

Season's  
Greetings

~~our  
copy~~

from

Kitefliers  
Occasional  
Newsletter



ISSUE NO2 CHRISTMAS 1979

CHOOCHI, SLIM, AC/DC AND SUPERSTAR

wish all our readers a  
Merry Christmas  
and a  
Happy New Year

KON EDITORIAL

Dear reader,

Well we made it to the second issue! Hope you enjoy this issue even more than the first one. As we expected response at first was slow but now the letters are beginning to come in. (So there are some communicative kitefliers).

Of course we have had our share of criticism, we expected that, and being ready to accept this we have endeavoured to rectify the situation in these areas.

The main feeling has been, we think, one of apprehension. Sort of 'Oh yeah! and how long is this one going to last.' This is understandable when you consider the throes kite magazines have gone through. We have decided that one way to allay this fear is not to ask for money but to post free of charge K.O.N. to any kiter who can be bothered to send us their name and address and hopefully contributions.

We don't want to con people out of money. We believe that by not asking for money we become independent and are not held by promises to anyone. We are quite prepared to spend our money if it means that kiting can then have a recognised REGULAR national newsletter.

We have tried to incorporate a broad spectrum of kiting subjects within this newsletter of course we can't hope to satisfy everyone but we have managed to obtain information from most groups (with a notable exception) and we hope that there is something inside that will appeal to all kiter.

Don't forget the address to write to is:-

K.O.N.

94, ENDSLEIGH GARDENS,

ILFORD,

ESSEX,

IG1 3EG.



MERRY CHRISTMAS

GILL FENNEMORE B.Sc.

JON BLOOM H.N.D.

JOHN BARKER

ALLAN MARTIN

Inventor Jack Spiers has come up with a life-saving device to rescue stranded sailors, and his latest brainwave works like a christmas party cracker! The Ilford pensioner, who has made a name for himself with his man lifting kites, has taken to the water for this sea rescue aid. Jack, 68, has patented a self-propelled lifeline to link rescuers with stranded ships. It works like a party whistle which unrolls when blown. Jack's giant version can span more than 60 feet and stretches out when filled with compressed air. "Normally rescuers have to use Breeches buoys or rockets lifelines, which can take time. This idea will be quicker and can be used by more people. It will be extremely buoyant and have grab rails so people can hold it and get to a lifeboat," he said. Jack said the Royal National Lifeboat Institution want to have a look at it. "I got the idea from a kite using a polythene tube tail."

\*\*\*\*\*

Lionel Lowe has been in the news again this time in the Daily Mail. He appeared in an article on Old Warden in which his display is described as follows:- 'Breathtaking series of stunts for the hundreds of fans'. The article goes on to say :- 'Eyes trained skywards to witness the colourful and silent spectacle organised by the B.K.F.A.

\*\*\*\*\*

Have you seen the Marks and Spencer book entitled "The History of Aviation" It contains a chapter on kites, including several photos from the programme "Something In The Wind" seen on BBC 2 last year.

\*\*\*\*\*

One of the original Cody War Kites can be seen at the Fleet Airarm museum at Yeovilton, Somerset.

\*\*\*\*\*

New kitemaker seen in the Exchange and Mart (R. Foskett), paper kites, for example 100' dragon kite for £7.50, Bermudan three stick for £1.80. Centipede kite 70p a disc and heads are either £13 or £10 depending on complexity. (See our next issue for a test report.)

\*\*\*\*\*

Rumours (via The Kite Store) have it that there is a possibility of a fourth issue of European kitefliers magazine coming out soon.

\*\*\*\*\*

Has anyone seen the Hargraves kite in the Hamlyns 'The Outdoor Handbook'. We have never seen one have you?

\*\*\*\*\*

Has anyone noticed the shortage of black ripstop.

\*\*\*\*\*

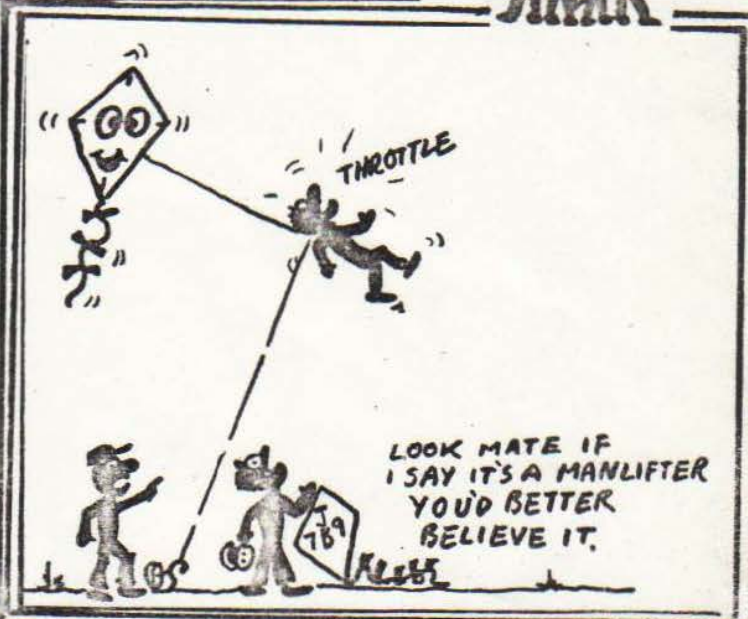
There was a short film on Southern television showing the flyin at Southampton Common that was held in conjunction with the exhibition at the university. All good for promoting kiting.



# KON CARTOONS



BTJ THESE REMOTE CONTROL KITE CAMERAS ARE GREAT.



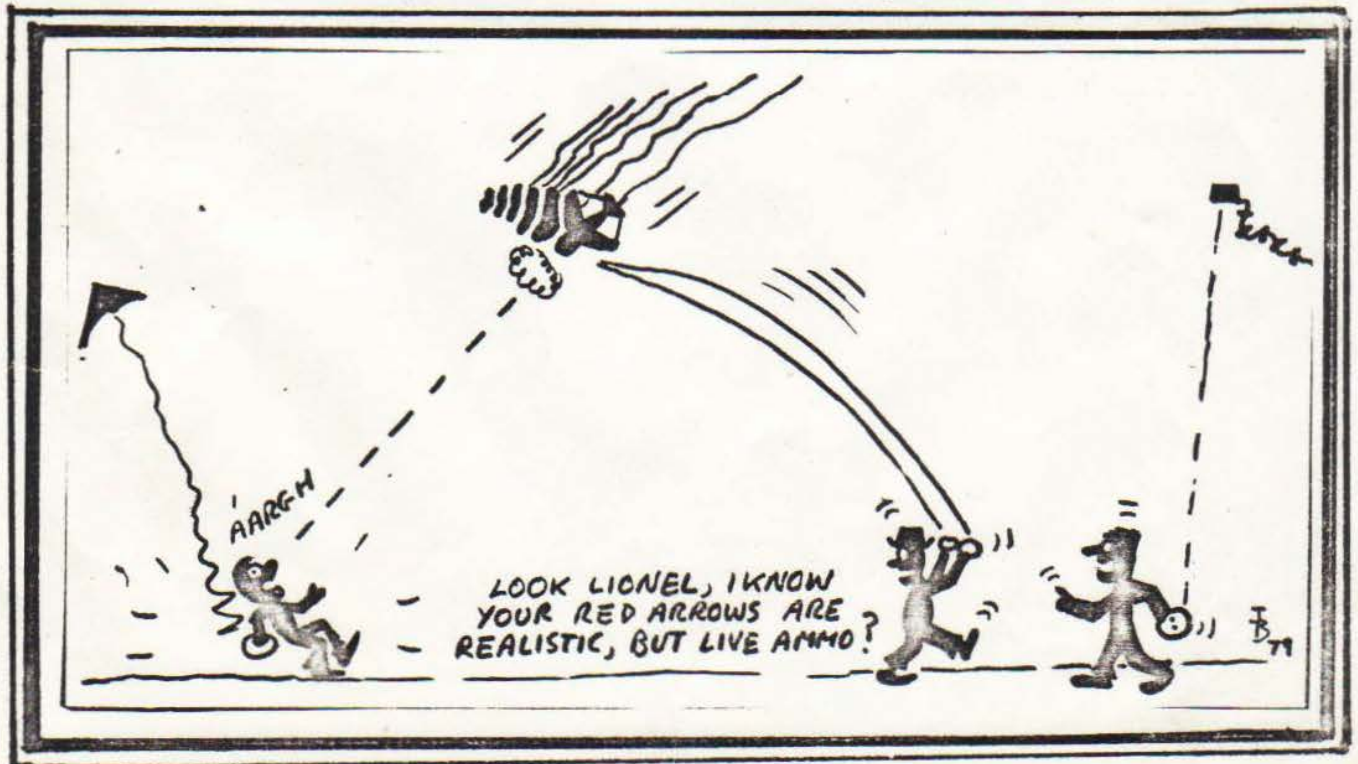
LOOK MATE IF I SAY IT'S A MANLIFTER YOU'D BETTER BELIEVE IT.



NOW, LET THE MANJA USERS CHOP THAT DOWN.



COR THAT SUN'S BRIGHT. IT'S NOT THE SUN ITS THE CHINGFORD MOB'S GOLD PLATED FLEXIFOILS.



LOOK LIONEL, I KNOW YOUR RED ARROWS ARE REALISTIC, BUT LIVE AMMO?

Now the dust has settled after the second Old Warden this year where do we go from here. It was, I think, quite obvious that there were not as many people at this meet as there have been in the past.

Why is this? Is it because the interest in kites, in general, is waning or is it because of a lack of advertising? Although nearly all the enthusiast fliers were in attendance there were some very notable absences. Where for instance were the Cornwall Kitefliers? I can appreciate the distance they have to travel but I hope their non-appearance was due to distance and not the storm in a teacup squabble between them and Ron Moulton. Kite flying, I feel, doesn't need quarrels as there are precious few enthusiasts nationwide to promote kite flying as a social hobby.

A large delta winged box kite flown by John White proved to be a real handful. How about wearing gloves John. I should think that you still have the scars.

Some large parafoils were to be seen including a monster Dutch one which I believe snapped a one ton breaking strain flying line when it was on one of its periodic swoops across the sky.

There lies a possible danger here with these kites. This parafoil hit the deck at about 50 mph and although it is only a bag of wind the inertia contained within could possibly kill or badly injure anyone it hit. Imagine the field day the press would have with a story like that.

If a concours d'elegance were to be awarded for kite making, no doubt Nick Morse would waltz away with this every time. His kitemaking skill is, I suppose, what we should all aim for and what an awe inspiring sight a team of Codys can be.

By the way, I hope the chap who told us his delta was caught 70' up a tree and happily flying on about 850' of line got it back o.k. Its thing like this that gives kiteflying its zip.

J. BARKER



## THE THOUGHTS OF SUPERSTAR

How can we have more kite meetings in 1980? Well its quite easy really. All you have to do is organise one yourself in your own area and invite other kilters to come and show their hobby to the locals and you have a kite meeting. You may think that this is going to be a difficult thing to arrange, but actually it is very easy. Pick a site in your locality, find out who owns, or is responsible for it and ask them if it can be used and is suitable for a few hundred kilters and their cars.

It is best to arrange the day with the B.K.F.A. to ensure that you have a date that doesnt clash with other kite events, but if you are in a hurry and cant wait for a reply from Ron you can check with the local groups and their news letters.

Insurance is not always necessary but can help to put your mind at ease, because if there are any accidents they can be very expensive. Settlements through the courts can, for serious accidents, be very high, and with costs and legal fees you might be several hundred thousand quid in the red. General and Accident insured the Sussex Kite Festival in 1979 for 250 grand and it only cost £13.50.

Next for the big day is publicity. You just cant have too much publicity and even then people will say they never heard about it. Local press and radio, local television, clubs and societies, evening classes especially art and photographic groups and clubs, cubs, scouts, guides and all childrens clubs, schools, play groups, parents groups, public libraries, museums, information and health centres. But you must not forget kite groups, individual kilters, kite shops, magazines and newsletters and even K.O.N. Publications would be please to hear about it, in fact we would like to hear from any one.

Offer a concession, like catering, to a club who will in return provide stewards and anything else that you may need.

Invite shops especially kite shops to come and sell kites and anything else that the public can be persuaded to spend money on. Hopefully a share of the profits will pay for the publicity and prizes. If however your expenses are going to be higher you will have to raise cash in another way either by an admission or parking charges or by a sponser or bank robbery

Finally I hope that if anyone uses this guideline to a kite day, please remember that it is only a vague guideline and not a serious attempt to explain the problems and all the other pitfalls to a successful kite day.

If anyone is brave enough to tackle the job

GOOD LUCK!

# KON LETTERS



Here are some of the letters we have received.

From Clive Rawlinson:-

I feel that you must be congratulated on your enthusiasm and hard work, with reference to your issue one of K.O.N.

From Les Navier (N.K.G.):-

First let me congratulate you on your initiative in producing "K.O.N" which I received at Old Warden. It is full of interesting and useful information and deserves to succeed. There's not much action around here. The local park is my flying field when I get the time to go! I have made deltas and a roller from ripstop nylon (brought from E. Barnes) with the use of the wife's sewing machine. I also make my own reels - the latest with ball bearing cycle hub. Quite a job and now I know why they cost £18/19 to buy! I think modern kiting deserves to be more widely known (some people, I am sure, think in terms of brown paper and string!) So here's hoping that your newsletter spreads the word.

From Leonard Patten (E.K.G.):-

What a lovely newsletter you have produced, I hope the first of many more. I do hope you get the support that you deserve. I fly most sundays time permitting on Enfield Playing Fields. I make all my own kites (nearly) mostly from Pelham. Pelham's hexagonal roller is a dead loss though and ditto is the Dunford Flying machine. I hope to have a go at designing an electric line winder this winter working from the car battery. Hoping this is your 500 th reply.

From Nigel Green (B.K.F.A.):-

Congratulations on your newsletter it is well done and original. Thanks for giving me a mention in your last newsletter. I am afraid I don't have much useful information, but for your ideas page you might find this useful, instead of using a metal ring for the bridle use a sea fishing swivel, it also helps to prevent multi bridles getting tangled. Good luck with your future issues.

From Dave Taylor (E.K.G.):-

Congratulations on the first class newsletter, it was very refreshing to obtain so much up to date information from a group of keen enthusiasts. As a minority species the kiteflier must keep in touch regularly by letter similar to yours, to me the contact is most important. If the information includes beautiful kite designs and well written articles so much the better, but if not an ordinary duplicated sheet is almost as good because it keeps each other informed, especially of forthcoming events.

Any future newsletters are worth charging for, say 15-20p which will help to cover the printing costs. Keep up the good work, best of luck.

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From Mike Hale (M.K.F.):-

Thank you for your newsletter, which I received via John Barker who came up to our flyin at Walsall Arboretum on November 4th. I, like every one else would welcome a proper newsletter particularly as our national association seems unable to fulfil its promises to its members. I won't say more on this issue at this stage as I know that Bill Souten is writing to you, expressing the general feeling of the Midlands membership. I wish you happy flying and every success in the future.

---

We have also received a newsletter from the Blackheath Kite Association in which K.O.N. is described as follows;

The newest newsletter on the scene has been produced by Gill Fennemore and Jon Bloom who are B.K.A. members. It is amusing, informative and at times slightly disrespectful.

---

From John Green (N.K.F.), (Sheffield kiting Club)

Many thanks for the copy of K.O.N. Mag. I'm delighted that someone has taken this sort of initiative in doing a nice chatty informative newsletter. Yes, where are all the Pro mags these days? Guess it is high production costs and poor circulations to blame. On the personal side, I've only been kite flying for four years, but represent third generation kiteflyer in the family for my Paternal Grandfather built and flew nine foot diamond kites circa 1908 in Norfolk Park. He was a pattern maker at one of the big steel mills here so naturally had decent wood lying around for construction. My Dad remembers them taking one of these big heavy brutes to the park, and three fellows from work hanging onto the rope in a real strong wind. The line broke and it left the park at a very good height!...


The bank must have plenty of paper for the machine..... I've been wanting to do something like K.O.N. for awhile, but can't afford the cost of 'stats and postage!; good luck and hope all goes well for Issue No.2! The blue sky outside looks tempting and there is a light wind, but cold, cold. I'll fly for a few minutes I think..... Best wishes, and good flying

---

DID YOU LIKE READING THESE LETTERS? REMEMBER YOU TOO COULD HAVE YOUR NAME IN LIGHTS BY WRITING TO K.O.N. AT:-

94, ENDSLEIGH GARDENS,  
ILFORD,  
ESSEX,  
IG1 3EG.





MIDLANDS KITE FLIERS  
c/o 76 OXHILL ROAD  
HANDSWORTH  
BIRMINGHAM B21 9RH

6th November 1979.

KITEFLIERS OCCASIONAL NEWSLETTER.

c/o 94 Endsleigh Gardens, Ilford, Essex. IG1 3EG.

Dear K.O.N.

Apologies for not writing earlier, however before putting pen to paper I felt I should determine the views of other 'Midlands Kite Fliers' so that I could put forward a balanced view of our opinions.

We welcomed the arrival of a new news source on the kiting scene, however for it to be of any positive value to all kite fliers we felt it must be both regularly published and free from animosity towards any individual. Humour is a very valuable ingredient in a newsletter but the majority of your 'jokes' were not understood north of Watford.

A newsletter of this type coordinating news from all the regional kiting groups should be published and distributed to ALL kite fliers and be funded from subscriptions paid by all kilters. Surely this is where the British Kite Flying Association comes in. However if K.O.N. is to fulfil this need then there must be full cooperation from the British Kite Flying Association, all the regional kiting groups and the K.O.N. editorial staff.

The Midlands Kite Fliers thank you for all your efforts and look forward to your next issue.

Yours sincerely,



B. SOUTEN.

P.S. The map overleaf shows where to find our regular fly-in site.  
EVERYBODY IS WELCOME.

MIDLANDS KITE FLIERS

BROADWAY PUB

WALSALL

'FLY-IN' SITE

CREST MOTEL

M6 JUNCTION 7

Map prepared by the department of the Director of Engineering and Town Planning, Metropolitan Borough of Walsall.

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A letter from John Barker :-

Dear M.K.F or should I say fellow members, having had a preview of your letter I must make this reply. It was with some reservations I read your letter to K.O.N.. Animosity my dictionary defines as 'bitter hatred'. Crumbs the last thing I thought K.O.N. was doing was disseminating bitter hatred towards any individual. Surely a couple of harmless knocks about non appearance of newsletters and mags is doing no harm other than to remind the issuers of these that they are overdue, though I dont suppose they need reminding. Not all kiterers belong to area association and those who only belong to the B.K.F.A. and do not have the means of travelling to local meets or meets in other areas or for that matter do not have many kiting contacts must be feeling a little upset at the lack of newsletters etc. After all its a year in one respect and eight months in the other since we have had an issue. Personally my own subscription to B.K.F.A. I feel has been very good value for money as I have had been to five Old Warden meets and have made friends and met a lot of nice people. However others may think differently. As regards KON going on subscription, as soon as that happens I will jack, the founding idea of KON being INDEPENDENCE. Its fair criticism to say the jokes might not be understood north of Watford but I have my doubts, but this was our first hurried, no rushed issue and we hope to improve on it. This letter is off my bat, I can't answer for the other K.O.N. production team members.

KITE GROUP NEWS

ENFIELD KITE GROUP :-

Recently we have heard of a new kite group getting off the ground in Enfield. The local paper said "It might not be long before Enfield Playing fields becomes the local answer to Hampstead Heath as a Mecca for kite enthusiasts. Nine local people responded to an appeal from Roy Charlesworth inviting kitefliers along to the fields. The wind was strong enough to enable an impressive display to go ahead and now the group are planning to meet every Sunday. Roy, who has been flying kites for two and a half years hopes eventually to form an Enfield club. "We would welcome youngsters and be willing to give advice to anyone."

We received this information via L. Patten and would welcome any further news about them.



NORTHERN KITE GROUP.....

II, Inchfield Close,  
Norden,  
Rochdale,  
Lancashire OLII 5SB.

Dear K.O.N.,

Have just received Number One and I thoroughly approve. I've only one claim to fame, which is to have flown a kite into one of Lionel Lowe's trains (Score: Suruga 2, Red Arrows 0), but as newly-elected secretary of that mysterious organisation the Northern Kite Group, thought you might like to hear from us.

NKG was formed just a year ago, and now has a paid-up membership of 28, including such well-known names as Martin Powell, John Spendlove and the Greens of Burnley. Subscription is £2.50/£1.00 for over/under 16, payable every time we run out of money (so far this hasn't happened and we're still quite solvent). We hold a flying day every month, but the large geographical spread of our members (Hull to Liverpool) means the attendance can vary (see your report on our Whitworth meeting in KON One).

We've published a couple of newsletters (included) but until now rather haphazardly; recently, though, the organisation has changed, and one noble fellow has accepted responsibility, which should lead to regular publication. I'll send you copies when this rash promise takes effect. I'll also send a list of our flying meetings when they become more definite.

Until then, keep up the good work with KON - personally I feel that newsletters in general don't contain enough technical information; perhaps you'd like to think about including more in the next issue (the PRINTERS being willing).

Happy Flying,

Ian Walton

BLACKHEATH KITE ASSOCIATION:-

The association has held its first separate kite fighting championship on Blackheath on August 12th. 22 competitors participated and there was scope for more, the event was covered by Indian language papers.

The 1980 rally is to be held Sunday 22nd June from 2pm on the heath.

SHEFFIELD KITING CLUB:-

We have received information about the club from John Green (hon.sec.). This is what he has to say, 'The club is a bit quiet at present. We seniors here tend to find our junior membership most active during the holidays when they get bored and have nothing else to do. I am lucky that I have a fair flying field at the bottom of the garden for 'testing 'and junior ops flying. Latest junior project was building an octopus kite. Everyone cutting garbage bag tails and me doing a demo of bending and splitting bamboo with heavy knife and manipulation over a night light candle. Yes folks!; it flew and everyone jumping about with excitement to prove the joy of kiteflying. In 1980 ,second weekend in June, will see the gathering together of North of England kilters at the twin venues of Wincobank and the spacious Concord Park in Sheffield. The special theme for these events is the use of kites in signalling and communications. First Sunday in June at Weston Park near Sheffield the club will be putting on a static display of kites and flying some too.

ESSEX KITE GROUP:-

As promised here are the winter flyin dates;

- Sunday 16th Dec. Hylands Park Chelmsford/Sun 13th Jan South Weald Park
- Sun 10th Feb Thorndon Park Brentwood/Sun 9th Mar Chingford Plains
- Sun 23rd Mar Wanstead flats /Sun 13th April Upminster Common
- Sun 27th April Wanstead Flats. (2pm start for all meets).

The first winter meet went off smoothly at Upminster Common despite the fact that some of the kites scared grazing horses on the common and caused them to bolt. But despite all adversities a good afternoon was had by all.

The Essex Kite Group hopes to arrange a Christmas get together in Brentwood.

More details are not yet available.



## A POEM

What is it that kiteflyings got?

We dont shoot dope,

We dont smoke pot.

We like some booze,

Some music thats hot.

What is it that kiteflyings got?

Vandalism is not our scene,

Though some kilters build 'em really mean.

Politics and religion we would deem,

To be a bore, Know what I mean.

What is it that kiteflyings got?

Some would like to know, a lot

Of our reasons why we fly,

And love to see our kites on high.

What is it that kiteflyings got?

FREEDOM MATE AND . THATS A LOT.



## **K.O.N. KITE COURTESY CODE.....**

1. Twin line stunters should avoid single lines.
2. If you do chop down a kite at least offer to retrieve or help to retrieve it especially if you have chopped a lone kiter, his gear may be too valuable or too heavy to leave.
3. Don't fly Manja when you are not fighting or you could end up literally fighting:
4. Offer help to struggling novices. We were all beginners once.
5. Never miss a chance to plug kiting.
6. We know non kilters ask daft questions try hard not to be rude. Even if they are, they could be potential new recruits.
7. Try to emphasize that kite flying can be dangerous especially to youngsters who often dont appreciate that kites can kill put into the wrong hands.
8. Believe it or not kite flying is enjoyable. It wouldnt hurt some kite fliers to smile occasionally.
9. Take care when pulling in those big kites, they could be lethal.
10. Remember the SKY BELONGS TO EVERYBODY NOT JUST YOU.



1. SAMUEL FRANKLIN CODY

The early life of Cody seems to be hidden in the mists of legend. However, from the turn of the century there is documentary evidence to support most of the main events in his life, including his work with kites.

In fact, the early life of Cody was rather fantastic. Cody was born in Birdville, Texas, probably on 6th March 1861. It was here that Cody became a cowboy in the true sense of the word. He later spent two years gold prospecting in Alaska and Yukon. He ended his time in America with two years service in a Wild West Show. He then departed for England in 1890.

Cody now became a professional entertainer on his own account. He first toured music halls with demonstrations of trick riding and shooting. After about two years of this he went to Europe with a wild west show of his own and when interest in wild west shows began to wane he organised chariot races in Italy, and in France and Germany, marathon races between men on horseback and bicycles. He finally settled in England in 1896.

After Cody had been in England about two years he produced a melodrama called The Klondyke Nugget, its first public performance being at St Georges Theatre, Walsall in 1898. The result of the success of this play led to Cody amassing some degree of wealth, without which there would probably be no Cody War Kites.

The kites and all their various equipment were indeed expensive and Cody needed to employ a team of eight men to operate the more advanced types of manlifting combinations. This meant that Cody had to make a clear profit of at least £1200 per annum (about £30000 in present day money).

When Cody first became seriously interested in kites is not known. He began flying kites as and when his playacting allowed and in consequence his kite flying became known all over the north of England as he moved from place to place with his plays. In October 1901 Cody wrote to the war office drawing their attention to his kite work and their military possibilities.

In November 1901 Cody filed a provisional application for a patent - Improvements in kites and apparatus for same. As time progressed Cody became increasingly famous for his kite flying and soon his dramatic work was interfering with his kiting hobby. The Aeronautical Society were soon asking for a demonstration of kite flying and to this request Cody replied: I have sixteen kites ranging from seven to thirty-eight feet across. The seven foot kite carries a spread of one thousand and ten square feet. Three of my kites are of silk and the others of canvas. I have a great amount of wire cable and from eight to ten miles of piano wire of various gauges. I have also two winding apparatuses. I have a staff of three men assisting me in my many

experiment which will take place within a few miles of Newcastle should any members of your Society be pleased to witness any of my experiments-both weight lifting and high flying-I will send you my exact address and shall be pleased to entertain them at any time.I may mention that I have supplied Mr Bruce who is at the head of the Scottish Antarctic Expedition-which starts in August- with one of my No.1 size aeroplane(kite).

Further recognition for Cody as a kite maker came from Patrick Alexander when he invited Cody to the Balloon Centenary celebrations at Bath.Here Cody aided by a strong east wind provided the piece de resistance of the day In february 1903 Cody offered his invention to the British Navy.This resulted in the navy holding trials on land and sea,however the Admiralty refused his offer but purchased four sets of kites plus ancillary equipment plus Cody was awarded the sum of £100 for his time spent on demonstrating the kites (The Navy was to return to Cody again in 1908)Cody obtained a great deal of practical knowledge from these trials,and soon gained a reputation as the King of Kiting.(including a whole two page spread in the Sphere for 29 August 1903)

On 4th June 1904 Cody arrived at Farnborough here he was to spend five years in the official employment of the Army during which he was to come both kite instructor and the first man to fly an aeroplane in Britain.

#### Design and operation of Cody Kites

There are very few technical details of Cody's Kites available. There is naturally a strong element of Hargraves in the basic design of Cody's kites. Thus the front and rear boxes of a box kite are always recognisable, but to this are added wings and hornlike projections at the edge of the boxes .

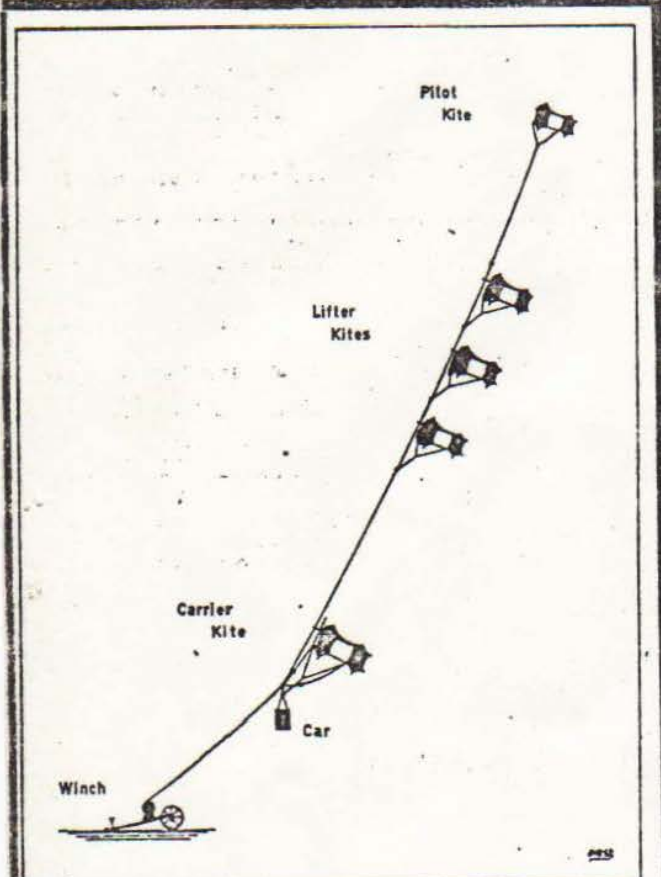
The horns were a practical invention by Cody and were associated with Hargrave's diagonal bracing struts, both features produce tautness in the fabric surfaces, however for the provision of tautness Cody has gone even further than Hargraves. For this he used one pair of diagonal struts for each box element instead of the more usual Hargrave two and they projected outside the frame to form the horns. Attached to each projection was a triangular piece of material this could be tightened by pulling the attached cord around the projecting end of the strut. The wings were merely enlarged horns. From many points the Cody kite was more like an aeroplane than many modern day kites. Weight for weight moreover it had more lifting power than its Hargrave prototype.

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O  
N

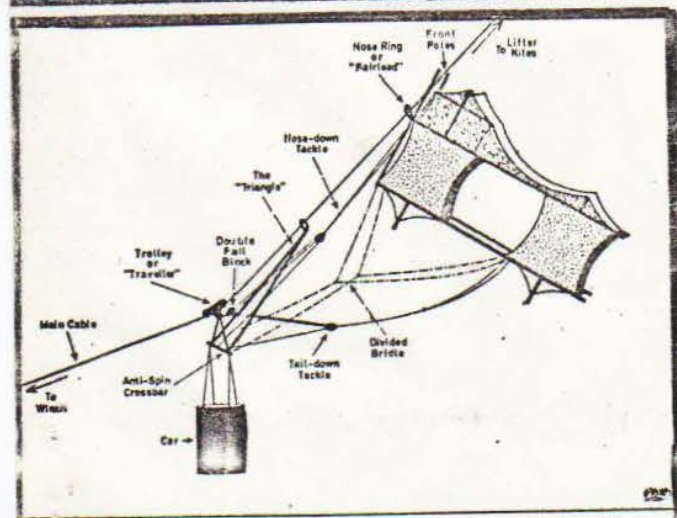


An account of Cody's unique kite system

A light pilot kite was first sent up on a 1000 feet length of cord or piano wire. Lifted by this, a steel cable able to withstand a pull of 2 tons was let out. Along this was dispatched a series of winged box kites, in number seven to two depending on the strength of the wind. These gripped the cable, at short intervals from the upper end, by means of steel bulbs progressively decreasing in size from the top on which cleats of proportionately diminishing size, attached to the kite bridle caught when the necessary pull of one ton was exerted on the cable (which was indicated by a dynamometer winch).



(F) The man-lifting array: Cody's method was to create an aerial ropeway anchored to the sky. At the top was the steady pilot kite on a light line. Then came a team of lifters holding taut the heavy cable. Finally there was the carrier kite, pulling along the trolley with its suspended car



(G) A carrier kite with car and trolley. The carrier unit was a complicated affair. The trolley and car had a 'triangle' to prevent rotation; and a complex of control lines were brought from the kite to the 'crossbar'. The trolley had also a brake acting on the main suspension cable.

The large man lifting kite or carrier, 19' in span between its principal wing tips, was hooked on to the cable and sent up. This drew a balloon basket or car which was slung from a steel trolley on the cable to which the bridle of the kite was attached. At levels much above half the altitude of the flight of kites, the angle of the cable which approached the vertical towards the top, and the periodical swooping of the kites in gusty winds, accompanied by occasional revolutions on the cable which was communicated to the carrier when near the flight, made the situation of the observer increasingly unstable the higher he went. The use of a cable much longer than 4,000' would have unduly complicated the equipment and the operation of the kites in the field. The normal height for ascents were therefore fixed at about 1,500 feet.

The original Cody outfit (which was modified in various respects to suit different situations) could be fitted with, for example a trapeze seat. The record altitude reached by a Cody man lifter was over 3,340' achieved by Lieutenant Broke-Smith, however there is some doubt about this record.

This series will be continued in K.O.N.3 Sources:-various but mainly Early Aviation at Farnborough-P.B.Walker plus various papers.

Next issue Cody continued in more details plus Hargrave-kite maker and inventor.

# KON CARTOONS



STICKING RIPSTOP:-

For making kites with ripstop nylon and tyvek "Thixofix" adhesive is the ideal alternative to sewing. Use fairly liberally so that it soaks into the material. (A useful tip for bachelors). L.PATTEN

SWIVELS:-

For line swivels try the fishing tackle department in Woolies. L.PATTEN

WINGSPREADERS:-

In emergencies safety pins can replace the wire ends of wingspreaders.

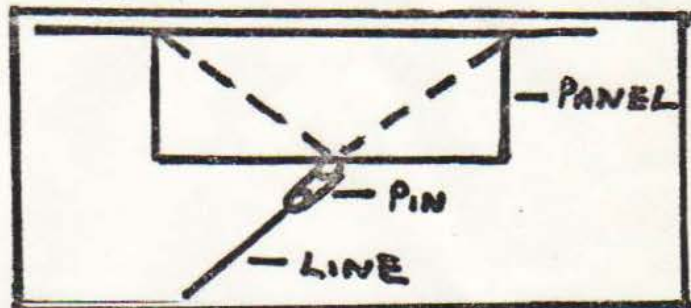
W.FENNEMORE

KITE TAILS:-

Kite tails made from kids plastic windmills create tremendous drag for very little weight. Separate each propeller by a two foot length of nylon chord and put fishing swivels between each one (essential). R.PIKE

KEELS:-

When making keels for deltas etc. and bridling points are unknown let in an oversized square of material and join line with a babies safety pin (locking type). Experiment with line position then cut panel to final shape. I have used this safety pin idea a lot - sometimes moving as many as ten bridling points.



Tapes can be sewn on, after correct positions have been found. R.PIKE

AWKWARD KITES:-

When a kite of awkward shape is folded very often elastic bands are not suitable for holding roll together use plastic garden binders. If plastic bags are used to hold the kite velcro is good for keeping flap closed.

R.PIKE

LINE MARKINGS:-

Mark kite line with black felt pen one dash for every 100 feet, single red dashes for 50 feet intervals.

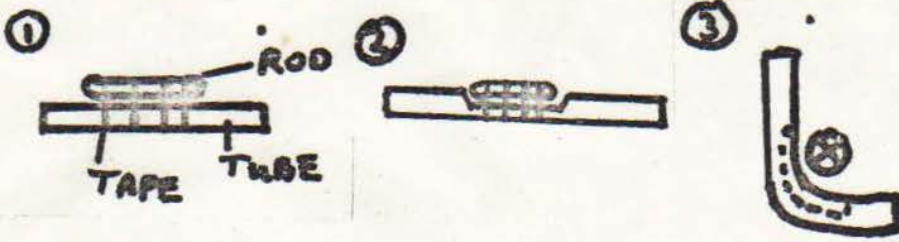
R.PIKE

BENDING ALUMINIUM ROD:-

Round each end of a steel rod (say 1/4" diameter) tape to aluminium tube (say 1/2" diameter) press together in a vice then bend round radius required.

R.PIKE

(See next page for diagrams)



(Diagrams for previous idea)

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COLD PINKIES:-

Try the RAF silk inner gloves, not really RAF anymore or even silk but that's where they originated from. Most motorcycle shops stock them, also for cold feet? try the sea boot socks they're great. Again most motorcycle accessory shops or surplus shops stock them.  
J. BARKER

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NEW CLINOMETER:-

Called 'The Kite Hite Flying Gauge', it is hand made in Sheffield by craftsmen. Price £5.50 plus postage. Contact John Green 77 Rainbow Avenue, Sheffield S12 4AR.

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CAPTURING KITE SOUNDS:-

Try the old favourite paper cup taped to the line near the kite reel and just stick the microphone plus a bit of plastic foam right in there. Turn the gain on the portable cassette machine  $\frac{3}{4}$  up or leave on automatic, and lo! instant sound poetry.  
J. LINNEN.

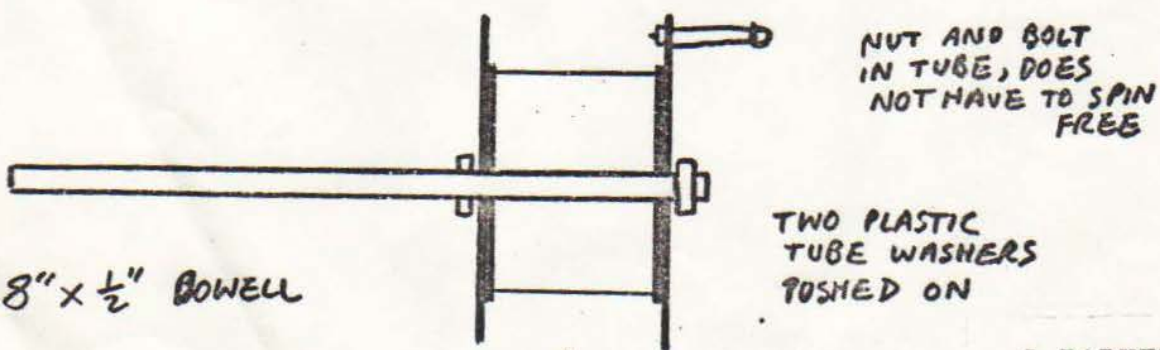
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GOOD PHOTOS:-

Your sunglasses can provide a handy filter for sky shots. Check the absorption of the glass via your built in or hand held light meter. If in doubt allow three full f-stops for the average pair of sunglasses.

J. GREEN

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REEL IDEA:-

SIMPLE REEL FOR KISKEEDEE'S ETC



J. BARKER