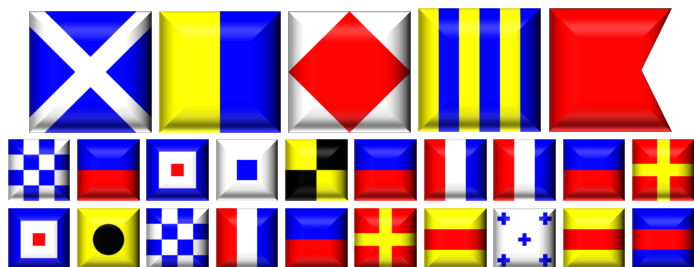


NEWSLETTER OF THE MIDLANDS KITE FLIERS OF GREAT BRITAIN

WINTER 2023





NEWSLETTER OF THE MIDLANDS KITE FLIERS WINTER 2023

GENERAL 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
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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.*



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PHOTOGRAPH
TO FOLLOW

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PHOTOGRAPH
TO FOLLOW

'MKFNEWS' DEADLINES FOR 2023+

MKFNEWS B. SOUTEN - EDITOR	'COPY' DEADLINE	PUBLISHING DATE
43	25 th March 2023	Mid April 2023
44	25 th June 2023	Mid July 2023
45	25 th September 2023	Mid October 2023
46	25 th December 2023	Mid January 2024



Apologies but the 'Rendezvous' for 2023 has been cancelled due to the tides. With high tides predicted for midday over the whole weekend it doesn't seem reasonable for kite fliers to travel so far. However I know several of the 'regulars' are still going to Broad Haven for the weekend.

Bill Souten

Any queries phone me on 07840800830



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

- Sunday 6th November 2022
- Sunday 4th December 2022
- Sunday 1st January 2023
- Sunday 5th February 2023
- Sunday 5th March 2023
- Sunday 2nd April 2023
- Sunday 7th May 2023
- Sunday 4th June 2023
- Sunday 2nd July 2022
- Sunday 6th August 2023
- Sunday 3rd September 2023
- Sunday 8th October 2023 - ONE SKY ONE WORLD
- Sunday 5th November 2023
- Sunday 3rd December 2023



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

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



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

- Sunday 27th November 2022
- Sunday 25th December 2022 CHRISTMAS DAY!
- Sunday 22nd January 2023
- Sunday 26th February 2023
- Sunday 26th March 2023
- Sunday 23rd April 2023
- Sunday 28th May 2023
- Sunday 25th June 2023
- Sunday 23rd July 2023
- Sunday 27th August 2023
- Sunday 24th September 2023
- Sunday 22nd October 2023
- Sunday 26th November 2023
- Sunday 24th December 2023 CHRISTMAS EVE!
(On the fourth Sunday of each month.)



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

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



MIDLANDS KITE FLIERS OF GREAT BRITAIN

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To add quality and inspiration for visitors to the 'new' Midlands Kite Fliers Web site, the club needs your photographs.

Please send your submissions to Dave Chadwick @

mkf.secretary@gmail.com



LEOMINSTER AND HEREFORD KITE FESTIVAL
Saturday 8th and Sunday 9th July 2023

BERRINGTON HALL

LEOMINSTER, HEREFORDSHIRE, HR6 0DH

Featuring Kite Fliers from all over Britain

LEOMINSTER AND HEREFORD KITE FESTIVAL
Saturday 8th and Sunday 9th July 2023

BERRINGTON HALL

LEOMINSTER, HEREFORDSHIRE, HR6 0DH

Featuring 'THE MKFGB KITE CHALLENGE'

With a very large

CASH PRIZE !!



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.

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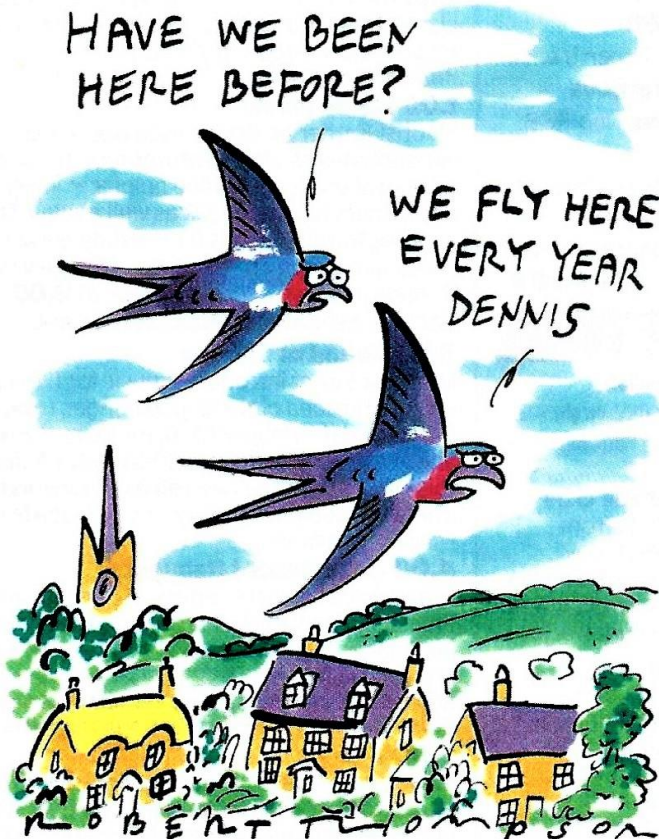
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c/o 52 Shepherd's Court, Droitwich Spa, Worcestershire, WR9 9DF.

Email: billy.souten@btinternet.com - 07840800830





**THE MIDLANDS
KITE FLIERS
NEED YOU NOW!**



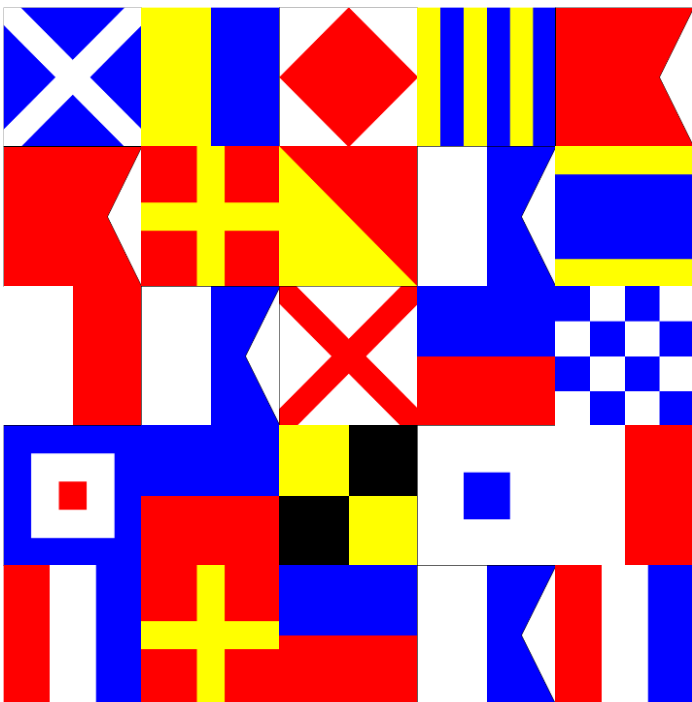
**SUNDAY 8th OCTOBER
WILL BE THE PUBLIC FLY-IN
Supporting Local Charitly**



PRE REGISTERED ON SITE CAMPING AVAILABLE

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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**THE MIDLANDS KITE FLIERS OF GREAT BRITAIN
& THE WHITE HORSE KITE FLIERS
KITE FLIERS RENDEZVOUS – BROAD HAVEN, PEMBROKESHIRE
4th, 5th & 6th MAY 2024**

Three days of 'Blue Flag' beach flying at Broad Haven

Full details from Bill Souten – billy.souten@btinternet.com

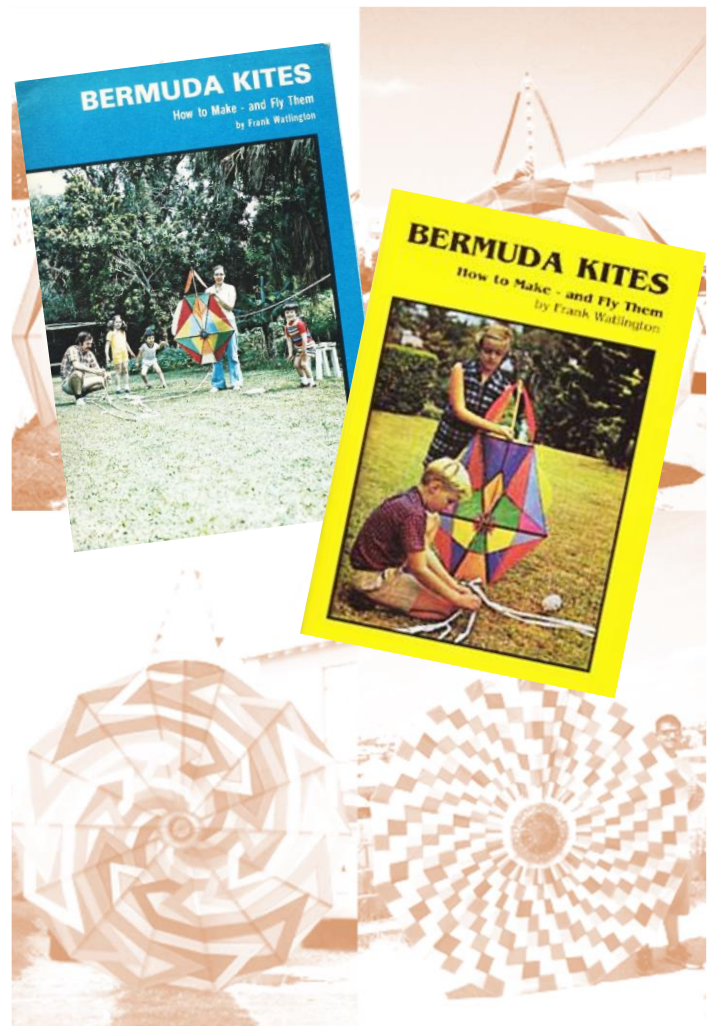


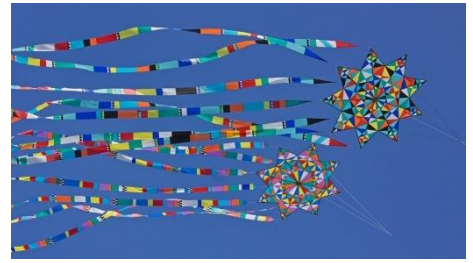
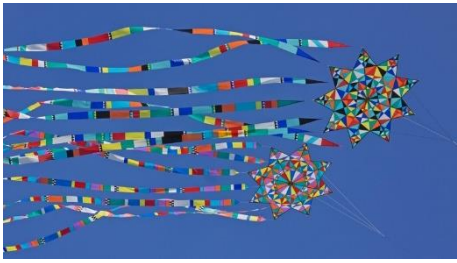
COMPETITION RULES AND REGULATIONS	
1	The object of the competition is to design and make a kite that fulfils the brief of a 'BERMUDA KITE'
2	The judging criteria are:- Fulfils the design brief
3	Quality of Manufacture
4	Quality of Performance The final kite must fly to at least 200' when viewed by the 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 CHALLENGE!
13	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

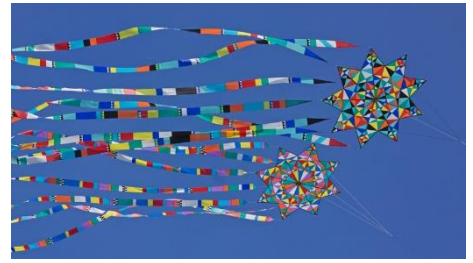
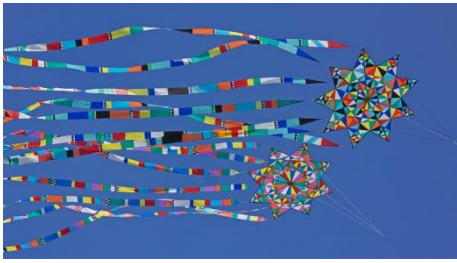
Bermuda's Good Friday Kites

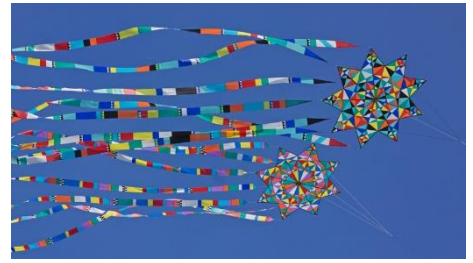
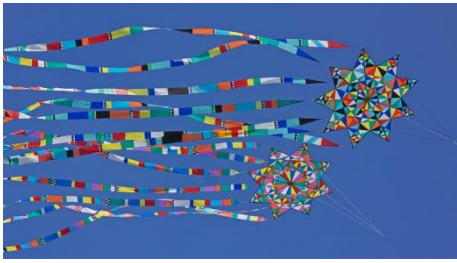


Legend has it that a Bermudan teacher in need of a simple yet effective way to demonstrate the Ascension of Christ into heaven, used a kite decorated with Jesus' image to imprint the concept on the minds of his charges. As a result, Good Friday in Bermuda finds colorful, multi-sided kites made of sticks and tissue paper dotting skies all over the island









FLY YOUR BERMUDA

kite 2023
CHALLENGE
MKFGB

LARGE CASH PRIZE




FLY YOUR BERMUDA

kite 2023
CHALLENGE
MKFGB



Photo by Tamell Simons

'BERMUDA KITE WORKSHOP'

Salvation Army Kite Workshop

April 13, 2017

The clients of Salvation Army's Harbour Light programme showcased their skills by making an array of Bermuda kites, with the sales proceeds helping to assist them to do activities as part of their recovery therapy.

A spokesperson said, "Our chapel has been turned into a kite workshop, and an amazing buzz of energy has been going on in here as the clients have demonstrated their creativity.

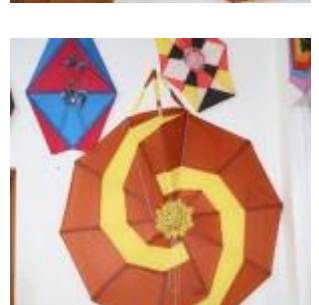
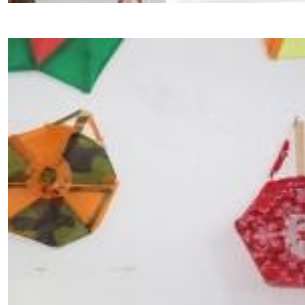
"They've had an opportunity to have some therapy because working on a Bermuda kite is really good therapy, concentration, and they have also developed their teamwork because they've had to work together. Some interesting dialogue has been going on.

"Now, we have created these wonderful kites. I say we because I'm part of this organization: I haven't touched a kite, but I stand in awe of the beauty that surrounds me. We need the general public, if you haven't yet purchased your kite, please come and get yourself a treasure, and in so doing you will contribute to these clients.

"Their self concept, their self esteem has risen as they've looked at their handiwork, but more importantly, you help them in their journey financially and in terms of your support. So, here's our plea: come, buy a kite, fly a kite.

"I purchased two last year and they both went up, so come on, join us here at the Salvation Army.

"Our kites are moderately priced; \$25 for a regular kite. If you want what we call a Bermuda Roundie, pay a little bit more at \$35. We have some miniature kites as well for around \$12."

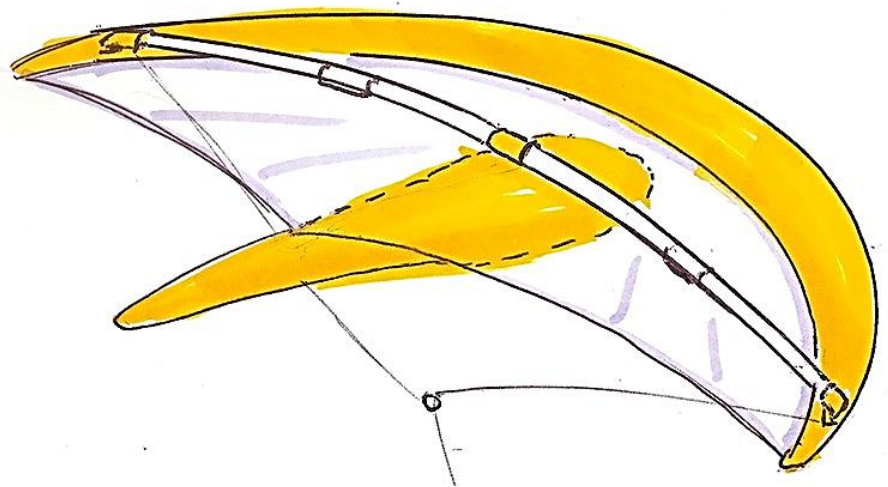
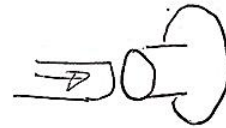
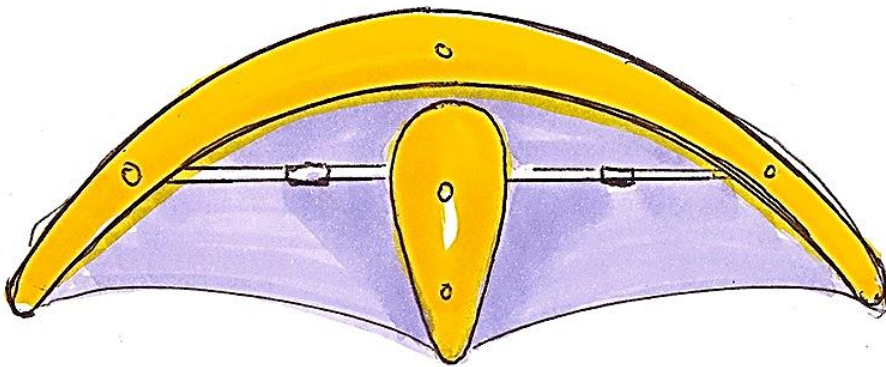


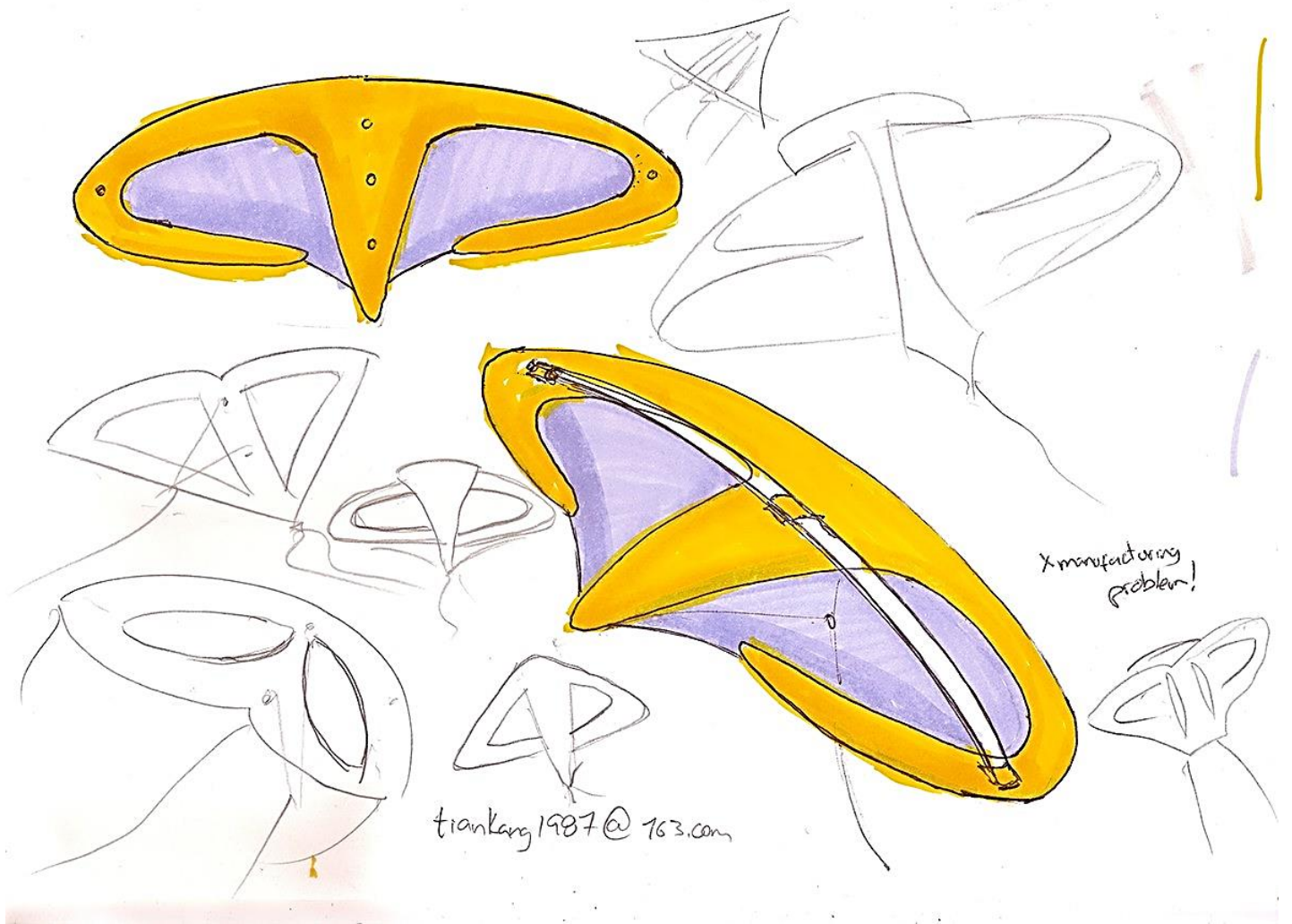


Inflatable Kites Concepts

it is kind of cool to think about easy setup kites, but more when you just have to blow them, don't you think so?

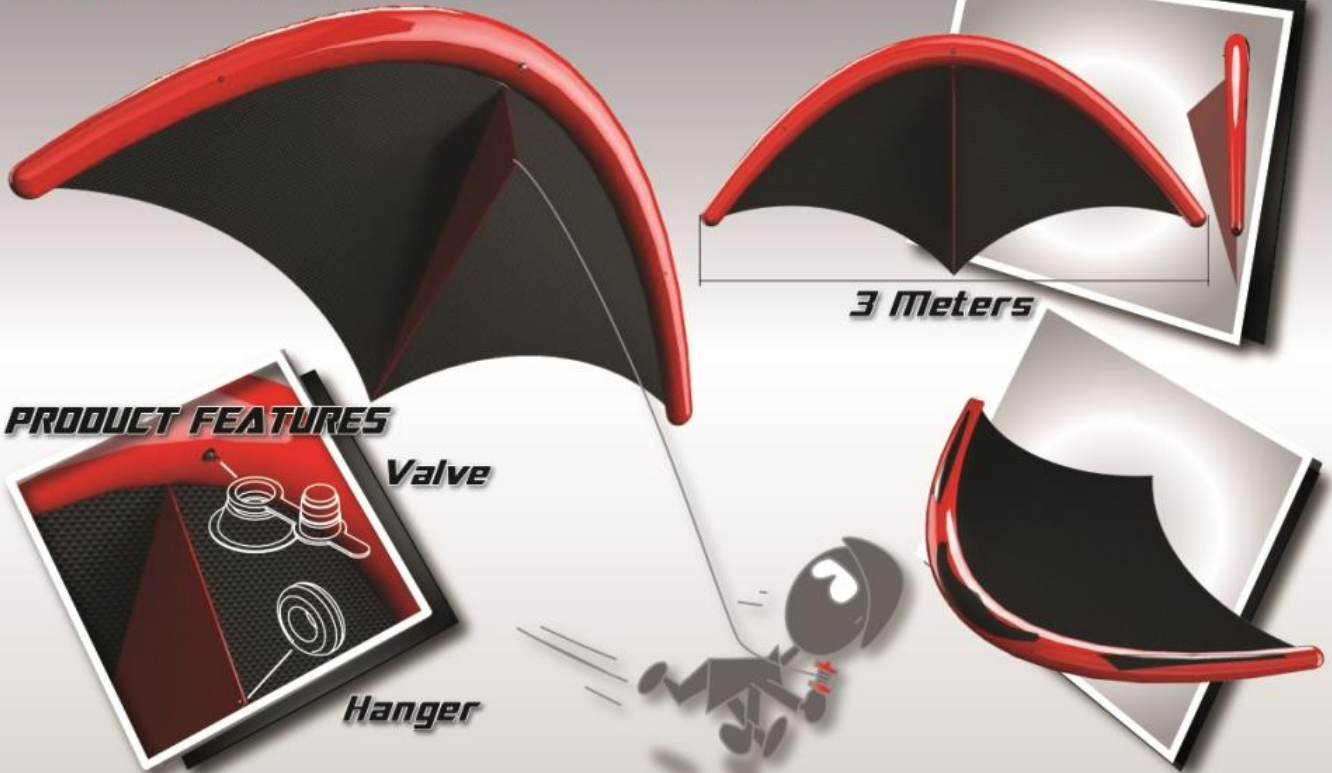
Inflatable design is commonly seen in beach products that most of them are made in PVC sheets and a one-way plastic air valve, the other ones are huge dummies that need an electric fan so could be made of some fabrics and other materials; but they could be more useful in many things like this time to work as easy setup frame for the "kite".







MEGA-ARC INFLAT-A-KITE



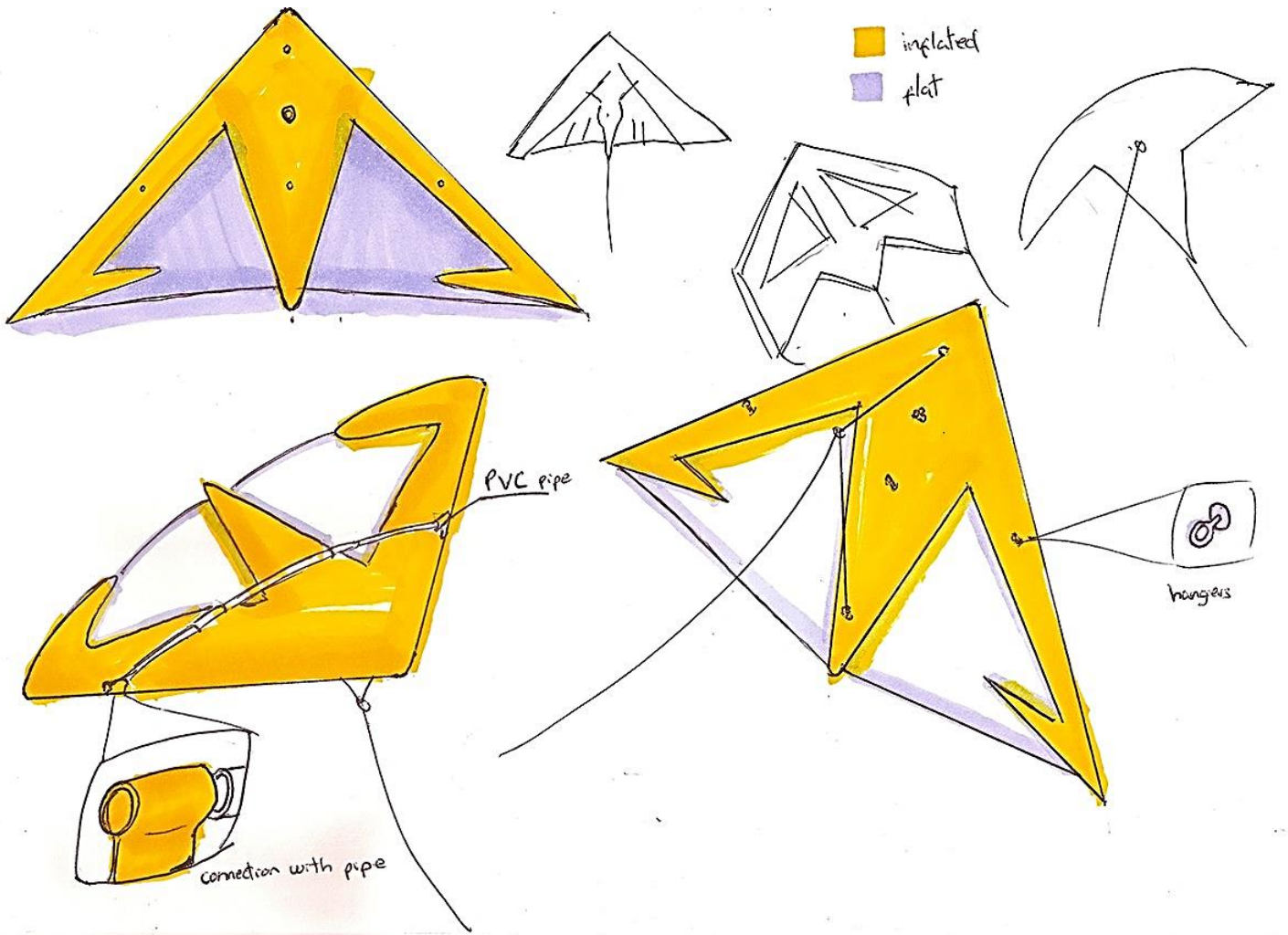
The first and most important thing to know about inflatable design is the process to make them that is HF (High frequency) welding sometimes called RF welding; is a manufacturing process where two plastic parts of the same material (PVC generally) are welded together using an electromagnetic field (27,12 MHz).The objects that needs to be welded are clamped together between two metal electrodes and a high frequency voltage is supplied.

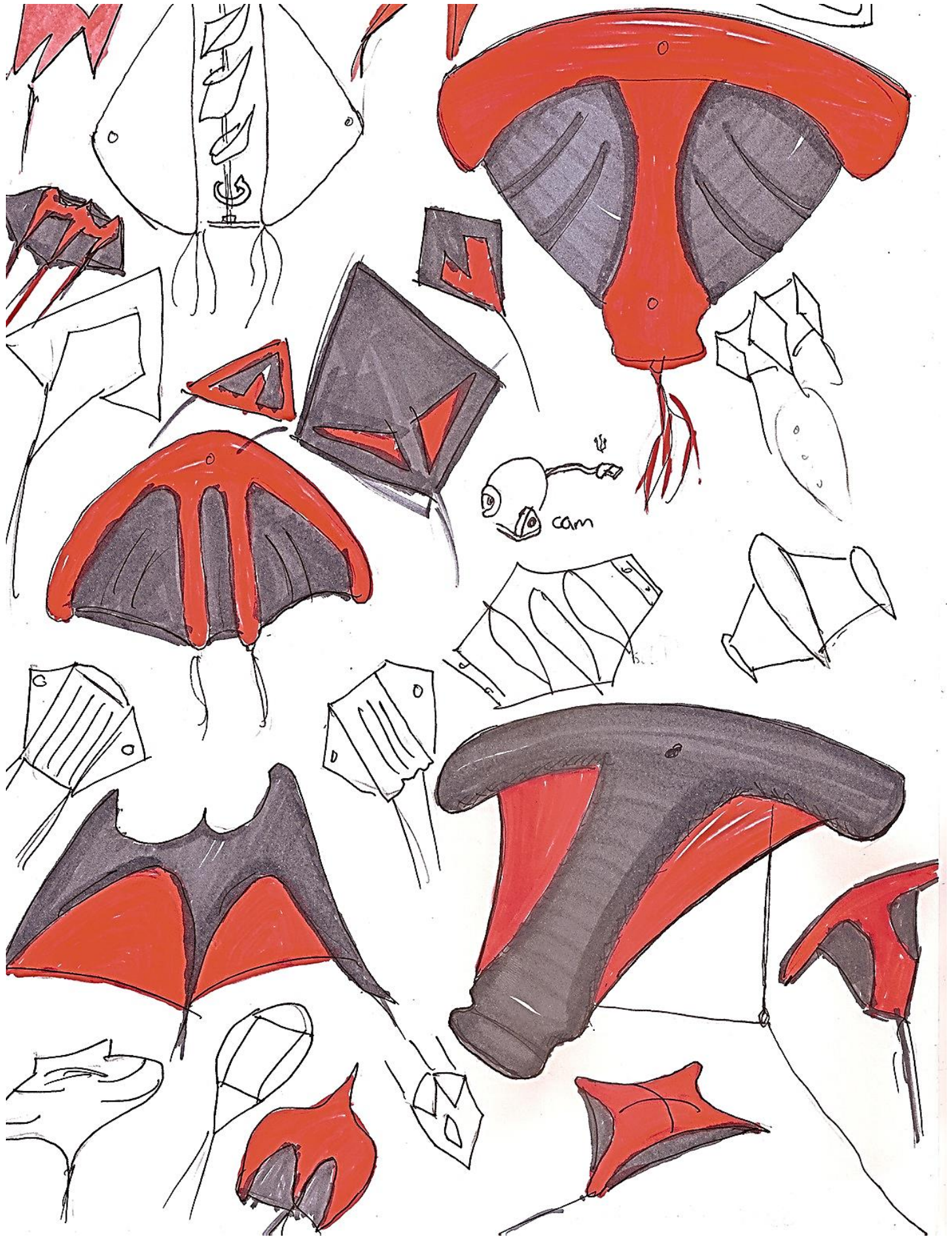
As a result the molecules in the material starts to vibrate and heat up. Eventually the material will melt, and the force supplied by the electrode will melt (fuse) the two surfaces together. After cooling a permanent seam has been created.

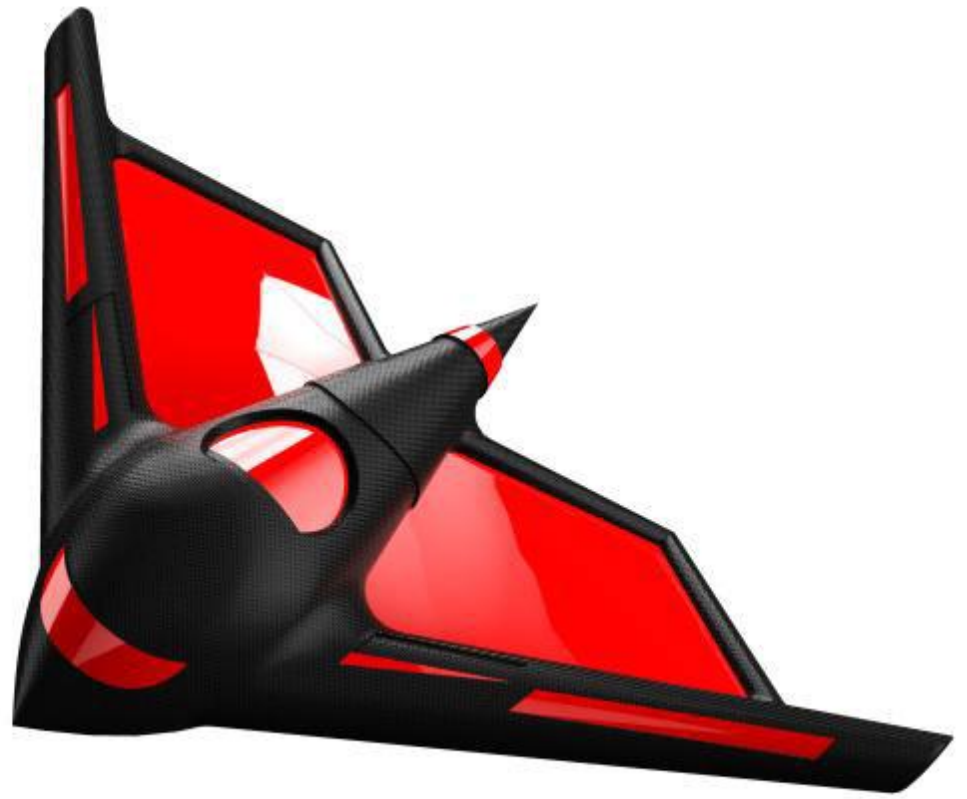
The resulting weld seam can be as strong - or even stronger - than the surrounding material. Here is were the first and "hard" to get material appear, find a HF machine. Depend of where you live could be more easy to find, my experience was to search the companies that make inflatables sounds logic, but is confusing when you find that most of them focus on the huge dummies that are made by sewing so be careful, is more easy to find on advertising factories that made products like clappers, balloons or even plastic tents, also this people have the valves, accessories and great inventory of electrodes shapes.

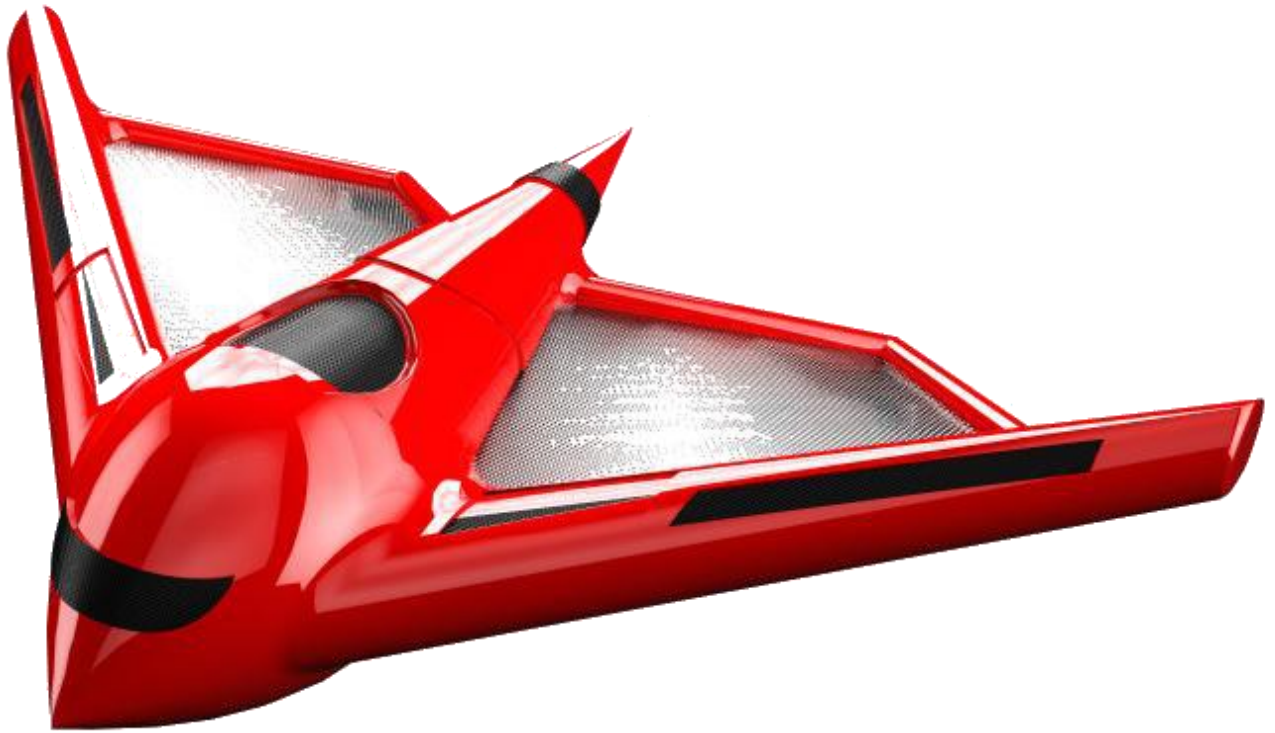
There are many parameters in the process (Electrical power, Pressure applied, Welding time, Cooling time, Materials involved, The specific geometries, Thickness, Area to be welded), so for a first time i suggest to know someone expert with this machines.

The same machine is used for weld the valve and accessories like plastic hangers and eyelets









DELTA INFLAT-A-KITE



3 Meters

PRODUCT FEATURES



Valve

Hanger



The second thing in inflatable design come from the process; The sheets (the second material to get PVC sheets that comes in all colors and flavors) are putted one over another (like sewing) so you are restricted to work with 2D shapes but thanks to the air this 2 sheets into cool 3D shapes, even welding in different planes you can make almost everything in an inflatable version. As example look welding lines of a swim ring two sheets are welded in a form of two concentric circles 2D that inflated transform in an 3D torus.

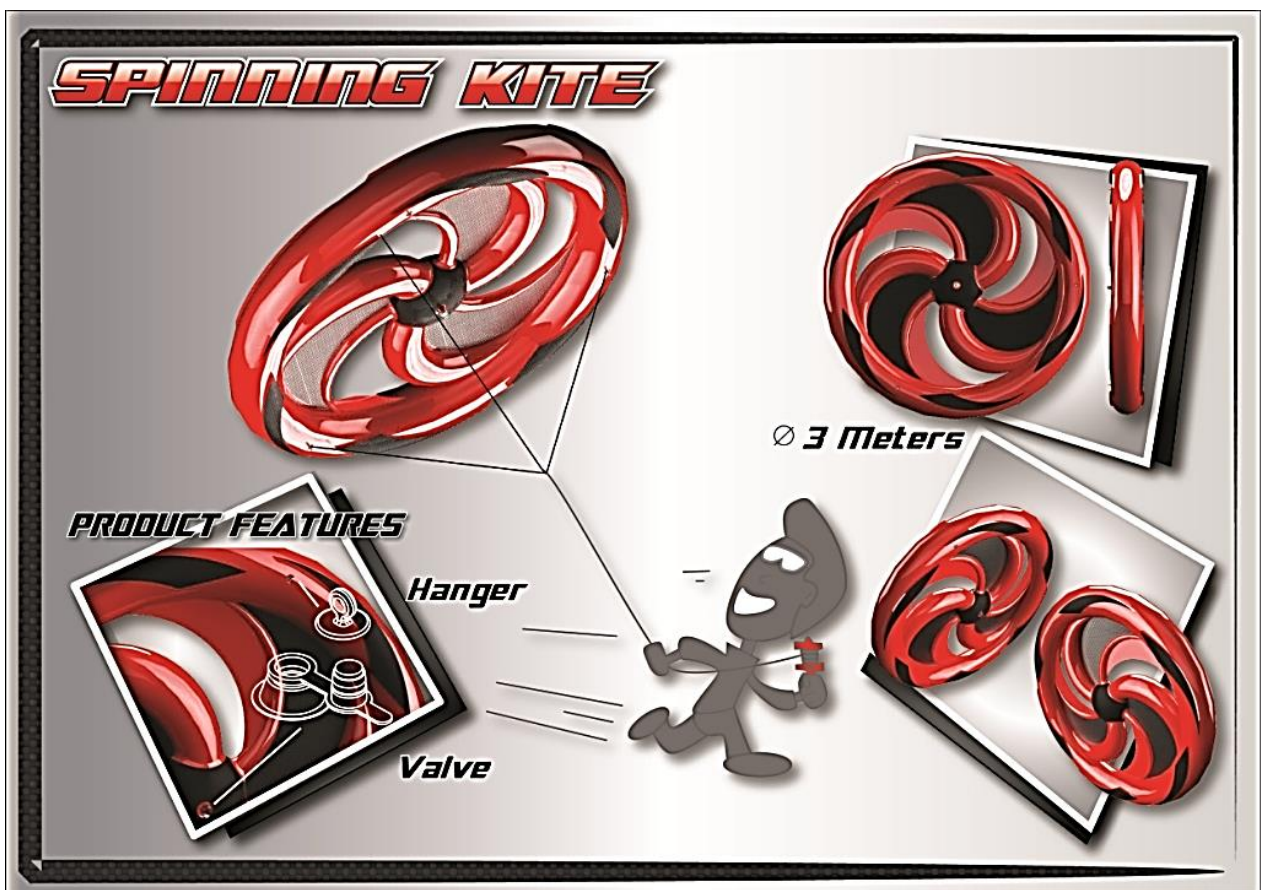
Third tings based on experience: use rounds in your design, make big things and the most important iterate; the most cool and sometimes headache things about inflatables at the beginning, is that when you try something new you will never know what 3D shape is going to take by blowing air into.

So basically that it is talking about design, you need to plan everything, make many ideas, if you don't want to spend a lot on samples.

The design of this kite is made using a vector program like Inkscape, Even free plans of kites could work just think about the inflatable zones, the valve and hangers; is just the front view of the kite traced with double line as easy follow guide for welding.

3D rendering in Creo parametric for good show (not necessary step)





Inflatable Kites

Design and prototype of inflatable kites in the R&D centre of Bestway inflatables & Material Corp. Innovation Lab 2011. Inflatable design is commonly seen in beach products that most of them are made in PVC sheets and a one-way plastic air valve, the other ones are huge dummies that need an electric fan so could be made of some fabrics and other materials; but they could be more useful in many things like this time to work as easy setup frame for the "kite".

April 23, 1963

T. HYMAN

3,086,737

INFLATABLE KITES

Filed April 24, 1961

2 Sheets—Sheet 1

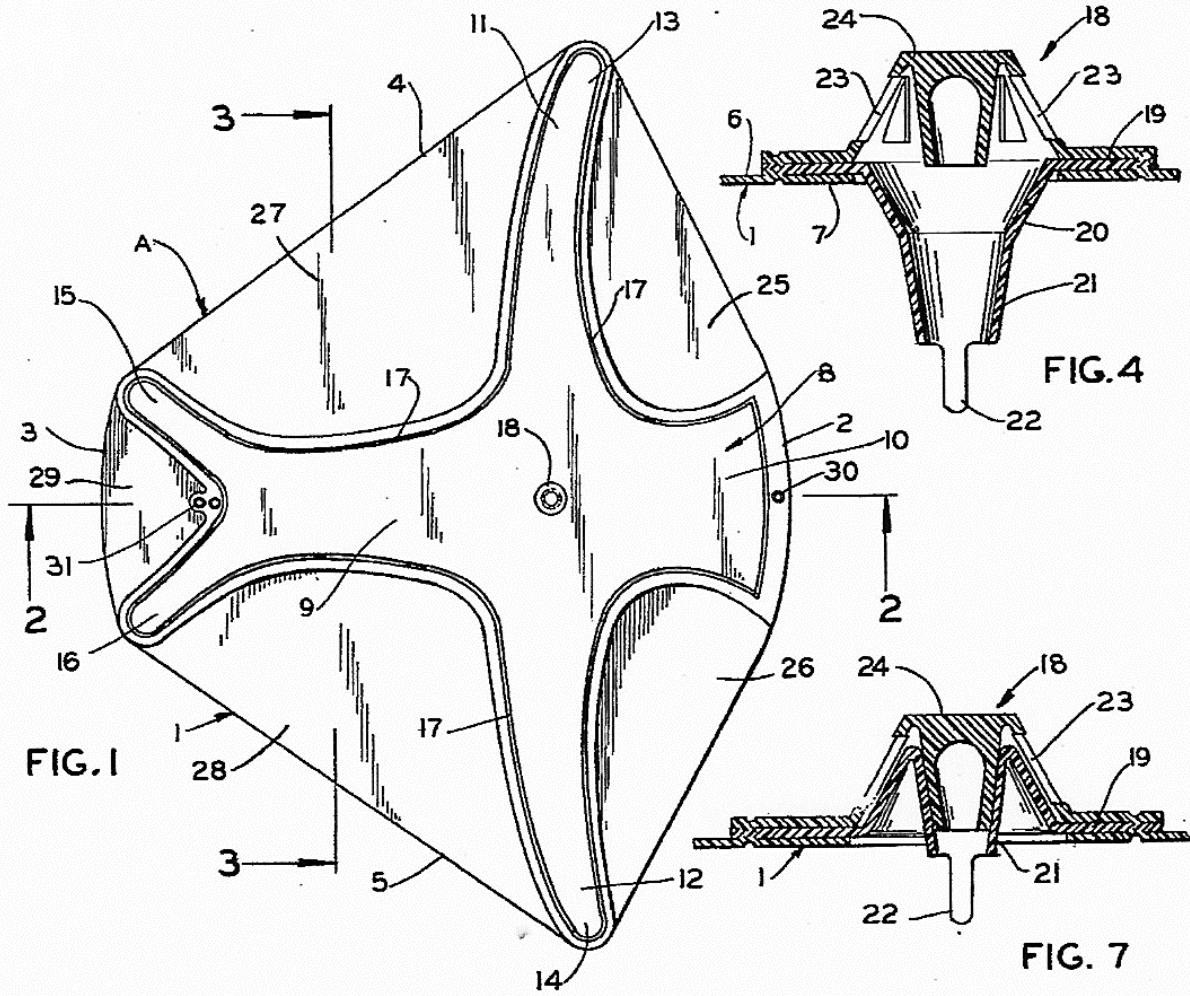


FIG. 1

FIG. 4

FIG. 7

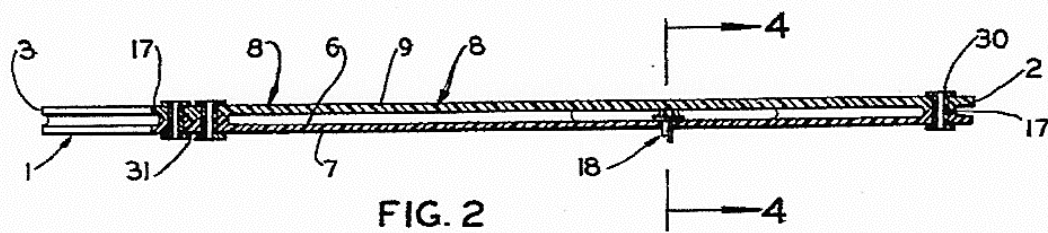


FIG. 2

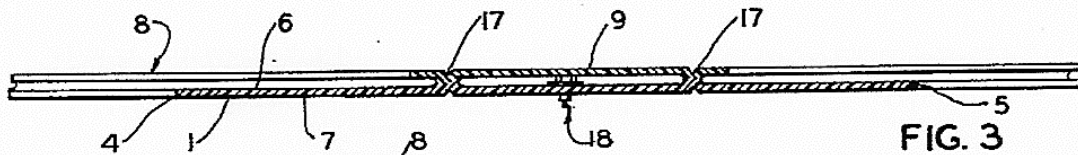


FIG. 3

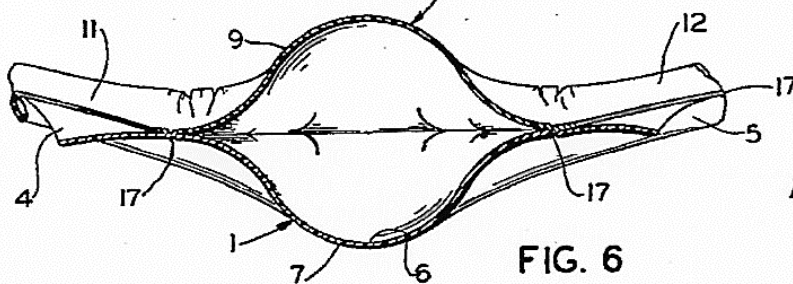


FIG. 6

INVENTOR.
THEODORE HYMAN
BY *Alfred W. Saxe*
ATTORNEY

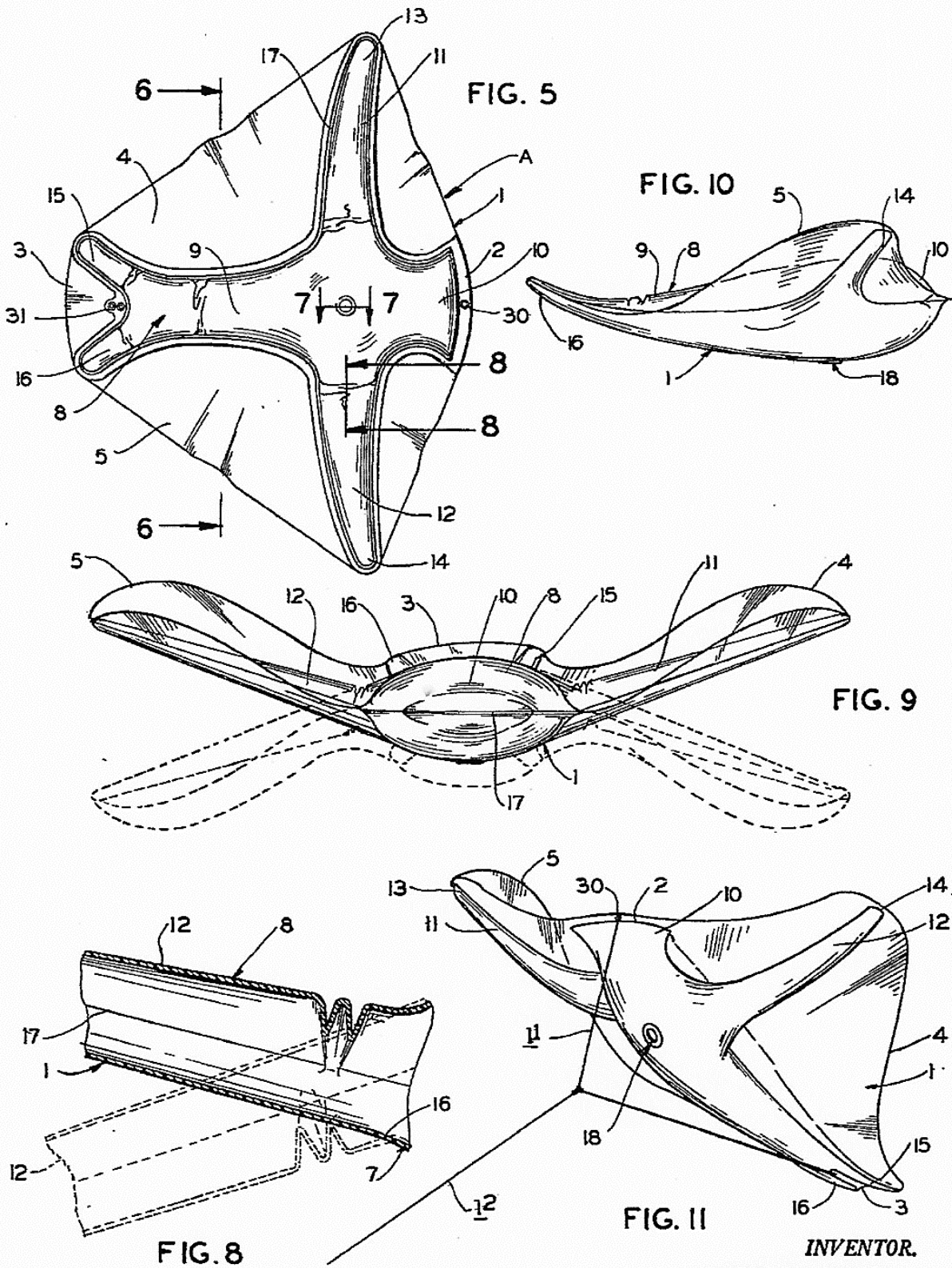
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T. HYMAN
INFLATABLE KITES

3,086,737

Filed April 24, 1961

2 Sheets-Sheet 2



INVENTOR.
THEODORE HYMAN
BY
Alfred W. Petchaft
ATTORNEY

1

3,086,737

INFLATABLE KITES

Theodore Hyman, 10007 Green Valley Drive,
St. Louis County, Mo.

Filed Apr. 24, 1961, Ser. No. 105,021

7 Claims. (Cl. 244-153)

This invention relates in general to certain new and useful improvements in kites and, more particularly, to an inflatable kite.

It is conventional practice to make a kit by fabricating a framework of light wooden members held together by string and then covering the framework with light paper or cloth. However, a slight deviation from the correct shape, size or form will materially reduce the aerodynamic efficiency of the kite and, as a result, it is a quite common experience that kites made in this manner often do not fly well or sometimes will not fly at all. Furthermore, conventional kites, even when well made, are difficult to control and are subject to freakish air currents and winds which may cause a kite to dive suddenly into trees, power lines, roof tops and similar obstructions. When this occurs, the kite is usually abandoned since it is difficult and often dangerous to retrieve it from such a precarious or hazardous location. Moreover, conventional kites, being made of a thin wooden frame, are rather fragile and will often break apart under the slightest adverse circumstances.

Another common problem which is encountered with conventional kites arises from the fact that kites cannot usually be disassembled. In fact, most types of kites must be carried about from place to place and stored between periods of usage in fully set up condition. Since most types of kites are both bulky and fragile, this problem is rather difficult to overcome. In fact, most young boys, who expend considerable effort in making a kite during the Spring season of one year and fly it successfully without loss or breakage, will put the kite away after the kite season is over and, upon returning to it later on, will find to their dismay that the kite has been damaged or broken during the period of storage.

It is, therefore, the primary object of the present invention to provide an inflatable kite constructed of flexible sheet material of the synthetic resin type.

It is also an object of the present invention to provide a kite of the type stated which can be folded or rolled up into a relatively small package for storage, shipment, and similar handling.

It is a further object of the present invention to provide a kite of the type stated which can be readily inflated and, when so inflated, will assume a selected shape which is aerodynamically efficient.

It is another object of the present invention to provide an inflatable kite of the type stated which can be made in a variety of shapes and colors.

It is an additional object of the present invention to provide a kite of the type stated which is rigid and sturdy in construction and economical in cost.

With the above and other objects in view, my invention resides in the novel features of form, construction, arrangement and combination of parts presently described and pointed out in the claims.

In the accompanying drawings,

FIG. 1 is a top plan view of the deflated kite constructed in accordance with and embodying the present invention;

FIGS. 2 and 3 are fragmentary sectional views taken along lines 2-2 and 3-3, respectively, of FIG. 1;

FIG. 4 is a fragmentary sectional view taken along line 4-4 of FIG. 2;

FIG. 5 is a top plan view of the kite inflated and

2

constructed in accordance with and embodying the present invention;

FIGS. 6 and 7 are fragmentary sectional views taken along lines 6-6 and 7-7, respectively, of FIG. 5;

FIG. 8 is a fragmentary sectional view taken along line 8-8 of FIG. 5 showing alternative wing-positions;

FIG. 9 is a front elevational view of the inflated kite showing alternative wing-positions;

FIG. 10 is a side elevational view of the inflated kite; and

FIG. 11 is a perspective view of the inflated kite with strings attached.

Referring now in more detail and by reference characters to the drawings, which illustrate a preferred embodiment of the present invention, A designates an inflatable kite consisting of a somewhat triangular flat bottom member 1 formed preferably from a heavy-gauge sheet of thermoplastic synthetic resin, such as polyethylene or polyvinyl chloride. The bottom member 1 is provided with an arcuately-shaped forwardly presented margin 2 and a substantially straight rearward margin 3 connected by two rearwardly converging side margins 4, 5. Moreover, the bottom member 1 may be said to have an upwardly presented face 6 and a downwardly presented face 7.

Disposed in flat overlying relationship upon the surface 6 of the bottom member 1 in symmetrical relation along the longitudinal axis thereof is a similar plastic sheet 8 which is die-cut or otherwise suitably formed so as to include a long narrow central body section 9 which is provided at its forward end with an enlarged head portion 10 and two laterally and forwardly extending arm sections 11, 12, which are curved slightly forwardly at their outer ends in the provision of leading tips 13, 14, respectively. At its rear end, the body section 9 is integrally provided with outwardly and rearwardly diverging leg portions 15, 16, which are substantially shorter than the arm sections 11, 12, and are disposed at an acute angle with respect to each other. The sheet 8 is secured around its entire peripheral margin by a continuous heat-sealed seam 17 so that the area between the bottom member 1 and the sheet 8, which is enclosed within the seam 17, will constitute an air-tight enclosure.

Heat-sealed or otherwise secured in air-tight relation within the bottom member 1, preferably along the longitudinal axis of the body section 9 and toward the forward end thereof, is an air valve 18 integrally including an annular flange 19 by which the valve 18 is heat-sealed to the bottom member 1. Formed integrally with, and extending across the central area of, the annular flange 19 is a flexible diaphragm 20 which is centrally provided with a depending air-inlet tube 21 having a downwardly projecting pull-tab 22. In its normal or valve-open position, the diaphragm 20 curves downwardly and outwardly in somewhat lenticular form and the air-inlet tube 21 projects axially outwardly therefrom substantially as shown in FIG. 4. Also integrally formed upon the opposite or interior face of the flange 19 is a series of uniformly spaced inwardly converging, relatively rigid arms 23 which merge into the periphery of a relatively rigid flat closure disk 24. It will be apparent that the user may place the air-inlet tube 21 between his lips and blow therethrough and air will pass through the openings between the arms 23 into the air-tight enclosure formed between the bottom member 1 and the sheet 8 by the seam 17, thereby inflating the kite A. As the kite A is inflated, the entire central portion will be longitudinally stiffened and the laterally extending portions of the enclosure in the region of the arm sections 11, 12, and leg sections 15, 16, will also be inflated and thus stiffened. In such inflated position,

3

the kite A will be, in effect, subdivided into forward aileron sections 25, 26, lateral wing-forming sections 27, 28, and a tail-flap 29. As soon as the kite A has been fully inflated, the air-inlet tube 21 may be pushed axially inwardly, telescoping the diaphragm 20 so that the interior end of the air-inlet tube 21 will be securely held in endwise abutting relation against the closure disk 24. As a result, air cannot escape through the air-inlet tube 21 and the kite A will remain inflated.

The bottom member 1 is provided along its longitudinal axis with forward and rearward eyelets 30, 31, which are respectively located adjacent the forward and rearward margins of the body section 9. The user may insert a loop of the kite string 1^a through these eyelets 30, 31, and knot the end so as to retain it therein and attach a length of kite line 1^b thereto substantially as shown in FIG. 11. Thereupon, the inflated kite A may be launched and will fly in an extremely efficient manner.

It will, of course, be obvious that the design of the sheet 8 may be changed within limits to represent the figure of a bird, an airplane, or any other figure. For example, the leg portions 15, 16, could be extended outwardly at various angles and still maintain adequate aerodynamic efficiency to render the kite stable in flight. The wings and body portion are formed with sufficient material so that they may be manually raised or lowered, as shown in FIG. 9, and the excess material gathered at a point adjacent the body portion, as illustrated in FIG. 8. The kite will, however, remain in either such adjusted position.

It should be understood that changes and modifications in the form, construction, arrangement, and combination of the several parts of the inflatable kites may be made and substituted for those herein shown and described without departing from the nature and principle of my invention.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. A kite comprising a flat normally flexible wing-forming sheet, an elongated inflatable chamber formed integrally in the interior portions of said sheet and adapted, when inflated, to hold said sheet rigidly in wing-forming position, said chamber having a central portion and two outwardly extending inflatable arm sections, said arm sections being adjustably connected to said central portion with an excess amount of material adjacent said central portion so that said arm sections will, upon manual adjustment, assume a dihedral angle which is upwardly deflected with respect to said central portion, said central portion and arm sections forming a single gas-tight compartment, and a valve operatively opening into said chamber for deflating and inflating said chamber.

2. A kite comprising a flat normally flexible wing-forming sheet, an elongated inflatable chamber formed integrally in the interior portions of said sheet and adapted, when inflated, to hold said sheet rigidly in wing-forming position, said chamber having a central portion and two rearwardly extending divergent leg sections, said leg sections being adjustably connected to said central portion with an excess amount of material adjacent said central portion so that said leg sections will, upon manual adjustment, assume a dihedral angle which is upwardly deflected with respect to said central portion, said central portion and leg sections forming a single gas-tight compartment, and a valve operatively opening into said chamber for deflating and inflating said chamber.

3. A kite comprising a flat normally flexible wing-forming sheet, an elongated inflatable chamber formed integrally in the interior portions of said sheet and adapted, when inflated, to hold said sheet rigidly in wing-forming position, said chamber having a central portion, two outwardly extending inflatable arm sections and two inflatable rearwardly extending divergent leg sections, said arm and leg sections being adjustably connected to said central portion with an excess amount of material

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adjacent said central portion so that said arm and leg sections can be extended outwardly at various angles with respect to said central portion, said central portion and arm and leg sections forming a single gas-tight compartment, and a valve operatively opening into said chamber for deflating and inflating said chamber.

4. A kite comprising a flat normally flexible wing-forming sheet, an elongated inflatable chamber formed integrally in the interior portions of said sheet and adapted, when inflated, to hold said sheet rigidly in wing-forming position, said chamber having an enlarged head portion, two outwardly extending arm sections adjacent said head portion and two rearwardly extending divergent leg sections, said arm and leg sections being adjustably connected to said central portion with an excess amount of material adjacent said central portion so that said arm and leg sections can be extended outwardly at various angles with respect to said central portion, said central portion and arm and leg sections forming a single gas-tight compartment, and a valve operatively opening into said chamber for deflating and inflating said chamber.

5. A kite comprising a flat normally flexible wing-forming sheet, an elongated inflatable chamber formed integrally in the interior portions of said sheet and adapted, when inflated, to hold said sheet rigidly in wing-forming position, said chamber having a central portion, an enlarged head portion, two outwardly extending arm sections adjacent said head portion and two rearwardly extending divergent leg sections, the portion of the wing-forming sheet lying between the head portion and arm sections defining forwardly presented aileron sections which are capable of flexing to form pockets, the portion of the wing-forming sheet lying between the arm sections and leg sections forming lateral wings which are capable of flexing to form pockets, and a valve operatively opening into said chamber for deflating and inflating said chamber.

6. A kite comprising a flat normally flexible wing-forming sheet, an elongated inflatable chamber formed integrally in the interior portions of said sheet and adapted, when inflated, to hold said sheet rigidly in wing-forming position, said chamber having a central portion, an enlarged head portion, two outwardly extending arm sections adjacent said head portion and two rearwardly extending divergent leg sections, said arm and leg sections being adjustably connected to said central portion with an excess amount of material adjacent said central portion so that said arm and leg sections can be extended outwardly at various angles with respect to said central portion, said central portion and arm and leg sections forming a single gas-tight compartment, the portion of the wing-forming sheet lying between the head portion and arm sections defining forwardly presented aileron sections which are capable of flexing to form pockets, the portion of the wing-forming sheet lying between the arm sections and leg sections forming lateral wings which are capable of flexing to form pockets, the portion of the wing-forming sheet between each of the divergent leg sections forming a tail flap which is capable of flexing to form a pocket, and a valve operatively opening into said chamber for deflating and inflating said chamber.

7. An inflatable kite comprising a flat normally flexible bottom member having an arcuately-shaped forward margin and a substantially straight rearward margin somewhat parallel to the chord of said arcuately-shaped forward margin, said margins being connected by rearwardly extending converging lateral edges, a top member disposed over and secured to said bottom member forming an internal inflatable elongated compartment, said compartment having a body portion extending along the longitudinal center-line of said bottom member, a head section formed with said body portion and extending forwardly thereof, two outwardly extending arm sections extending laterally from the body portion, two rearwardly and outwardly extending leg sections terminating near said rear-

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5

ward margin, said arm and leg sections being adjustably connected to said body portion with an excess amount of material adjacent said body portion so that said arm and leg sections can be extended outwardly at various angles with respect to said body portion, said body portion and arm and leg sections forming a single gas-tight compartment, the portion of the bottom member lying between the head section and arm sections defining forwardly presented aileron sections, the portion of the bottom member lying between the arm sections and leg sections forming lateral wing sections, the portion of the bottom member lying between the two outwardly extending leg sections forming a tail flap, an eyelet in the bottom member adja-

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cent said forward margin, an eyelet in the bottom member adjacent said rearward margin, and valve means mounted within said top member for inflating and deflating said chamber.

References Cited in the file of this patent

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2,486,158	Haas	Oct. 25, 1949
3,003,722	Pohl	Oct. 10, 1961

FOREIGN PATENTS

1,085,385	France	July 28, 1954
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ORAO

WING 100 - 1.5 M²

£124.99

3.5 / 5 [Read all 31 reviews](#)

8734863

Our team of enthusiasts developed this lightweight and compact wing to discover this sport on land using a skateboard or roller skates, or on water on a stand-up paddle board.

Co-designed, tested and approved by wingfoil experts. Pump not included

COLOR: Orange / BLACK





Crash for less; the Decathlon Orao



Decathlon Orao

The 750 Euro Decathlon kite is probably the cheapest kite you physically can get in a shop and very attractive for beginners on a low budget. There is nothing wrong with the first [Decathlon Orao "W" kite](#) but the innovation literally stops at the bag. It isn't a secret the Orao is in fact a spin off from an earlier version of the [Ocean Rodeo Roam](#). That also explains the "W" indication in the Orao's name as the Roam is at least for a significant part a wave kite. And although [Orao in Serbian](#) means 'eagle' more experienced riders need to realise that it is rather a sweet (Oreo?) cookie than an agile bird. So a Canadian – French combo to bring kiting to the mass for an incredible low price.



Decathlon Orao 1400 Euro

We all understand the reaction of someone just at the beginning of their kite 'career' when they hear a new 9m kite from any A-brand is around the 1400 Euro mark. What ever the discount we are all probably getting it will never get down to the Decathlon 750 Euro level. So how do they get down this done? For sure their team size ('ORAO is run by seven kiting enthusiasts'), website quality orao.com (which is down) and marketing budget are a fraction of what A-brands are dealing with. But the Orao kite is

even cheaper compared to smaller brands with a physical shop. Somewhere were you can actually go back to if you are unsatisfied for any reason.

WHAT IT COVERS:

- I damage my product on a rock
- I damage my board while transporting it
- I break my mask by putting it away

WHAT IT DOES NOT COVER:

- A product damaged by wear and tear
- What the manufacturer's warranty already covers

Decathlon 70 Euro insurance

Decathlon has a nice unique bonus: you can add a 70 Euro [two year insurance](#). **UPDATE: Decathlon only offer this to French customers!** Including exactly what the target audience need. Including *If it is not repairable, the product is replaced. Which is really unbelievable. How brave from Decathlon!* (But only possible within 5 days after the purchase).

The Orao is made for a big part from double ripstop. That is the standard -or minimum- any brand would use right now. But in the trailing edge there is still some single ripstop. Probably to save some weight. Not a logic place though knowing that this area of the kite will be stressed a lot. Speaking of its weight -3 kg, quite average for a 9m- is 10% heavier over the latest (3rd generation) Ocean Rodeo Roam Dacron version -with a price just under 2 Orao's.



Orao bag

Lessons

For anyone who feels addressed when we mention 'beginner': please read this carefully. We really hope the Decathlon crew will **strongly advice you to (have) take(n) lessons before using the kite**. The other thing is that there is no reason not to buy this very cheap kite. In case you have a limited budget these are a few

competitors: [Gong Freewave](#), [Takoon Furia](#) and [Ventum Xplore](#). All priced between 750-850 Euro's. Out of these three the Orao is for sure better for a beginner over the first two. But there is a huge chance (if you stay riding a twin tip) you outgrow it within a year or two. So everything below is ment for the more experienced rider who is thinking about going cheap.

Test

Our first test in low wind made us feel good on the Orao. On this 17 to 20 knot session we added a wave board –[also available in the Decathlon store at a very low price](#)– and boy we thought we struck gold for the price of bronze. Happy faces. The right power with an okay response on rider input and quite some drifting made us go up and down the waves like any other dedicated wave kite. But those faces changed a bit when the wind picked up.



Bridles Orao

The high end isn't as nice as most other 9 meters. It isn't easy to ditch the power when the wind really picks up. And too bad the Orao isn't offering bridle settings. Which is available on a Switch Nano for example. This could have been a way to make the kite more versatile.



Decathlon and Ocean Rodeo use the same diagram to express their capabilities. The Ocean Rodeo Roam one (left in the picture) looks much more correct for the Orao over the Decathlon one. Although the higher weight of the Orao would mean it should indicated a bit less on 'foil' and 'light wind'. But on all other subjects the Ocean rodeo graph is applicable for the Orao. For example *megaloooping* on the Orao -as Decathlon strangely does likes to be a serous selling point in their diagram- is for sure not s serious match for the Orao.

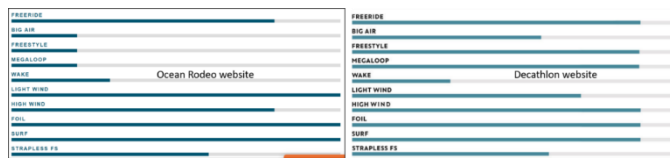


Diagram Ocean Rodeo and Decathlon So back on the twin tip for some bump&jump. Here we could really enjoy our easy landings. The pitfall of an 'epic' kite is their quick power *on*– and of course– also *off* feeling. That *off* can be a bit annoying when going down again after a jump. Landings on such kites like a Bandit, Enduro or Dice -for example- can be a bit harder and more difficult at times. Not on the Orao. landing is a piece of cookie...euh cake! Same goes for the take off; nice and easy.



Decathlon Orao 9m

More good news for newbies. The medium to high bar pressure will never really go away. So you always feel where the kite is. If this is never an issue for you -knowing where your kite is- than you understand the downside immediately. It takes more energy to ride over advanced kites. With its rather small wind range- its lack of excitement with epic g-force to get you airborne like a rocket- it is going to itch a bit when you want that extra bit of flavour on your kite session. A very affordable nice -but plain- cookie.

List price

Decathlon Orao 9m (kite only) 749,99 Euro.
2-year insurance: 70 Euro (take it! **Decathl on only offer this to French customers!**).

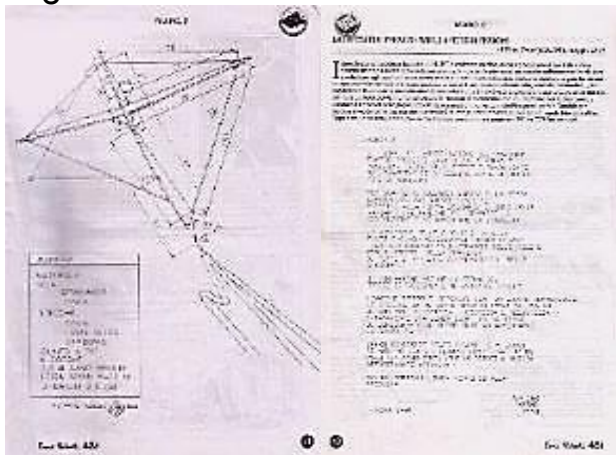
The "Marc 2"



The "Marc 2" is an evolution of the original "Marconi", presented by Pino Noto in Cervi Volanti magazine in the number 42d of 1994.

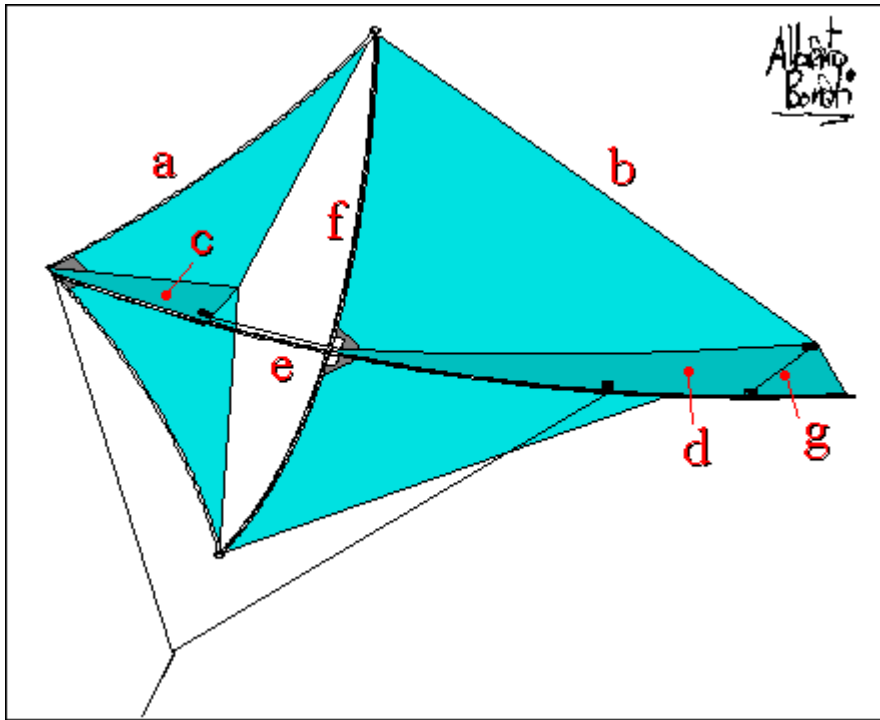
It is an excellent kite for medium to light winds, very elegant with the characteristic "pigeon breast" keel and quite simple to build.

The project I am presenting is not the original one, having obtained it from a photograph of the original kite taken at a festival.



As Pino Noto sent me the article that appeared in the CV with the relative project, I added the links to the two relative images to the page.

We now come to the description of the kite.



It is composed of a front sail a), a rear sail b), two keels c), d), a keel spar e) and a transverse one f), as well as a small batten g) which acts as a spacer.

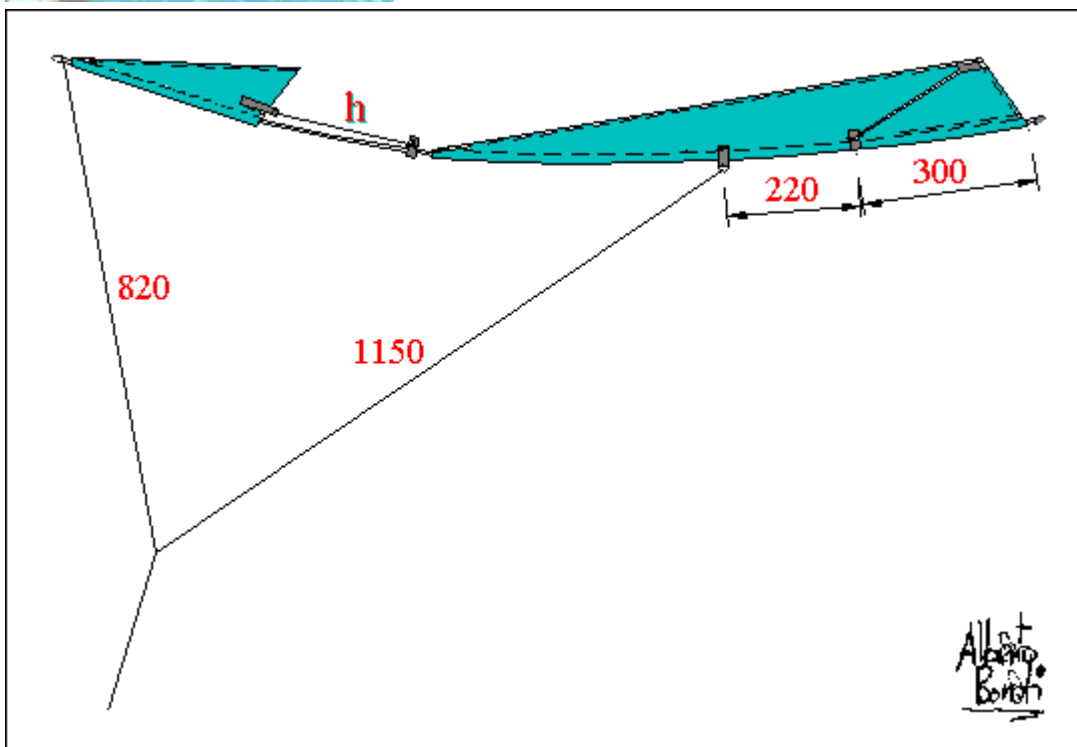
Both spars are arched: the transverse one is stretched by the front sail while the keel is pushed downwards by the arch thus obtained.

The lanyard h) completes the assembly and holds the two front and rear parts together.



The two side members are fixed together with a 3 cm long piece of rubber tube with two perpendicular holes where the slats are inserted.

The details of the seams between the wings and the keel and those of the dacron terminals of the pockets that contain the side members are very similar to those illustrated in the Delta project.



The drawing alongside shows the section of the keel and the attitude that comes to have when the kite is assembled; the cord h) holds the two front and rear parts together.

The bridle attachment points are two, one in the "nose" of the kite and the other in the point indicated.

The flight angle can be varied by sliding the attachment point

of the restraint cable along the bridle cable.

In the drawing alongside, the sails are shown with their flat development and with the two sewn keels.

The lower part of the keels and the edge of the rear wing have a pocket to hold the spars while all other sides are simply edged.

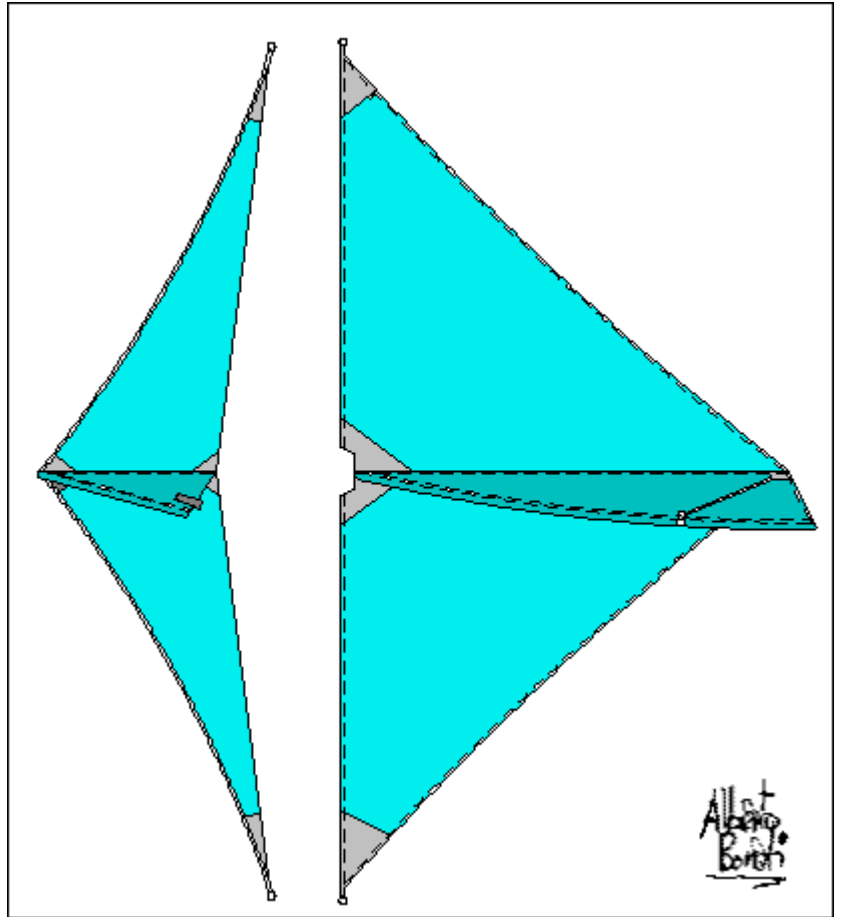
In the points of greatest stress a dacron reinforcement is sewn, the tip of both wings ends with a dacron ring and a cord that crosses the terminal nock of the transverse spar.

With the same system the keel spar is fixed to the "nose" and to the extremity of the rear keel.

Both spars are in 6 mm carbon fiber, the keel one is 1700 mm long while the transverse one is 1900 mm and is divided into three parts as it is more comfortable to assemble.

I recommend, as with all kites, to cut them to the exact size only at the end of the construction as the length can vary by a few centimeters depending on the construction.

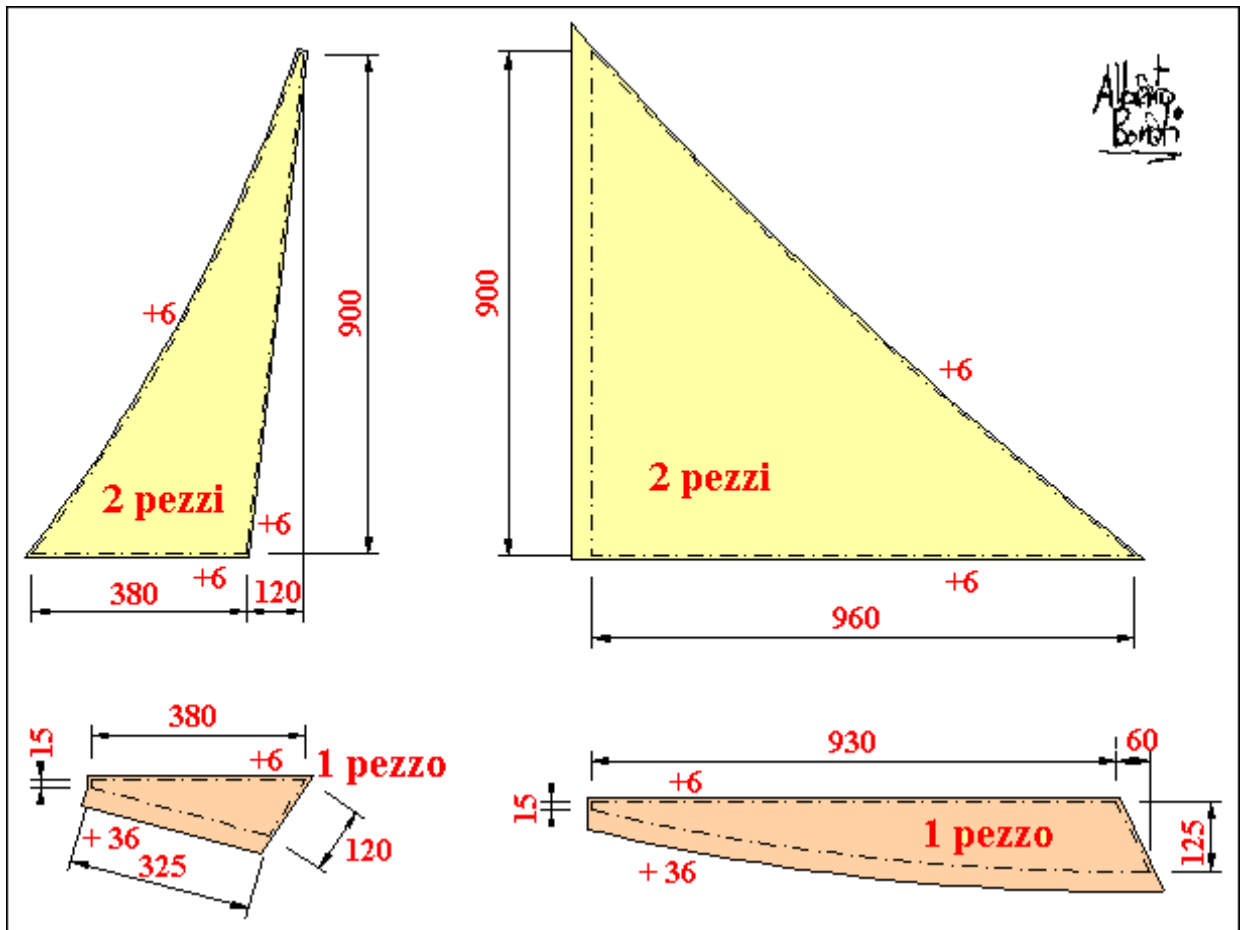
The rear keel spacer is 3mm fiberglass. and is fixed mounted with two small dacron pockets.



This drawing shows the dimensions of the pieces (in millimeters), dimensions net of the edges (6 mm) and of the pockets for the side members (36 mm).

The front edge of the smaller canopy is arched to keep it taut in flight, it is necessary to give it a 4-5 cm rig, a 3 cm rig can be given to the rear edge of the bigger canopy.

The rear keel pocket is also not straight but has 4-5cm of mounting to follow the bow that will form the keel when mounted.



Finally, a ribbon tail of a few meters improves its aesthetics and also its stability in flight.

Good work.

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Send your comments on this site to webmaster [Alberto Bonati](#)

Experimental Zephyr drone sets new record for uncrewed flight duration

By Brett Tingley

The record-breaking flight is intended to test new energy storage and efficiency systems.



Artist's depiction of the uncrewed Airbus Zephyr in high-altitude flight. (Image credit: Airbus)

An experimental aircraft tested in conjunction with the United States Army has been in the air above the Sonoran Desert for 42 days, breaking its own record for longest uncrewed flight.

The solar-powered, high-altitude Airbus Zephyr S took off from the U.S. Army's Yuma Proving Ground on June 15, 2022 and has since been flying patterns over the Yuma Test Range and Kofa National Wildlife Refuge.

The flight has now broken Zephyr's previous record of 25 days, 23 hours that it set in August 2018. The latest flight has seen Zephyr reach a number of additional milestones including its first flight over water, first flight into international airspace, the longest continuous flight while being controlled through satellite communications, and the farthest flight from its launch point, according to a U.S. Army

The uncrewed Airbus Zephyr in flight. (Image credit: Airbus)

Zephyr features a narrow, almost skeletal-looking fuselage and wings boasting a wingspan of 82 feet (25 meters). Despite its large size, the drone is made from lightweight carbon fiber composites, bringing its overall weight down to just 165 pounds (75 kilograms).

Airbus describes (opens in new tab) Zephyr as "the first stratospheric UAS of its kind" which is able to fly continuously for spans of months at a

time. The aircraft is known as a "High Altitude Platform Station," or HAPS, sometimes referred to as a pseudo-satellite. This class of aircraft is designed to remain aloft for extended periods while using solar energy to charge its onboard batteries, which are then used to keep the aircraft flying at night. Thanks to its energy storage system, Airbus claims Zephyr's in-flight operation is completely carbon neutral.

Z

ephyr can carry a wide range of payloads of up to 50 pounds (22.5 kg) including optical, infrared, LIDAR and hyperspectral sensors, radar and synthetic aperture radar (SAR), and even early warning systems. Because the drone operates at altitudes of around 70,000 feet (21,340 m), it is able to observe an area on the ground measuring 12 by 18 miles (20 by 30 kilometers)

These capabilities, along with Zephyr's unique endurance abilities, make it well-suited for operations such as maritime security or border surveillance, where it could continuously stand watch over a given location for up to weeks at a time.

Because Zephyr flies at such high altitudes for such long periods, it could also be used as a communications relay platform, sending signals between other aircraft and ground stations, for example, that are too far from one another to establish a line-of-sight link on their own. "Our connectivity services will provide a viable alternative and complement to terrestrial and satellite-based connectivity solutions, allowing for the first time low-latency and direct-to-device connectivity across vast geographies, and economically," Airbus said in a statement. After its current record-breaking flight concludes, Zephyr will next be tested over the Pacific Ocean while carrying a U.S. Army-developed payload in the coming weeks.



Edward's Trust

Supporting children and families who are facing loss and surviving bereavement

Our Reference: 26343/EW

B Souten
Midlands Kite Fliers
Via email

31 October 2022

Dear Billy,

On behalf of all of the children, young people, and families that come to Edward's Trust, I would like to thank you all at the Midlands Kite Fliers for donating the wonderful amount of £343.69 raised from your event at the Jinney Ring. This is a great amount and we value your support very much. We were really pleased to meet you particularly due to our kite logo connection and look forward to an on-going relationship with you.

Such fantastic donations are essential to Edward's Trust in meeting the cost of supporting over 3,000 children, young people, and families across the Midlands and helps us with our goal in reaching the many more who need our help. It is only through the generosity of our supporters that we can continue our vital work.

Thank you again for all your support.

Yours truly,

Clare Martin
Acting Chair of Trustees
Clare.martin@edwardstrust.org.uk

WHAT WONDERS ARE TO BE FOUND IN DOUG RICHARDSON'S GARAGE??*!





CHRISTMAS CARD FROM DOUG AND LINDA RICHARDSON

Special thankyou to Doug for all the work he has put into keeping these kites in superb condition.

Thanks also to all members who have stored them over the years.



Kites seen on the ITV. All being flown by one flier.
How many can you name?

Pictured: Moment passenger jet has to dodge drifting balloon in mid-air to avoid tragic accident

- A plane had to swerve out of the way of a balloon as it prepared to land in Brazil
- The pilot had to make an 'evasive manoeuvre' to avoid the unmanned balloon
- The Qatar Airlines Boeing jet was able to correct its flight path and land safely

By MATT POWELL PUBLISHED: 23:38, 5 July 2022

Passengers on a Qatar Airlines flight to **Brazil** were shocked when the plane had to swerve to dodge a balloon that had drifted into its flight path.

The Boeing 777-300, which can carry more than 300 passengers, had to avoid the unmanned balloon on its final approach into São Paulo.

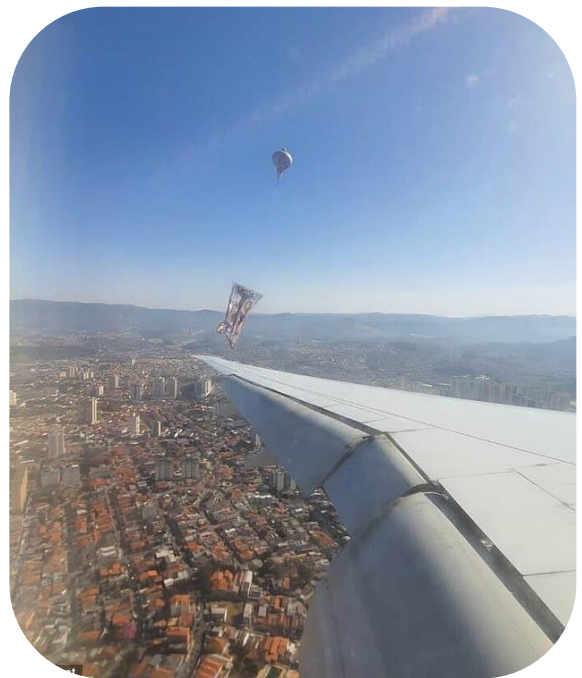
The plane, which had taken off from Doha and was preparing to touch down in Guarulhos Airport on July 3, had to make an 'evasive manoeuvre' but landed safely.

Moment terrified parents and children flee as shooter starts firing high-powered rifle at Highland Park July 4 parade: Dad describes putting his two-year-old son in a DUMPSTER as they fled, and other top stories from July 05, 2022.

Passengers and plane spotters were able to record the incident, showing just how close the plane was to hitting the balloon.

A local resident, Rafael Freitas managed to capture a photo of the balloon as it came dangerously close to the plane.

'The Boeing 777 came a little misaligned with the runway to avoid the balloon. When it passed, it corrected the alignment with a curve,' Freitas told local media.



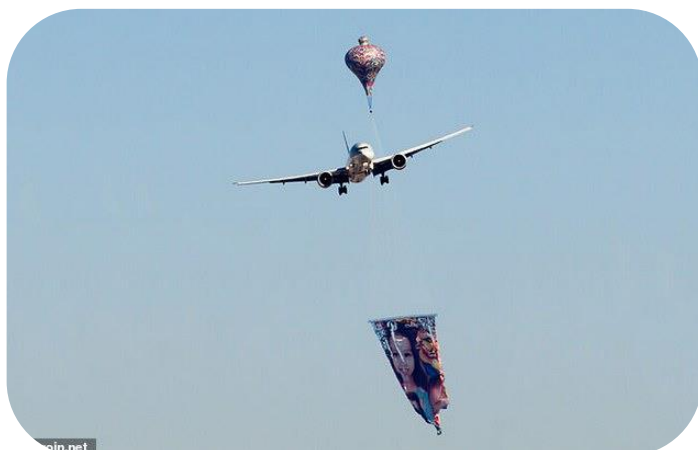
The balloon, which appeared to be carrying an advertisement below it, just missed the plane's left wing

Qatar Airlines told Doha News that it 'is aware of an event concerning one of its aircraft involving an unmanned balloon before landing in São Paulo on Sunday 3 July.'

They added: 'The flight landed as normal and safety margins were maintained at all times. The captain filed a report following the flight which is now being investigated by the Brazilian authorities.'

Images of the balloon show that it was unmanned and was supporting an advertising banner.

A source reportedly told Doha News that the balloon was being used as part of the local Festas Juninas festival – a month of traditional festivities that take place at the beginning of the Brazilian winter in June.



A picture captured the moment a Boeing jet was forced to avoid a balloon on its final approach to São Paulo, Brazil



INDOOR KITE FLYING

WHKF Indoor Fly-in, 5th Feb 2023

Twelve months on and time for another indoor fly-in. As previous the venue is St Joseph's in Swindon, post code SN3 3LR, date being Sunday 5th February 2023 commencing at 11.00hrs until 14:00hrs. Cost £6 per flier to cover hire. Tea/coffee facilities available but own cup essential. No experience of low/no wind flying required just enthusiasm and definitely no running involved. Tips, hints freely given and an opportunity to experience/see a selection of kites not often seen at windy festivals. A comment heard from one of the newbies Pam Parsons, "I didn't realise how much fun it would be and nice to learn a different technique of kite flying, can't wait for next session". So, come and have some fun for yourself at the only, currently, indoor fly-in. Appreciate for many, including myself, that it may be a distance (two hours or more) to travel but what about car-sharing.

Plans are available for home-made light kites if Santa has not delivered one or check out one of the few traders ie, Karl Longbottom who often has a range of imported or his own single-line kites.

Any questions

contact Bob Cruikshanks,

bcrruikshanks@googlemail.com

A giant step for hamkind: Hamster survives daring trip into the stratosphere on a flying balloon

The spaceham reached a maximum altitude of 14 miles (23km) - and is in good health after being safely recovered from the sea.

Connor Sephton

News reporter @ConnorSephton

Thursday 23 June 2022 15:57, UK



Image:Up in space, haaaaaam. Pic: Iwatani Giken

It's one giant step for hamkind.

A hamster has successfully returned to Earth after being launched into the stratosphere on a flying balloon. The 'spaceham' reached a maximum altitude of 14 miles (23km) - and is in good health after being safely recovered from the sea off Japan's Miyako Island. According to Iwatani Giken, the company behind the daring experiment, the hamster was placed in an airtight cabin 60cm high and 50cm in diameter, with the same atmospheric pressure and temperature as the ground. One photograph showed the rodent looking wistfully out the window while seven miles (12km) above the Earth.

The balloon was launched from Miyakojima, a city in Okinawa Prefecture, and climbed at an average of 6.3 metres per second.

A camera installed inside the cabin showed the animal snoozing comfortably during the gradual ascent.

Iwatani Giken is hoping to bring manned space travel to the masses, and the experiment was designed to give would-be consumers confidence. Further test flights to an altitude of 15 miles (25km) are planned - and at this height, people would be able to see the curvature of the Earth.

Running in a wheel may seem a little underwhelming for the hamster now that it's got a taste for heights



VEHICLE PASS

2023

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OF GREAT BRITAIN**

mkf.org.uk

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NEVER FLY OVER ANIMALS



NEVER FLY OVER PEOPLE



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AND ANCHORS



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

FOLD IN HALF LENGTHWAYS, LAMINATE AND THEN DISPLAY AT MKF EVENTS.