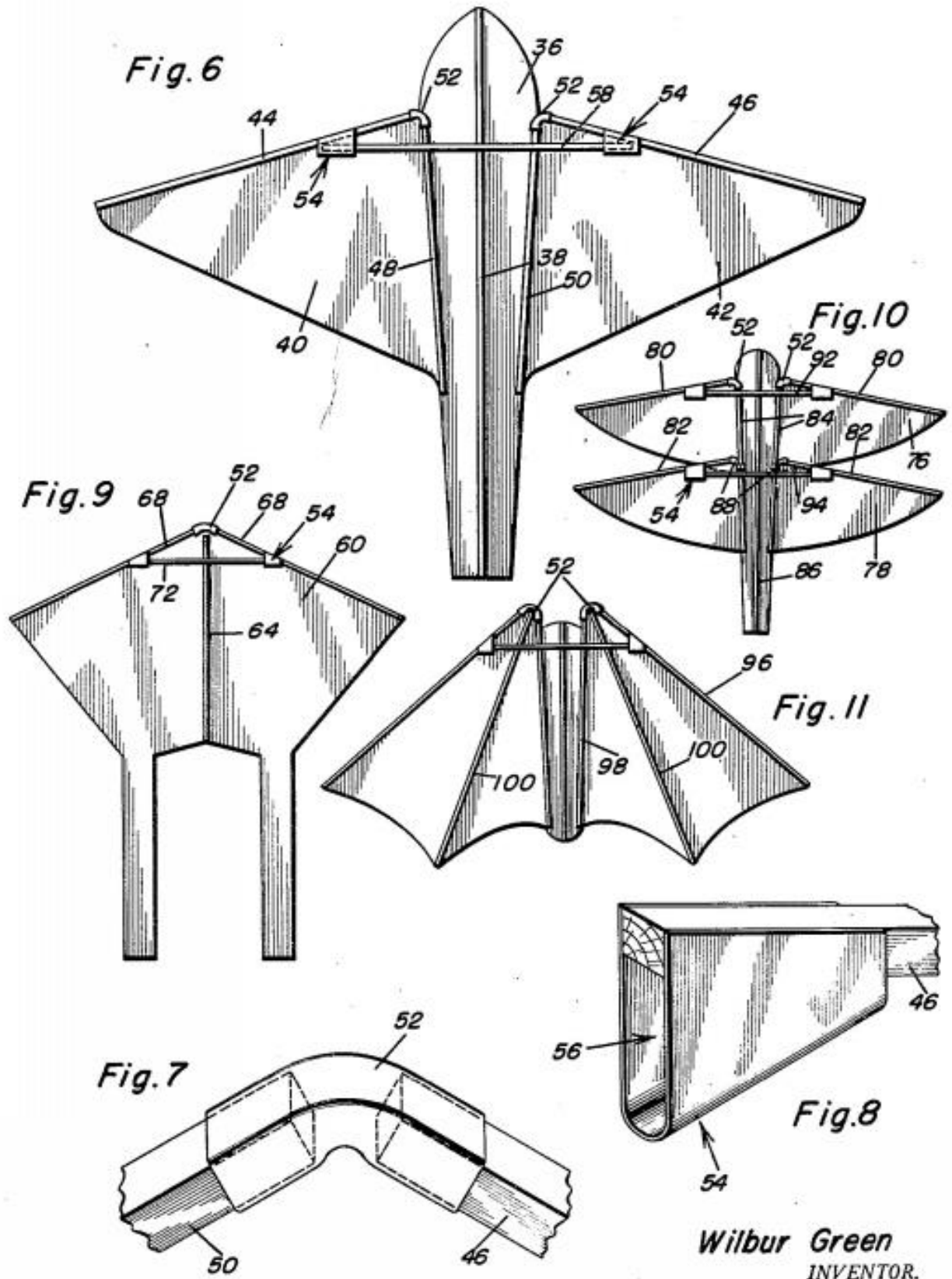
W. GREEN

2,785,870

KITE

Filed Oct. 27, 1953

3 Sheets-Sheet 2



Wilbur Green
INVENTOR.

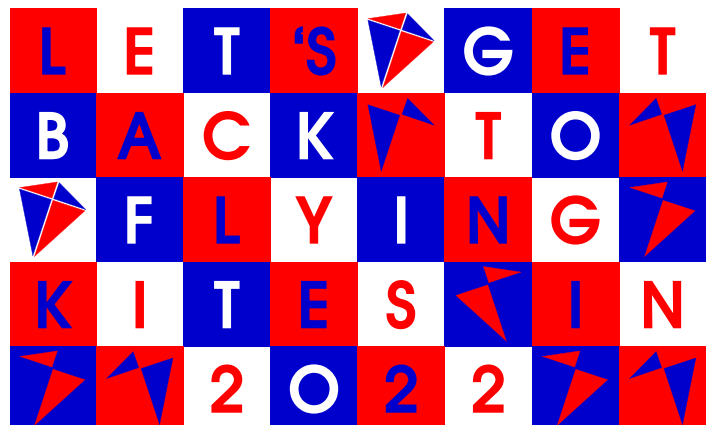
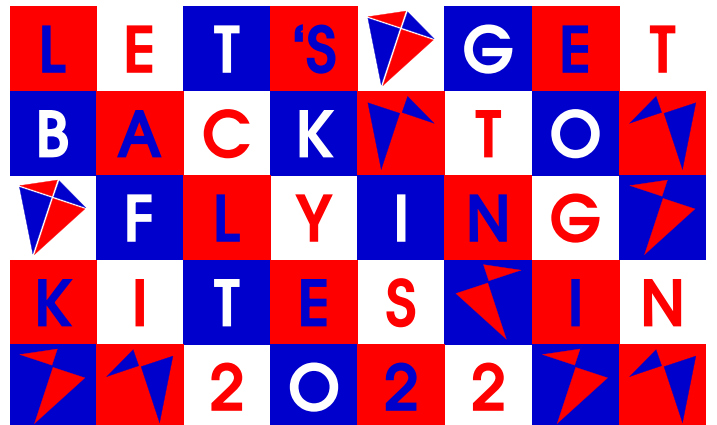
BY *Oliver A. Orin*
and Harvey E. Jacobson
Attorneys



KITE MAKER OF THE YEAR 2021

This certificate was awarded to
Dorothy Rourke

for achieving the status of 'Midlands Kite Maker of the Year',
acknowledging all the hard work and effort that they have
put into their kite making over the years.



Hi Bill

We sent through the Kara report you sent us to Dave Santos (who is co-ordinating the new attempt). He was very pleased to receive it. His comments are copied below.

Cheers

P&H

Dear Paul and Helene,

What a magnificent and helpful account! A perfect union of pathos and absurdity. A fine book could be made from the handful of such "KARA" documents. Please thank Bill Souten and the Midland Kite Fliers. If we succeed, perhaps we could do so in their name.

This document does not seem archived at the World Kite Museum, and may even new to Scott Skinner (Cc: Drachen Foundation). It takes its place alongside Richard Synergy's book and the work German Kite Historian, Watler Diem (both of whom I have been lucky to know and consult). Whitehouse adds considerable key art to the subject. I am headed back to WKM (US WA) this week, and comb the archives again for KARA knowledge, and file there a print-out of Whitehouse's relato, and do some sub-testing, with the help of the resident kite flyer community, and usual range of wisdom and nonsense.

There are many technical points to develop further, but one astonishing paradox stands out; that the pull of a kite train does not increase linearly with added kites, but seems to fade away as each kite carries up its payload of line length. Perhaps Dr Rutman can resolve that one, if a clamor of tako kichi opinions do not confuse the issue hopelessly. Perhaps it's an aerodynamic analog of the Capstan Equation.

Cheers,
Dave



Sky Bums
21 The Grove, Wem, Shropshire, SY4 5EH
01939 234486
www.skybums.com
kites@skybums.com



Julie White

With appreciation for all the hard work
and time that you have devoted to
'The Kite Calendar' and the
Midlands Kite Fliers over the past twenty years.

From ALL members of the Midlands Kite Fliers

November 2021

Hello Bill

What a lovely, and most unexpected, surprise.

Thank you so much for taking the time and trouble to send me the acknowledgement.

We returned from a wonderful, relaxing week on the Dorset/Somerset Border today and then raced around getting the outdoor xmas decorations up in time for our neighbourhood switch on at 6pm.

Plenty of mulled wine and mince pies later I am now at my computer catching up with emails.

Once again, I thank you, and the members of MKF for the recognition.

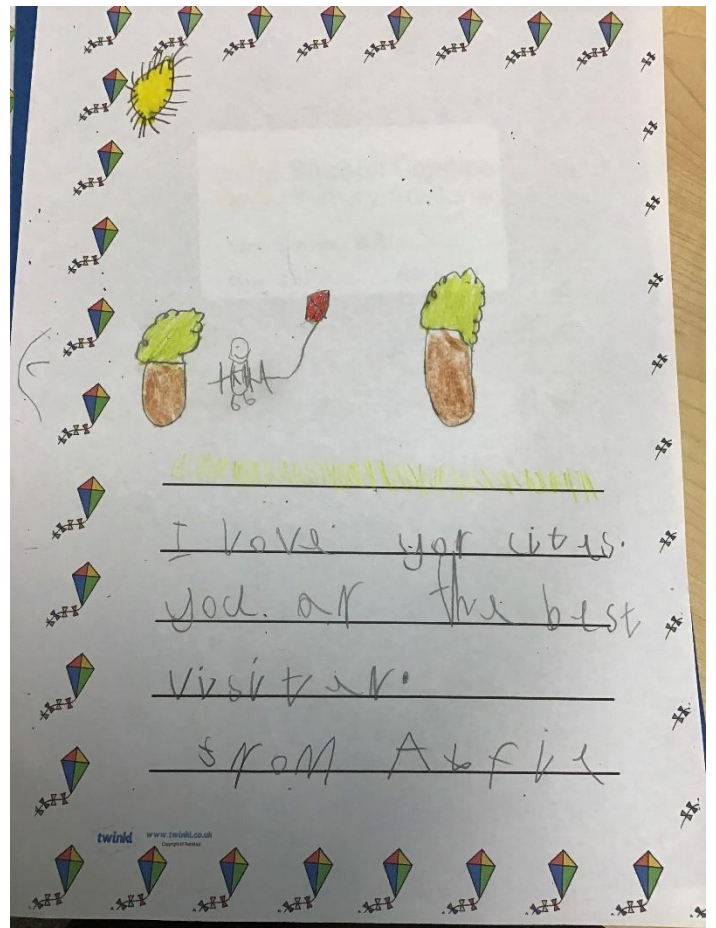
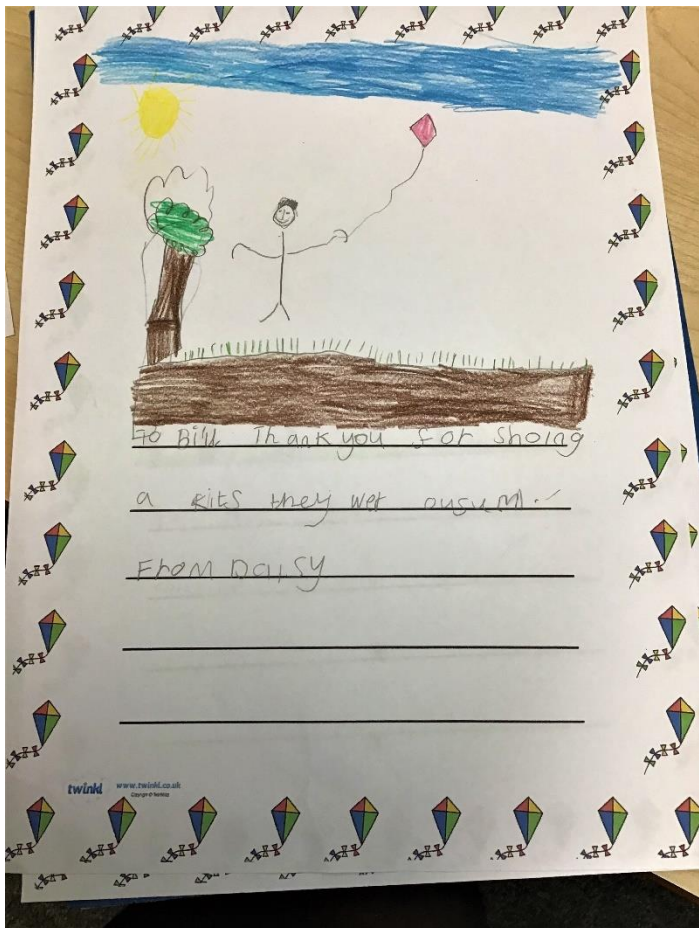
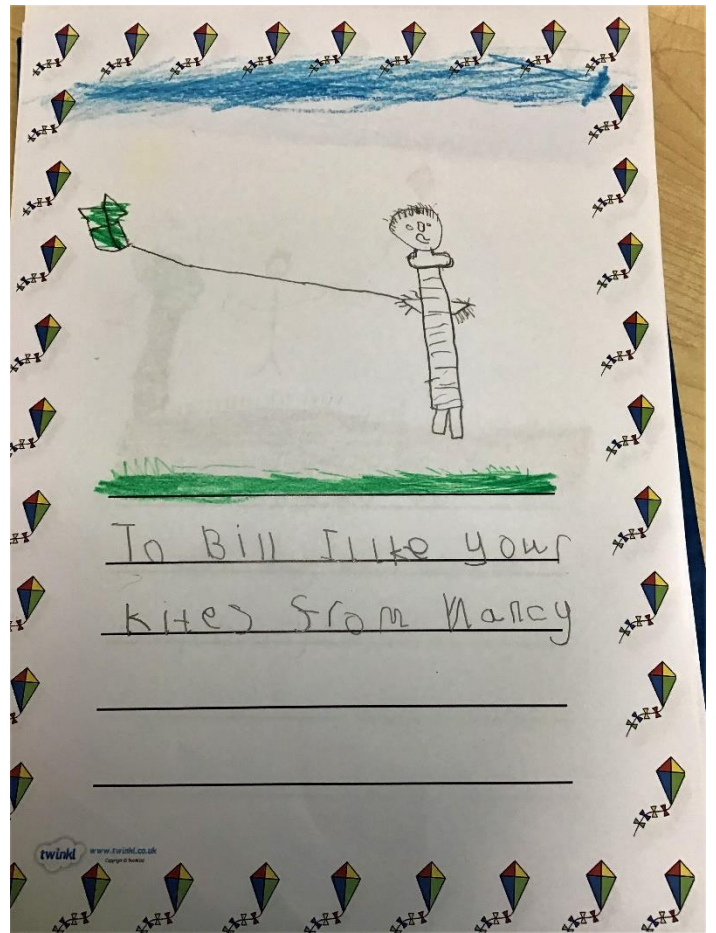
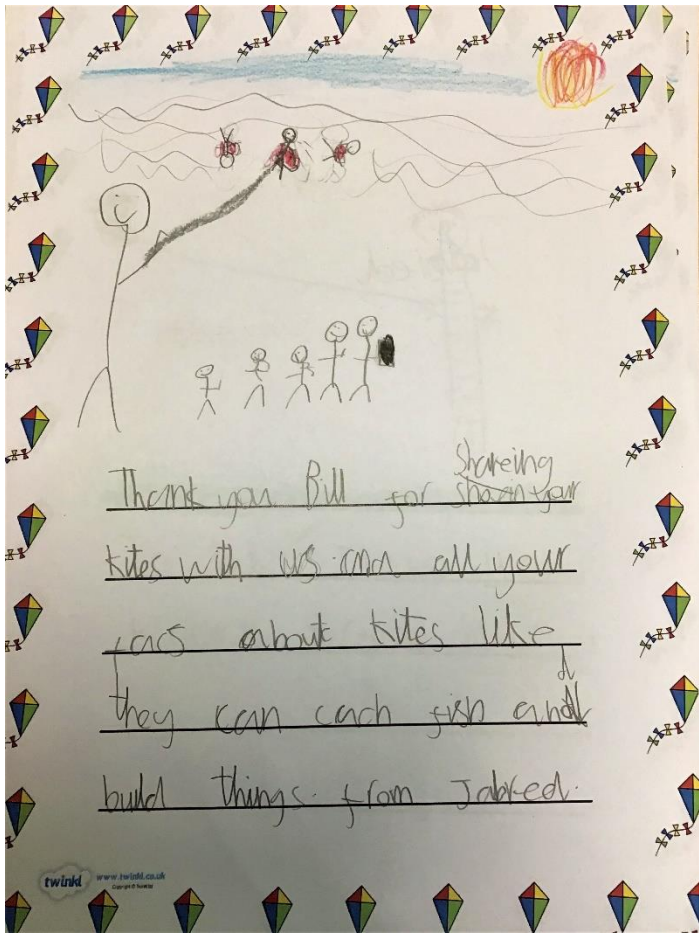
20 years!!! Time does fly! :-)

Seasons Greetings: Happy Christmas and a Peaceful New Year

Julie White

May there be wind on your back
a smile on your face
and a kite in the sky.

Letters of 'Thanks' from Birchen Coppice Primary Academy in Kidderminster





38. INT. KITE FLIERS MEETING FANØ 2022
16. - 19. Juni 2022

39. INT. KITE FLIERS MEETING FANØ 2023
15. - 18. Juni 2023

40. INT. KITE FLIERS MEETING FANØ 2024
20. - 23. Juni 2024

41. INT. KITE FLIERS MEETING FANØ 2025

INT. KITE FLIERS MEETING FANØ

The flying area reaches from Rindby Beach to the north of Fanø Bad. South of Rindby Beach, at the wind surfing area, has been reserved for the buggy drivers. Only buggies are allowed to drive in this part of the beach.

Camping on the beach or in the dunes is prohibited and all participants are asked to abide by the rules

keep the beach clean !

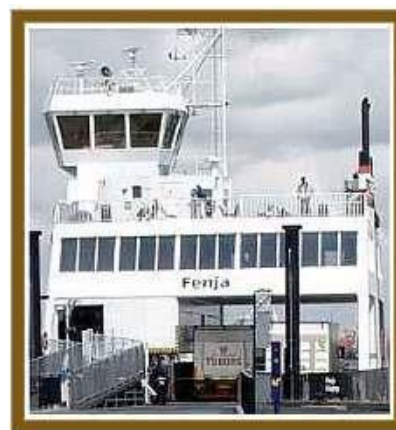


The ferry goes every 20 minutes

It's easy to find your way around, once you arrive in Nordby / Fanø. There is only one road leading out of Nordby and all the other places are recognised by their signs. Not only by taxi, but also by bus can you get to other places on the Island. The tourist information is situated only a few steps away from the ferry's pier. Here you can find important information and helpful hints for your stay on the Island. It's also possible to get to the Island of Fanø by train. The train leaves at Hamburg-Hauptbahnhof (the main station) and arrives at Lunderskov/ Danmark. Then take the train to Esbjerg. It takes about 20 minutes by foot (or 5 minutes by taxi) from the train station to the pier where the ferry to Fanø leaves.

Information about the ferry:

<https://www.fanoelinjen.de/>



The Welcoming Night on Fanø 2022

On June 16. 2022 / 20⁰⁰h, like we did in the past years, it was time again to meet. We met in the riding school Storetoft, Rindby.

Wolfgang handed out last information for the meeting. Many kite fliers from all around the globe came to participate and be a part of the 38. Int. Kite Fliers Meeting on Fanø. Friends met friends, they only see once a year and everybody had a good time. All in all the welcoming night was a full success for all the kite fliers.



Rainer Kregovski / Webmaster



Wolfgang Schimmelpfennig



Last years poster.....

Hello Bill

I sent you a bit about Cervia and I now realise I made a mistake of saying 'we kiss you Stafford' instead of 'we miss you Stafford'. Here is a short paragraph which you can consider using.

Just thought this might be of some interest for your magazine. I have been invited to Cervia (Italy) International Kite Festival for about 14 years and I made many friends there who usually contact me prior to the festival to ensure I will be there. Daniela is a friend and passionate flier of Indian kites. She comes from MODENA, a city famous for Ferrari, Lamborghini, Pavarotti and Balsamic vinegar. She once sent me a bottle of Balsamic from her own family barrel. When I told her I wasn't invited she was very upset and decided to demonstrate about my absence with as shown with a placard saying 'We Miss you Stafford'. She said several people asked her if I was dead and of course, the placard is open to that interpretation. She was then told by the organisers that, because of Covid several kitefliers from many countries were not invited due to hotels being reluctant to mix International Kitefliers with their usual guests and UK has a high infection rate..

Stafford Wallace





HOW TO MAKE A KITE

Things you'll need to build a kite:

- 2 thin wood sticks
- scissors
- wrapping paper
- sticky tape
- ball of string
- pencil



Don't have a kite at home? No worries. Making one is a breeze.

Create the frame

- Cut one stick 50cm long and the other 40cm long.
- Cut a small groove in the end of each stick.
- Make a cross. Put the short stick across the long stick about 15cm down from the top.
- Wrap tape around the spot where they meet until they're firmly held together.
- Thread some string through all the grooves. When you've gone all the way around the frame, cut the string and tie both ends together.

Add the paper

- Put the frame on the wrapping paper and draw around it.
- Cut out a piece of paper that's about 2cm larger on each side than the shape you've drawn.
- Wrap the edges of the paper around the frame and stick it down with tape.

Top tip

We've recommended wrapping paper because you'll probably have some lying around. But you can use any paper you like. And decorate it any way you like. Draw pictures. Stick on shapes. Get out the glitter and see it shimmer in the sky!

Attach your reel

- Cut a piece of string 50cm long. Tie each end of the string to each end of the short stick to make the bridle (that's the string you'll attach the long line to).
- Take the end of the string from your string ball and tie it to the middle of the bridle.
- The ball of string is your kite's reel. Now you're ready to fly.

How about a tail?

Tape coloured streamers to the bottom of your kite, or attach a bit of sparkly Christmas tinsel.

LET'S GO FLY A KITE

Flying a kite is a fun way to spend a breezy afternoon. Here's how to get your kite up, up and away.

Weather wise

Pick a day with a gentle breeze, when branches are bending and there's no rain. Weather websites can tell you the wind speed - between 5-12 mph is about right.

Choose an open space like a park or field. You can do it at home, but trees, drainpipes and all sorts can catch and damage your kite. So be super careful.

Taking off

This takes team effort. Give your kite flier the kite while you take the reel and start unwinding some line. You need enough to stand about 10-15 metres apart. Now it's up to the kids.

Get them to hold the kite by the bridle. They need to run as fast as they can in the same

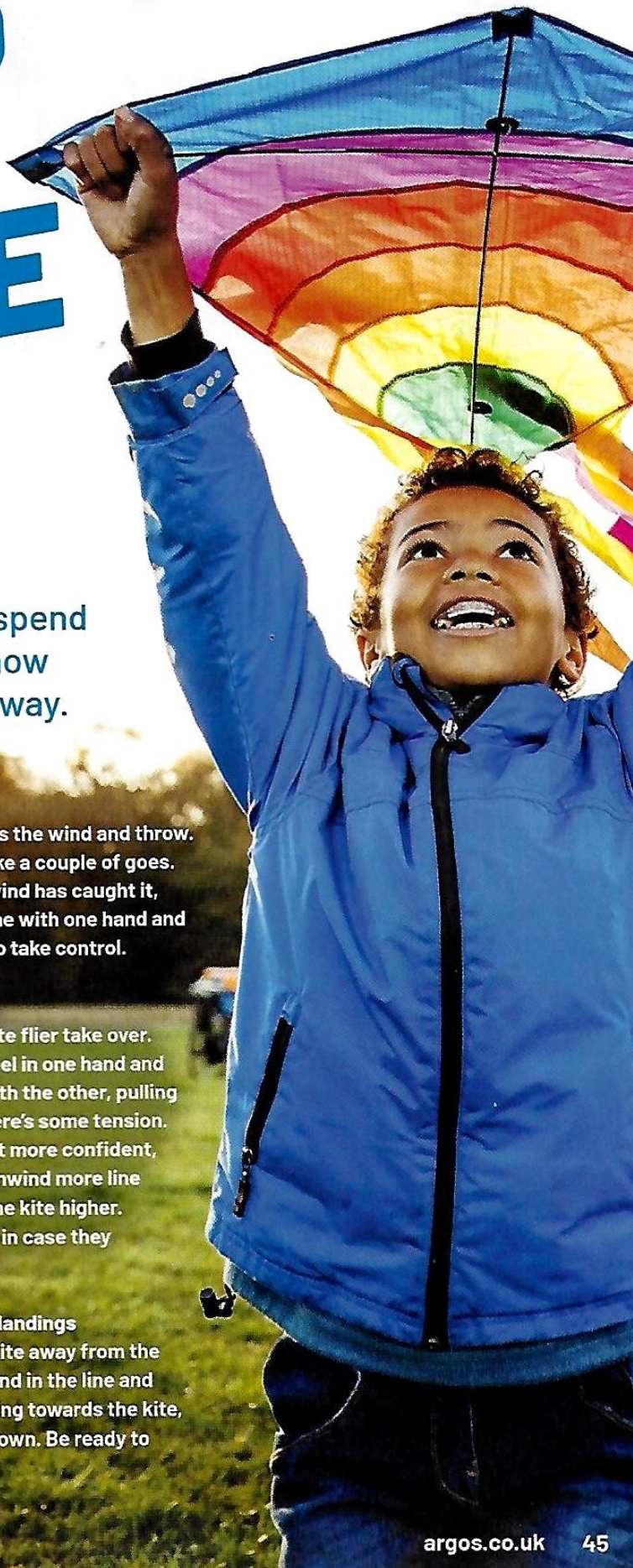
direction as the wind and throw. It might take a couple of goes. Once the wind has caught it, grab the line with one hand and pull back to take control.

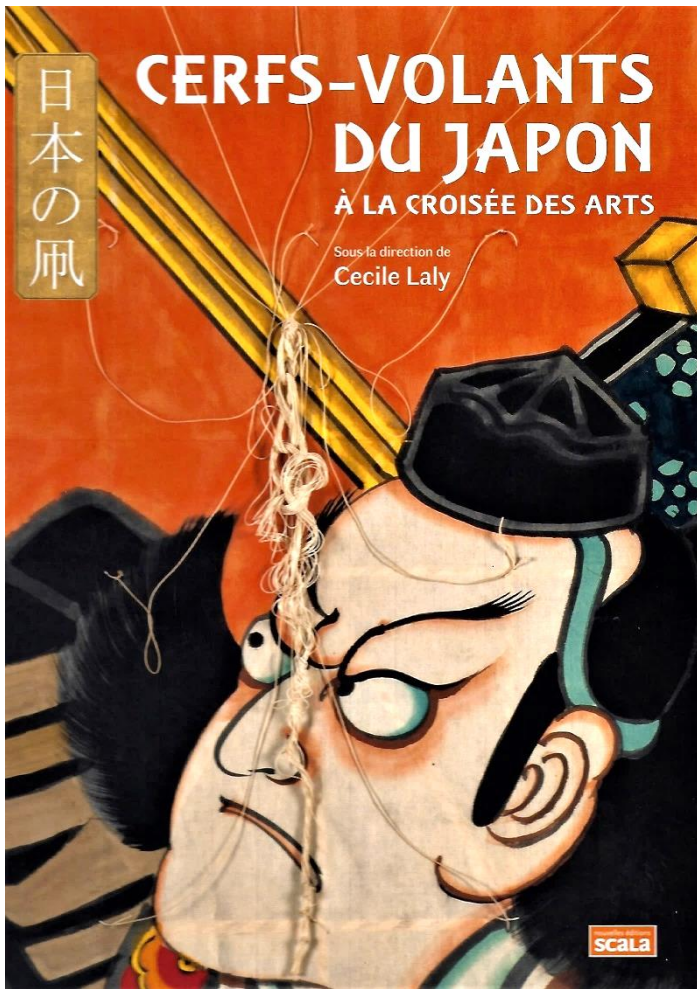
High flying

Let your kite flier take over. Hold the reel in one hand and the line with the other, pulling a bit so there's some tension. As they get more confident, they can unwind more line and take the kite higher. Stay close in case they need help.

For happy landings

Bend the kite away from the breeze. Wind in the line and start walking towards the kite, easing it down. Be ready to catch it.





JAPANESE KITES: AT THE CROSSROADS OF THE ARTS

Directed by Cecile Laly

Written under the direction of Cecile Laly and with contributions from Sylvie Brosseau, Paul Chapman, Annie Claustres, Jean-Sébastien Cluzel, Inaga Shigemi, David M. Kahn, Claudia Marra, Miyazaki Yasuko, Nakamura Yoshio, Scott Skinner and Stefano Turina, this book is the first in France to offer an in-depth study of Japanese kites.

Kites arrived in Japan in the 8th century and reached their golden age during the Edo period (1603-1868). Closely linked to the popular culture which flourished during this period of peace, they developed as well as toys for children or adults, as aesthetic supports or

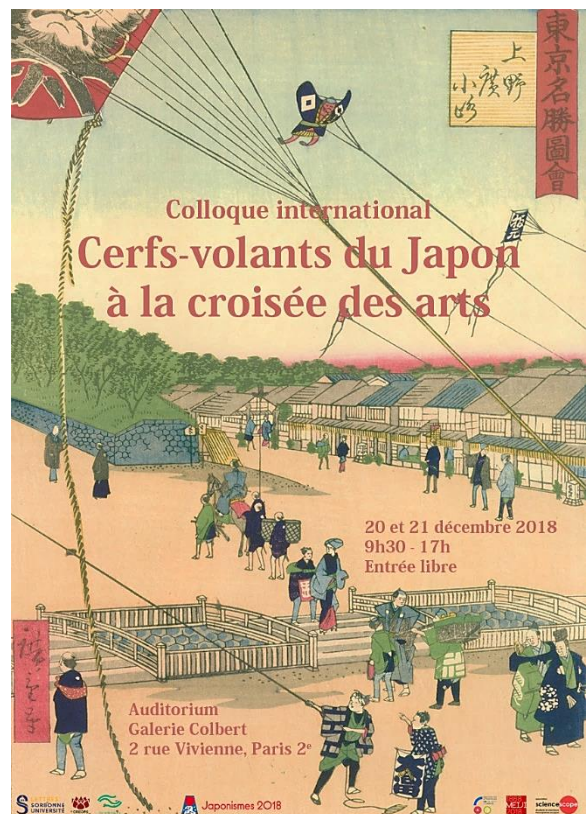
objects of sociability. Each province of Japan then developed its own kites, adapting shapes to the local wind and borrowing from regional or national nature, history and mythology for their iconography.

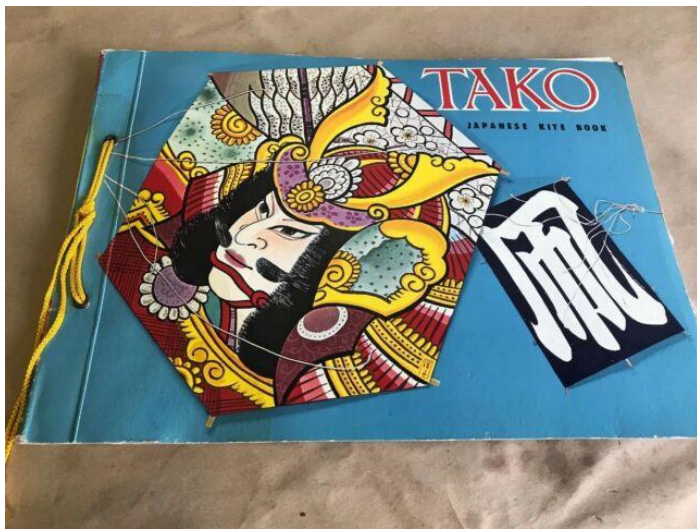
Having the particularity of being mostly two-dimensional and thus offering a flat surface on which it is easy to paint, print or glue patterns, since the second half of the twentieth century, Japanese kites also made their entry into the world of international contemporary art.

Today highly appreciated by kite flyers, but also by collectors, they are admired during festivals and festivals that are organized around the world and there are several collections in international museums.

Metaphors sometimes of the ephemeral, of the bushidô (way of the warrior) or of the ki (spiritual and vital energy), they are essential objects of Japanese culture.

- € 39.90
- Hardcover full paper
 - 23 x 30 cm
 - 220 pages
 - 347 illustrations
- Published in: August 2021
- ISBN: 9782359882278





TAKO: Japanese Kite Book with 3 kite and supplies and instructions

Tatsuo Miyawaki

Published by biken-sha, 1962

Condition Very Good, Hardcover

Price: US\$ 77.00

Shipping: FREE Within U.S.A.

Rare item found in USA - 1962 Large hardcover of cardboard VERY GOOD inside is complete with all items to make kites (I Believe) has instructions and supplies to make Japanese 3 kites, cover has edge and corner wear binding is a rope string with tassels and in-tack no dustjacket issued. Seller Inventory # JPNKITE

Publisher: biken-sha

Publication Date: 1962

Binding: Hardcover

Book Condition: Very Good

Dust Jacket Condition: No Jacket

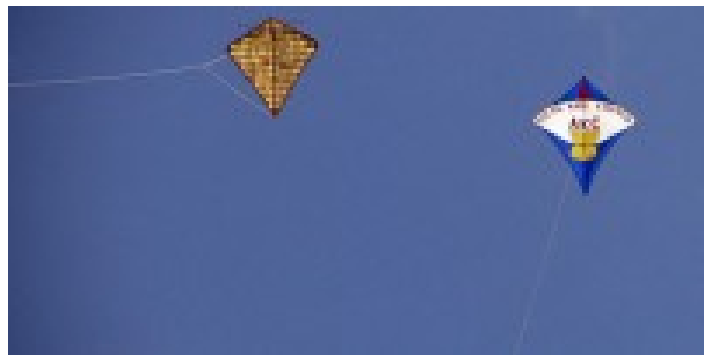
Kaghati, World's First Kite



1. [Wolfgang Research](#)
2. [Leave Sheet](#)
3. [The Kaghati Fame](#)
- 4.

Do you know that till 1997, China is the inventor of world's first kite? This china's kite predictably existed in China since 2800 years ago, and made from silk and gold bamboo as its frame. But in 1997, a German man, as well as a kite lover and kite expert, declared that **Kaghati is the world's first kite.**

Wolfgang Research



It begins from international kite festival Berck sur Mer which was held in France in 1997, Wolfgang Bieck is interested to kite from Indonesia. This kite is only made from leave, and in the festival, this kite has defeated kites from Germany and reached first prize. Due to his attractiveness of Kaghati, Wofgang finally visited Muna Island, in South East Sulawesi to learn more about this traditional kite.



In this opportunity, Wolfgang was invited by a kite lover from Muna Island to see a painting inside Sugi Patani cave, located in Liangkobori village, Muna. In the cave's wall there's a drawing which described a man was flying a kite. From this point, Wolfgang research is started. Through some steps of research, it's known that the drawing in the cave's wall was made since Epipaleolithic era (Mesolithic period), or about 9,000-9,500 BC.

From this result of research, Wolfgang then declared that the Kaghati from Muna, South East Sulawesi is the first kite ever been flown by human. The travel of research was then written by Wolfgang and published by a magazine in Germany with title 'The First Kite Man'.

Unfortunately, there is no complete history record from Kaghati that can be found, so it can be stated as the world's first kite.

Kaghati is a traditional kite of Muna island, South Sulawesi people. Kaghati is included as a unique kite because the main material is dry leaves combined with bamboo skin.

The natural materials used to make Kaghati are relatively easy to get around Muna Island. those are *kolope* leave, or forest tuber as the main sail /screen, bamboo skin as the frame, twisted forest pineapple fiber as rope (modern kite are using string). The size of the kite is varying, depends on the maker's wish. Averagely, Kaghati sized almost as a grown up man.

Though it's made from natural material, Kaghati is a sturdy kite. Kaghati is able to fly high and last in the air for days. The sail which made from *kolope* leaves is arranged such a way so it became strong and water proof. Of course, this kind of treatment is done naturally as well. You can watch this traditional kite making in villages of Muna Island, South East Sulawesi, such as in Mabolu village, at Lohia sub district.

Besides, in the both sides of Kaghati there's a part called *kamumu*. This part resembles a ribbon which made from coconut leaves or bark

of *waru* tree. This *kamumu* will create a sound when it flies in the air, and it's made according to the owner taste. so, at evening, the owner of Kaghati can recognize his Kaghati from its sound.

The Kaghati Fame

Up till now, Kaghati kite can be found in around Muna Island. Here, you can watch the unique habits of local people, which is flying Kaghati for 7 days non-stop. In ancient time, the ancestor of Muna people flew kite as a spiritual method. The flying Kaghati is hoped as the guide to God which exist in the sky. In the last day after 7 days of lying, the rope of Kaghati is cut and let to fly freely by wind. It is hoped, that this kite will able to guide the owner's soul after the owner is die, to place where God is belong.

But since Islam penetrated into Sulawesi Island, this culture has changed into entertainment method. Nowadays, **Kaghati kite** is flown after the grand harvest. For you who want to see this unique tradition, it's suggested for you to come around June-September. In this period of time is considered to be the perfect time to fly Kaghati, because the east wind blows strongly passing this area. At these months, most people of Muna usually fly Kaghati, so you can see Kaghati flying all over the place.

Kaghati has been flown in many national and international kite festivals. For kite lover in Europe, Kaghati becomes a distinct interest due to its uniqueness and toughness in the sky.



The Top 10 Must-Know Facts About The World's First & Oldest Kite

by Adelaida Salikha

Published June 02, 2018 - 11:25 Jkt

Kites are commonly known as traditional toys, as the flying contraption is thought to date far back into history.

Asep Irawan, a staff member at the Layang (kite) Museum in South Jakarta, said the oldest kite in Indonesia came from Muna, Southeast Sulawesi, dating back to ancient times.

The kite is known as *kaghati kolepe*.

"In Muna, Southeast Sulawesi, kites are made from the *kolope* leaf. It is said that people wanted to reach the god by flying kites," Asep said as quoted by *kompas.com*, the Indonesian news online portal.

Up to today, Muna residents continue the tradition of making of kites from leaves.

"Uniquely, the graves of the people from Muna are still covered by kites," Asep said, adding that he was unsure what the meaning behind the practice was.

The *kaghati kolepe* is among the collection of kites displayed at the museum, which is located in Pondok Labu, South Jakarta.

In addition to seeing various kites from around Indonesia and the world, museum visitors can also learn how to make their own.

In short, Seasia compiled here the top must-know facts about the world's oldest kite, for those who are still unfamiliar with this ancient heritage:

1. It is believed that until 1997, China is known as the inventor of world's first kite. However, in 1997, a German man, Wolfgang Bieck, as well as a kite lover and kite expert, declared that *Kaghati kolepe* is the world's first kite.

2. Wolfgang was interested to kite from Indonesia, since from international kite festival Berck sur Mer which was held in France in 1997. Due to his attractiveness of *kaghati kolepe*, Wolfgang finally visited Muna Island, in South East Sulawesi to learn more about this traditional kite.

3. In this opportunity, Wolfgang was invited by a kite lover from Muna Island to see a painting inside Sugi Patani cave, located in Liangkobori

village, Muna. In the cave's wall there's a drawing which described a man was flying a kite. From this point, Wolfgang research is started.

4. From this result of research, Wolfgang then declared that the *kaghati kolepe* from Muna, Southeast Sulawesi is the first kite ever been flown by human.

5. *Kaghati kolepe* is included as a unique kite because the main material is dry leaves combined with bamboo skin.

6. In ancient time, the ancestor of Muna people flew kite as a spiritual method. The flying *kaghati kolepe* is hoped as the guide to God which exist in the sky. In the last day after 7 days of lying, the rope of *kaghati kolepe* is cut and let to fly freely by wind. It is hoped, that this kite will able to guide the owner's soul after the owner is die, to place where God is belong.

Source: Pembawa Berita / Google Images

7. But since Islam penetrated into Sulawesi Island, this culture has changed into entertainment method.

8. The natural materials used to make Kaghati are relatively easy to get around Muna Island. those are *kolope* leave, or forest tuber as the mainsail /screen, bamboo skin as the frame, twisted forest pineapple fiber as rope (modern kite are using string).

9. The size of the kite us varying depends on the maker's wish. Averagely, Kaghati sized almost as a grown-up man.

10. Though it's made from natural material, Kaghati is a sturdy kite which able to fly high and last in the air for days. The sail which made from *kolope* leaves is arranged in such a way so it became strong and waterproof.

11. Besides, in both sides of *kaghati kolepe*, there's a part called *kamumu* that will create a sound when it flies in the air. It's up to the owner's preference in order for the Kaghati can be easily recognised from its sound when it flies high in the sky.

Source : The Jakarta Post

and <http://en.gocelebes.com/kaghati-worlds-first-kite/>



VEHICLE PASS

2022

MIDLANDS KITE FLIERS

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
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c/o 52 Shepherds Court, Droitwich Spa,
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FOLD IN HALF LENGTHWAYS, LAMINATE AND THEN DISPLAY AT MKF EVENTS.