

THE KITEFLIER

www.thekitesociety.org.uk

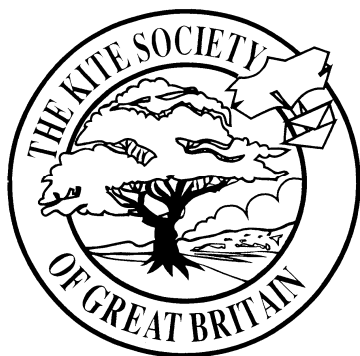


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**Newsletter of the Kite Society of
Great Britain**



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Front Cover
George Webster
commentating at Bedford,
with trusty pint of beer.
Photo Courtesy of Malcolm
Goodman

Editorial

Dear Reader

Another year has started and we hope it will be a good one for you and kiteflying in general. With a following wind the events that did not take place in 2023 will come back again to provide more opportunities to spread the word and simply have fun.

Most of you will know about George Webster's death in October last year. It is sad news for a lot of us who have known George for a long time. There are tribute pages in this magazine, but feel free to write in with anecdotes about him so we can publish these in later issues.

George was a prolific contributor to the pages of the magazine. He often supported our plea for more articles and items to include. It is an ongoing problem with all kite magazines (not just The Kiteflier). So why not put something on paper (or email) and let us have it.

Another thing to note, in case you have not already heard—Dieppe will not be taking place in 2024. There are a number of reasons, but the primary one is the clash with the Olympics taking place in Paris, which is diverting resources (money) away from the kite festival. They do intend to do something, details are not yet known, and intend to be back in 2025. So watch out for news of this.

Otherwise, keep supporting the events that do take place—without you, the kite fliers, they would be much diminished.

See you on the flying field this year

Jon and Gill

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Pothecary Corner—Allan Pothecary

Kites and time fly

Wow. Where did those three months go? Time to write another column already!

I do hope you guys enjoy my waffle - please let me know if you don't or suggest areas I can delve in to on your behalf.

Better still why not join me in the next issue and put a few words together on what you have been flying lately or, perhaps, the project you are working on?

Where are we now?

I thought Hugh Blowers' contribution was interesting in the last edition although, I never pretend to know most of the people he talks about - he's a popular lad!

Hugh has been around in the world of kites a long time and has vast experience of festivals, kite people and kites in general.

He makes good points about from whence we came and the direction our passion is headed.

I quote a recent example of another hobby that sums up many of the same points.

There's a guy who bought some kites from us has just hit retirement and is also getting back in to model boats.

He is in his sixties now and said that when he left the mini vessels and the corresponding club twenty five years ago, he was the youngest member.

Now he is back on the scene and rejoined the club - he still is the youngest one there!

The business side

Hugh has made mention once or twice before of someone who once said to him that they never go to an event unless they got paid to do so.

Well, even if he didn't mean us, then probably, at the time, we certainly fitted that description!

We found that doing corporate events or gigs that were put on to make profit for the organisers such as country shows, supporters of fairground festivals and music concerts, did give us the chance to earn money for kites we could never otherwise afford and so put back in to the kite festivals that we did attend.

If we did commit weekends away from remunerated activities to attend festivals we would always look to at least have our accommodation covered and maybe something toward fuel as well.

This may sound mercenary but there was a certain, required, commercialism to our outlook even though not profit making by any stretch of the imagination.

Festivals need fliers

We did like to support kite festivals when we could but we certainly weren't in the position to cover the expenses that some expected where we had to travel so far countrywide and even take time off work.

I remember one guy who was quite blatant of the fact he intended to make good money from a two day event (not a festival) he was organising, a good, four hours' drive north that would have involved taking extra ground crew and a two night stay.

He told me that there would be no payment but that we would get lot's of publicity from it!

Now I know what you are thinking my answer might have been but I was polite and wished him well

We often took other kite flyers with us to help and paid them for their troubles and they will vouch that we were professional in our shows and good at it.

Running the show

From time to time we got involved in helping to organise events making it clear that if we wanted to guarantee that invited flyers were actually going to be there and not change their mind if the weather looked iffy, then we had to think about covering their expenses

A successful event needs strong acts in the arena that will entertain.

I do remember one bunch of kilters that attended a particular event regularly but as soon as their offer of accommodation disappeared, we didn't see them again, so perhaps we are not that unique?

Pothecary Corner—Allan Pothecary

Purely for enjoyment

Still, all that is behind us now and we fly just for fun and only when the weather is good and when we want to do it.

We don't make commitments any more, they tie us down - we might be going there, to that place, on that day but don't expect us to definitely turn up - we've changed plan on the way there before!

Maybe we stopped at a pub for breakfast and ended up sitting in the beer garden in the sun taking photos of wild life by the river at the bottom.

We have been described as the sort of people that don't colour between the lines but that's what retirement is all about isn't it?

Having said that, on the rare occasion that we confirmed in advance that we'll definitely be there, such as for a coaching session or a club day, then we'll be there!

Reviews and Videos

Of course we enjoy writing the reviews we do of kites sent to us and love making the videos for which whatever manufacture appreciates, the exposure to our 1.55K subscribers.



Top video last year was, oddly and, surprisingly, a 14 year old tutorial in which we collaborated but didn't actually produce.

It had 70 hours of watching in 2023 - perhaps we should seek more sponsors?

It was my fault that the Larks Head knot was wrongly named and if you ever hear anyone calling it the "Larch Loop" you'll now know why.

Please correct them and blame me!

Coaching is something I want to talk about later on but let's change the subject for a minute and chat about kites.

Butterflied

I've had HQ butterfly kites for years - ones like the Swallowtail L and Peacock L (there's five in the "L" range plus another five smaller ones).

They have a fantastic presence in the sky and create a lot more attention than you'd think.

It's a typical, not too expensive kite picked up at a festival for the children or grand children but not dismissed, out of hand, by the more experienced flyer.

We have ways of making you fly!

I wouldn't say that they are the best in a low wind, there's a lot to keep airborne with the long flowing tails that help make them look so good whilst adding stability.



However, I have seen youngsters running even downwind and the kite behaving perfectly behind them whilst us seasoned flyers watch on, not being able to get our

Pothecary Corner—Allan Pothecary

much more expensive creations off the ground.

I have to admit, I didn't think that when I was the age I am now that I would be able to canter across the flying field with a kite pulling out behind me.

Well I got that one right!

Dare to do it

It's probably well known that I don't do fiddly, I don't have the patience.

I can't say exactly that the butterflies are "fiddly" but they are a bit of a stretch and a pull to assemble and once everything is in place, you have to push them back in the middle (invert them) to achieve the dihedral shape that will enable flight.

There will be a certain amount of trepidation before attempting this because it feels as though you are about to break it but don't worry, you won't - go for it!

An amateur/beginner flyer that has just purchased one of these will know nothing of what finished shape is intended and will try to fly it 'bucket shaped'.

With luck, the wind might be strong enough that the kite pops backward into position and all will be well.

Good comment

I thought this needed a video to help with this and, not unexpectedly got the following, supportive message.

"This is the first video that actually gave a helpful advice on how to assemble. I did it that way on the first try but then got worried trying to reverse it to disassemble the top cross spars out that I would break it .So glad to see someone else assembled it this way.

It says ages 5 years but no 5 year old I know will get that and a lot of first time flying parents are likely not to know either. Great video"

Its always nice to get an acknowledgement or even a thank you when you've put some effort in and I was pleased to read this concurrence with my own thinking.

I'm thinking that people might be interested in some of the questions and answers that fly back and forth from both our

YouTube Channels and what is now a long, not updated, website.

Perhaps I'll include some in the next edition....

www.kitedisplays.co.uk

With regard to the website; although the latest videos may not be there, it is still a great place for new fliers to check out.

There are lots of tips and shortcuts there and good links to other kiting areas.

I do update the Jolly Up events but that's all I get the time for these days - I will have to relearn how the software works!

Sales

We are so pleased that no-one took us up on the offer of bulk buying the kites we were selling.

It's been harder work and there was the expected hassle with shipping companies and a couple of buys unable to grasp simple things that you would have thought they should know already, given the amount of time they have already been flying, but the financial side has certainly been worth it.

Not a single moan about the quality of kites received - in fact we have had some rather nice letters about the bargains they are now enjoying - and bargains there were indeed, with some customers barely able to conceal their glee as they made off with more speed than the baby sitter's boyfriend when the parents arrived back early!

Most of the sport kites have now gone with the majority travelling abroad. That, I suppose, sadly says something about the sport kite scene in this country as mentioned earlier.

Some did stay in the UK and we are still in touch with the new friends we made from the sales

A sense of loss

A weird mix of emotions to think that others now own kites like our Airdynamic lightweight Cubans with customised tails; kites that we loved so much and yet hardly ever flew. (Made by Peter Taylor and Val)

However, we are getting used to the feeling now and may bring forward the date when

Pothecary Corner—Allan Pothecary

our remaining large inflatables and other sport kites will be advertised - watch this space and social media.

We will do our best to contact previous buyers first as they know now the quality and value for money and we appreciated their custom.

Big Pink Octopus

Yes, that one is still for sale.

The main reason is that I can't say what size it is.

I have asked interested people to judge for themselves by the photos I have published or by the YouTube video but it seems like I have to wait for a dry day with wind to fly it then lay it out on the ground and take measurements myself.

That's going to be a few more months it'll be sitting in the storeroom then unless someone realises what a bargain it is first?

Experience in the making

Some of the feedback brought home yet again how much some, long term, flyers have to learn about different aspects of kiting and how much more fun there is out there to be had.

One guy had bought one of our larger kites and phoned to ask what was the best wind speeds (top and bottom) to fly and what line strength should he use?

These are things I have never been told and just picked up as we have gone along.

After a while you just know - don't you?

I asked if he had an anemometer?

He hadn't so I had to ask what point there was in my telling him what speed if he couldn't measure it anyway.

There are many graphic explanations. Of the Beaufort Scale so get an idea from how nearby trees are moving.

As for breaking strain - I'm not even going there; too many variables to explain.

He'll be asking about anchors next!

What can I do

I get a lot of questions on sport kites.

Generally they are on the basics but then what else can I do?

This is where we could do again with the many winter leagues we had back in the day.

I helped to or organised by myself a goodly number back then.

Learning some of the disciplines needed to fly figures adds a lot more interest to an afternoon or late summer's evening out with your kite and the friendly, league events gave you the impetus to concentrate on the finer requirements.

It gave a target, a point to your flying.

Talk is easy.

I could talk, or write, you through any amount of how to fly precisely or even the basics of flying in pairs but anyone who is doing this for the first time really needs someone with them to guide them on the right path.

I'm up for it if you want to come along - I'll even provide the kites.

There's no charge, I do it for the buzz of seeing people learn but you had better be prepared to work at it on the day and afterwards on your own.

Animated

There will be a lot of people these days that will not have heard of a very talented guy called Roy Reed.

Roy is a web designer who is passionate about kites and has produced many fascinating facts, figures, graphics and animations on kites.

Go to "Reed Designs" and follow the tabs down to STACK Competition figure animations for an amazing view of kite patterns (figures) to fly in the sky.

There are lots of solo flyer figures to try and he also covers all aspects of kite flying including Pairs, Team, Quad and even trick flying.

Infinity

It's easy to spot a novice sport kite flyer on the field.

Pothecary Corner—Allan Pothecary

They will be buzzing about fairly randomly and thinking its pretty clever to hold the kite, motionless, at the edge of the wind window. The other thing is that they will be doing some sort of an Infinity (a figure eight on its side) and going upwards on the edge of the wind window.

Let's look at that logically.

On the edge of the window there is no catchable wind because the kite is sideways on to it and, therefore, will be struggling to go uphill with no drive.

Here is where we need to be coming down the outside of the window with gravity assisting the kite in its motion.

The flyer should be walking back slightly as the kite rises at a forty five degree angle through the middle of the window and walking forward to slow the kite as it drops down the outside.

My phrase to remember for this is "Always fly downward at the outsides".

Threads

My favourite to teach a solo flyer is one kite's role in the Pair Thread figure.

It's not a STACK figure but something that looks cool and is relatively easy to fly after a minimal amount of instruction.



It involves tracking in a straight line low to the ground from one side to the other.

Not too low at first, get used to all the aspects first. The beauty of this pattern is the turning back at each end and hitting the line on which you came across.

This involves judgement of where the wind is and when to start the turn.

As the power eases, fly the kite upwards at forty five degrees whilst slowly moving backwards on the ground to power some lift.

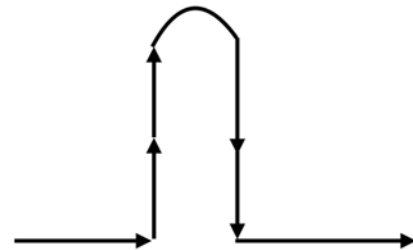
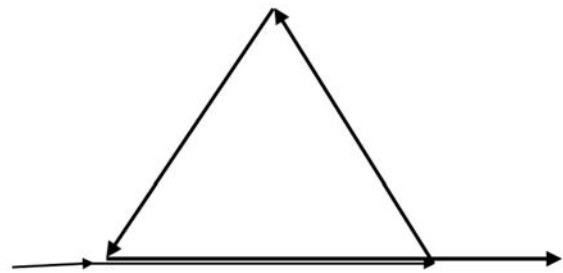
The beginning of this section is called "Set".

When there's enough height to come back under, begin the turn.

As the kite turns around and under (Remember gravity is helping here, the same as in the Infinity) walk slowly forward again. Then continue to fly back to the other side maintaining the same height as you were when you came across.

Here are a couple of figures I still like to fly when I am going solo.

The triangle in particular involves quite hard push/pull turns at the corners and the second (Known as "The Jump" emphasises speed control by walking back going up and forward going down.



The ninety degree turn at the bottom is difficult to master. You will get a wobble after the turn unless you lock your hands together.

I will do a little bit on some simple pairs next time but if you want to improve from just zapping about anywhere and pretending to yourself that you meant to do that move you just did then please start by mastering a good infinity taking up most of the sky.

Then progress to half the sky making sure you you cross your previous up pass in the same place each time and that your circles match in size and shape each side.

Allan and Marilyn

George Webster, July 1936—October 2023

As many of you will already know George Webster died last October aged 87. It is a great loss to the kite community, and to us personally having known him since the late 1970's.

George has been a thread running throughout our kite life. He was a fixture at most of the kite festivals at the time, Blackheath, Old Warden, Bristol, Washington and so on with his kites and knowledge.



He was an expert commentator and communicator and his first commentary for us was in 1991 at the Weymouth Kite Festival. Working with Andy King.

This was notable for the technical issues with the wireless microphone, having to hold the wire against the flag pole to connect properly! Both unflappable.



George went on to commentate at all of the Weymouth Kite Festivals buying a house in the town as both he and June enjoyed the area.

Many visitors to the festival made the comment that they specifically came to hear George (and Andy) with their banter and knowledge, adding so much to the events.

George went on to commentate at our Portsmouth event until his health prevented him for do so. Again with Andy King.

The most notable commentary we can remember was the fake rokkaku challenge, where a



film crew asked them to be filmed whilst no other activity was going on. Both were consummate professionals.

George continued to add to the Portsmouth festival after the sad death of Andy King. Never quite the same without the banter!

George always came with copious notes about the invited kite fliers and could talk and entertain the public even though there was no wind and nothing happening. Then there was the 'Rainbow' Delta joke, the dentist joke (during sweet drops) and, of course, the endless parachuting teddy bear commentary.

Après kite festival activities normally consisted of some liquid refreshments (including the wine incident at Margate one year), with many hours of interesting and knowledgeable discussions—not just about kites but anything that came into the conversation.

We must also add the work that George did for the Kite Society auctions—goading people to buy items (that they may not have even wanted!) and buying a lot of items to add to his extensive collections of kites and books.

George Webster, July 1936—October 2023



George at an Auction, Portsmouth

George was also very active in writing about kites and kite history. One problem was that he often sent us handwritten articles in his brown ink, and he would have made a great GP with almost illegible writing! It took quite a bit of time to decipher.

His first item for us was a letter that was published in Issue 10, January 1982 "Kiting USA". He then went on writing letters and articles for us, with some 300plus items by George.

He is probably best known for his series of articles discussing the range of kites, their history and flying aspects. There have been 18 articles on kites and kite flying.

For those interested the articles can be found on our web site (www.thekitesociety.org.uk)

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George with June at an early Blackheath Kite Festival.

Bits & Pieces

From India News Calling

Kite flying helps a lot to keep your heart happy healthy and strong.

When we fly a kite in the garden we inhale fresh oxygen into our body, which keeps heart in good and strong position. Our heart is working 24 by 7 and for the whole life without any break so it is our duty to keep it fit o fit.

Kite flying is out door activity would keep your heart cheerful and happy .

When we fly a kite in open we would not have BP problem, no heart attack.

Say no to Smoking
No to Junk food
Exercising regularly
Good sleep.



Dr. Devinder pal Singh Sehgal.
Forensic Scientist (Retd). Limca record holder
in kites

Limca Book of Records

Launched in India in 1990, Limca Book of Records (LBR), an Indian equivalent of Guinness Book of World Records, focuses on the unique achievements of Indians across the country and abroad.

The record book celebrates the accomplishments of Indians in diverse fields of human en-

deavour across the globe and is a source of inspiration, especially for the country's youth.

It is published under the patronage of Coca-Cola India, which manufactures the soft drink known as 'Limca'. Limca Book of Records recognises achievements such as firsts, discoveries, inventions, honours, and awards.

Limca Book of Records refers to an annual reference book published in the country documenting world records which are further categorised into education, literature, medical science, agriculture, defence, sports, nature, radio, adventure, cinema and business according to the Limca Book of Records rules.

The record book, published annually in English, is an extension of the Limca brand.

In addition to featuring records, LBR has also been honouring 'People of the Year' for their individual achievements since 1992. A panel of judges selects people who consistently contribute to 'Indian excellence'.

From the Dorchester Historical Society

Samuel F. Perkins and Man-carrying Kites

Samuel F. Perkins invented the man-carrying kite and continued experimentation on his creation from 1910 through the first World War and into the 1920s.

Perkins demonstrated his kites and skills at aeronautical exhibitions across the country. At the 1910 Harvard-Boston Aero Meet in Squantum, "he demonstrated that a man can be sent 2,000 feet in the air, supported by from 5 to 6 large 18-foot passenger-carrying aeroplane war kites." (The Boston Globe, Dec, 14, 1912).

In 1912, he received an order for 25 kites from Lt. John Rodgers of the USS. Nebraska, which was docked at the Charlestown Navy Yard. Rodgers was the foremost researcher in the use of man-carry kites for the U.S. Navy.

The following is taken from a Facebook posting: "The principle was simple. A lead kite, eighteen feet high, was flown into the sky to test the wind. If conditions were right, a series of six to seven stringer kites would follow until there was enough lift to raise a man. A ground crew operating a winch could reel the "pilot" in or out depending on the weather, or what he needed to see.

"Perkins may have been misguided, but he was not seen as a crackpot. He attended Harvard and MIT. The US Army Signal Corps and the US Navy expressed serious interest in his invention as a means of observing the enemy. Admiral Richard Byrd even took a Perkins kite on one of his Antarctic expeditions.

Bits & Pieces



"The biggest issue was stability. Getting a Perkins kite into the air was easy, but if wind conditions changed, the kite could veer out of control. Perkins learned this the hard way during a test flight when he fell 150 feet to the ground. Nevertheless, he not only survived, but he also remained undeterred.

"The US wasn't the only country to experiment with kite observation systems; Germany and France employed them on a regular basis during World War I. However, it soon became clear that using a kite for observation was nothing more than a heroic investment in white elephant technology, and once again kites became the playthings of children."

Great American Kites & Events

They describe themselves as "the leader in the amazing memory industry. Boasting the world's largest collection of "giant kites" we travel all across the US to paint the sky with color and create amazing memories that last forever. But hey, we're not just about kites (even though we have a whopping 100+ of them, making our collection one of the most impressive in the U.S.!). We're also about bringing communities together, one event at a time."

For more see www.greatamericankites.com.

Smithsonian Magazine



They recently published Ten Treasures from the National Air and Space Museum.

Number 1 on the published list is a Chinese Dragon Kite.

Kites were the first human-made objects to achieve sustained flight. This Chinese dragon kite was originally shown at the Centennial International Exposition in Philadelphia in 1876 and was one of the first aeronautical objects in the museum's collection.

Suspended Paper Kite Installations

From My Modern Met

Japanese-American artist Jacob Hashimoto unveiled an immersive installation at the Miles McEnery Gallery in New York City. Titled *The Disappointment Engine*, it featured numerous paper and bamboo kites, arranged in layers, and suspended from the wall and ceilings. Ranging in color and design, these hand-crafted pieces reference the digital age and our place in it, while also exploring the artist's East Asian identity.



The exhibition consisted of 11 works, 10 of which were displayed on the walls of the gallery, while the largest piece, all in white, cascaded in front of the entrance. Since each work was made up of numerous pieces, the sculptures shifted slightly, like they were alive. It was also easy for viewers to see the handmade aspect of these artworks. "I'm half Japanese

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and half European-American, and having grown up Asian-American—or at least, half Asian-American—in a rural part of the United States definitely helped shape who I am as a person in ways that I think can't help affect the way that I make my artwork," he explains. "So my relationship with traditional materials and traditional Japanese handicraft, you know, a lot of that stuff is a product of my relationship to Asian culture through the lens of being an American."

Although these works are made with a traditional approach, they reference the current age we are living in. Many of the circular kites possess a pixelated appearance, like computer screens glitching out. This inspiration is merged with other influences, including stained-glass windows and circuit-board patterns. "It's about creating spaces for questions and thought and, when successful, it also reminds us of some fundamental things—the size and power of nature, smallness, Sisyphian efforts, the kind [of] cumulative experience of a lifetime," Hashimoto expounds. "All of those things are built into the work and I think that we experience those things as a community, oftentimes through artwork, and through the discussion of those art-



works. So, if [at] any point my work happens to do that, I think it's been very successful."

Container-based mobile battery hub recharged by kite power

A Dutch startup spun out of the Delft University of Technology has launched the Kitepower Hawk, a wind energy storage solution that's designed to replace diesel generators for small island communities, on construction sites or in agriculture.

"The Hawk is unique as a mobile renewable energy source that can be used completely independently from the grid," reads the press release. It was developed as a relatively small on-site renewable energy solution "that can be flown a few times a week to meet energy needs throughout the week."

The system pairs 400 kWh of Li-ion battery storage housed in shipping containers with an "Airborne Wind Energy System" in the shape of a hybrid inflatable/fiber-glass kite connected to a ground station with a Dyneema tether.

The container-based storage unit is designed to deliver up to 330 kW of peak power output to charge electric vehicles or machinery, and is reported to have an operation time of 10 hours per charging cycle. When a top-up is needed, the kite is deployed from the adjacent ground station.

As the 40-60-m² kite is reeled out and caught by the wind, mechanical energy is converted to up to 40 kW of electrical power. A sensor unit at the end of the Dyneema line controls the roll,



pitch and yaw of the flight pattern. After the reel-out part of the cycle is completed, the ground station uses around 10 kW of that electrical power to pull the kite back in. And the cycle is repeated, with the system producing electricity for around 80% of the time and consuming it for the remainder.

The setup is able to start its cycles at lower windspeeds than conventional wind turbines, and is reported capable of harnessing stronger

Bits & Pieces

winds at higher altitudes.

"The system is a perfect solution for smaller businesses in agriculture and construction looking for a sustainable way to generate electricity," said company CEO, Johannes Peschel. "The system is easy to install, can produce day and night, and it is highly efficient."

Auction Items You May Have Missed (or coming up).



Signed 1969 C Jere Bronze Boy Flying Kite. Est \$600



A Bronze & Copper Sculpture of a Boy with his Kite, Stone Plinth. Est \$120



One of four works by Eileen Alice Soper (1905—1990). Set of four sold for \$264



Georg Mayr (unkn. -1916): Acts of kite flying in nature,, Pen drawing. €400



Thomas Gauguin (1756-1831) - Framed Stipple Engraving, The Complete Kite. £327

Bits & Pieces



A Good Quality Solid Silver Clown with enameled Kite. Inscribed plaque on wooden base to reverse "Independent Insurance Group Plc Stock Exchange Floatation November 1933" . £595 or offers.



A green jade figure of a maiden holding a butterfly kite and reel. 20th century. \$700



Eddie Arning (1898 - 1993) - Flying kites. Est \$1000-1500

Dieppe Kite Festival 2024

The Organisers recently posted the following about the 2024 festival.

As usual, many of you contacted us during 2023 to know the dates of the next Dieppe international kite festival. We warmly thank you for your encouragement, your requests and your patience!

We committed to informing you as soon as possible. The time has come.

The leaders of Dieppe Kite Capital met at their general meeting on November 22, 2023. The criteria and imperatives that the organization of such an event requires were discussed.

Some important points, specific to 2024, caught

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the attention of the meeting, namely:

- Constraints related to the 2024 Olympic and Paralympic Games, and the passage of the Olympic Flame in Dieppe.
- Fiscal constraints for public funders in 2024.

The association was in the starting blocks to launch the 2024 event, but given these elements beyond our control, we were led to make the wise decision to schedule the next festival in September 2025.

However, 2024 will not be a blank year!

The association is already working to prepare and set up kite actions. The schedule and useful information will be announced over the weeks on the Facebook page and the website of Dieppe Capital of the Kite. Volunteers who wish to contribute to these projects are encouraged to make themselves known to the association (by email: infos@dieppe-cerfvolant.org).

In parallel, from the beginning of 2024, we will start programming 2025. Exchanges and projects with kite flyers can begin. The official dates of the festival will be decided and announced in the first days of September 2024.

Together, we will prepare a new original and friendly program so that kite flyers and festival regulars will find in September 2025 the atmosphere they appreciate so much.

Some Books via Ebay



Babyuk I. Kites. Handbook for qualified modellers. State Aviation and Automotive Publishing House, 1932.

\$150 plus shipping.

Listed under Extreme Sports

Kite Encyclopedia Picture Book Kites of Japan & the World 1997

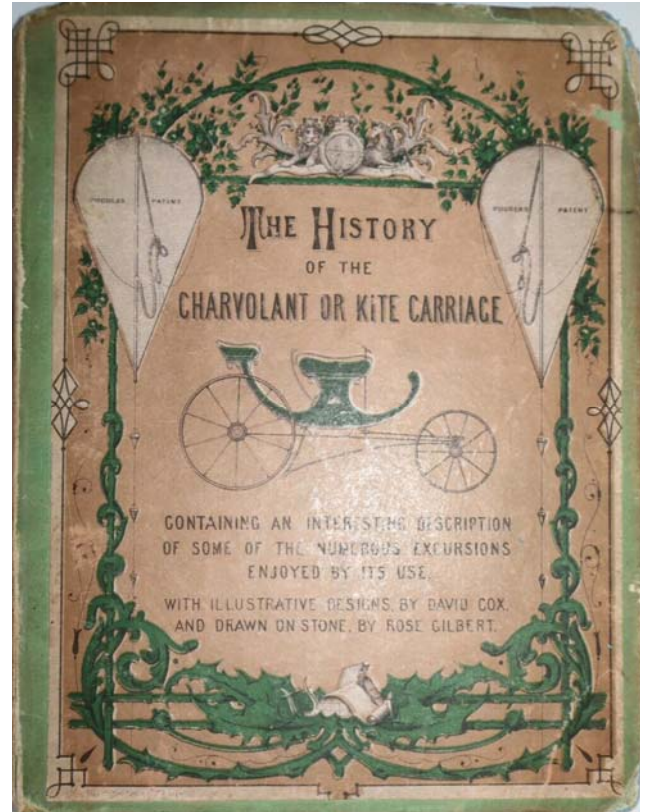
Over 600 pages

Listed at \$215 plus shipping.



1851 A Treatise on the Aeropleustic Art Air Navigation Kites Charvolant Pocock

This comes up occasionally. Although not seen one quite as expensive! £1,900 (but free shipping). Relisted at £2,000



Batman #133 Aug 1960 1st appearance of Kite-Man



£299.99 plus shipping.

Bits & Pieces

Crandall's Sun Kite advertising booklet / 1889



Seen on Ebay

Advertising booklet for Crandall's now-forgotten Sun Kite, with a strange and wonderful illustration of a grinning Sun emblazoned on the underside of a kite.

The booklet includes directions for use, a warning: "Kite is liable to be dashed to the ground before it attains sufficient height to fly steadily" (p. 2), and descriptions of each part of the "water-proof" kite. There is also an illustration of Crandall's Kite Reel.

We have been unable to locate any other information about Crandall's Sun Kite besides that which is conveyed herein. We want to have a real

Flights of Imagination. An Introduction to Aerodynamics

This book was written by Wayne Hosking and, whilst a 1987 book it contains useful information about kite basics. It is split across a number of 'projects' for classroom use.

The description in the catalogue says:

The study and use of kites have contributed to science through the development of aeronautics. This document traces some of the history of kites and provides teachers and students

with basic information about kite components and flight dynamics.

The major portion of the book provides students with 18 projects which deal with:

- shapes that will fly;
- kites compared with gliders;
- lift;
- air flow;
- the angle of attack in flying kites;
- measurements;
- the use of dihedral angles for stability;
- positioning kites using a tail;
- materials;
- box kites;
- making height readings;
- making wind gauges;
- constructing a wind vane;
- the study of wind;
- the aspect ratio of a kite;
- the weight to area factor;
- wind speed and lift; and
- force.

The appendices contain information on materials for kites, when to fly a kite, where to fly a kite, how to fly a kite, and kite safety, along with a glossary, resource list, and a bibliography. Also included are a metric conversion chart and a reproducible template for making a wind gauge and a wind vane. Illustrations are included.

You can download a copy from eric.ed.gov/?id=ED282712

The Shape of the Wind Sailing and the Art of Japanese Kite

This series of events and exhibitions has been taking place at Museums in Genoa, and finishes on the 28th January.

The events included talks and workshops on a number of aspects:

- Kites in Japanese Art and Culture; Forms, meanings and Symbols.
- Let's Build a Japanese Kite
- Ukiyo-e Japanese Prints and the Aesthetics of the Floating World; The Artists, the Works, the Genres, the Techniques
- The Shape of the Wind; Flight and the art of kites in Japanese Tradition
- The Soul and Body of Kites in the Traditions of Asia
- The Great Flight; The art of Wind and Kites in Japanese Prints

Iqbal Hussain and the 30 Kite Club are involved in this series of events.

Frieze Contemporary Art Fair 2023

We were asked in September 2023 to see if we could find some kite fliers to help out at the Frieze Contemporary Art Fair with some kites as a demonstration. After a little back and forth, combined with the issue of mostly being needed during the working week, we decided to help out ourselves.

The painting on the kites were by Los Angeles based interdisciplinary artist Candice Lin entitled "Feline Messages to the Human World". The series of kites are decorated with natural pigments such as indigo, cochineal and turmeric. To quote from the display board:

"The Kites surfaces feature mythological and animal imagery from the artists exploration of interspecies castration. Drawing from animal studies, queer and trans theory, and historical representation of eunuchs in Chinese imperial court culture, Lin explores the idea of castration as a new possibility rather than a loss. Just as the negative spaces cut into Korean fighter kites for aerodynamic purposes allow them to fly, the artist asks how and if the practice of castration can create an elevated status for different lifeforms".

The kites were made by Yaeun Stevie Choi from Los Angeles who also came to the UK to fly the kites.

The flying area for the first three days was the playing fields, and an area had been set aside for this.

Despite only three people flying kites (us and Stevie (there were 6 or so 'stewards', dressed in high-vis and goggles (!) to keep the public back. The height limit was 30m and tricky wind conditions. But all kites did fly well. Good Fun.



Candice Lin and Stevie Choi



Workshop Kites



Some of the materials used to paint

There was a workshop held to make kites but primarily to have Candice show the method she uses to create and paint with natural materials. Participants could then also paint their kites.

After the workshop and the rest of the time the flying was between trees near to the main art fair—with the workshop kites and first time fliers. Even more fun!



Rescue Kite Testing



For several years now, sailor Yves Parlier has been working on the development of traction kites, similar to surf kites, for use on boats.

Through his Liberty Kite brand, he offers free-standing kites for pleasure boats, while his Sea Kite brand is working on solutions for commercial vessels, as an auxiliary propulsion solution.

In the yachting sector, the company targets both sailboats for emergency use in the event of dismasting, and motorboats as a back-up source of propulsion or in the event of breakdown. It already equips a number of racing yachts, from IMOCAs to Ultim trimarans. Liberty Kites are also available as an option on certain production boats, such as the Leen trimarans.

A wing that's easy to launch and land

The company invited us to test its solution on a 7.50m RIB in the Charente channels. After leaving the pontoons of the Port des Minimes, we set off from the channel in choppy seas and a dozen knots of wind. It's time to take out our 20 m² kite, whose small bag and mere 3 kilos will fit on any boat.

Antoine Dechaufour briefly explains how it works, based on two lines, one at the stern and the other at the bow of the boat:

"The wing is self-stabilizing. All you have to do is adjust it so that the line between the two shooting points is as close as possible to 90 degrees to the apparent wind. These should be about 5 meters apart. On some boats, you can use outriggers to spread the rear point at certain points of sail if you want to."

After connecting the kite to the lines with a simple sheet knot, it's time to launch the Liberty Kite. The kite is gradually released into the wind, so that the box on the leading edge inflates naturally. This represents a third of the surface area, supplemented by a single-skin fabric on the rest.

Once fully released and inflated, the wing, still at low height, provides little power. The front and rear lines now need to be progressively sof-

tened. The higher the wing, the better its performance. By creating S-shaped movements, its dynamic movements further improve its lift.

Control using a simple motor base

With the wing in place, it's time to see how the solution performs. Despite the chop, the kite is quite stable, taking off at between 2 and 3 knots, while the real wind is around 12 knots. Liberty Kite reports that its kites take off as early as 7 knots, and average around 5 to 6 knots in the ideal range of 15 to 25 knots.

In the case of our RIB, which has virtually no anti-drift surface, we have to make do with downwind points of sail. The outboard motor's baseplate is enough to steer the boat. Antoine Dechaufour points out that on other boats, the range of uses is much wider:

"On a motorboat, we're content to stay between 100 and 180° from the wind, but on a sailboat, we can go up to 55 degrees from the true wind."

Different mounting solutions

To avoid getting the wing wet, we decided to bring it back on board with two of us, using the reverse manoeuvre to the launch, but it is possible to recover it like a spinnaker, by releasing one of the two arms. Once on board, all you have to do is open the two Velcro "doors" to deflate the leading edge and stow the whole thing in your bag, in just a few minutes.

An attractive backup solution

While motorboat owners are unlikely to be seduced by the idea of kiting at 2 knots on a boat designed for speed, the Liberty Kite seems highly relevant as a safety solution in case of breakdown or dismasting for people sailing offshore. The 10 m² kite, favored for these uses, is priced at ?1,490 plus VAT. The company also offers kite rental solutions for transporting damaged boats.



Henry Wellcome: Pioneer in Aerial Photography

It's a little known fact that Sir Henry Wellcome was something of a pioneer in aerial photography. Wellcome first visited Sudan in 1900, to establish what became the Wellcome Tropical Research Laboratories in Khartoum. Once the laboratories were established, he moved on to plan and carry out archaeological excavations in the area. Between 1910 and 1914 he travelled to Jebel Moya in South Sudan where he was permitted by the military governor to begin a series of four archaeological excavations. Some rare film footage exists from the excavation.

Wellcome brought in British archaeologist O.G.S Crawford to manage the site and the team of local workers. Crawford went on to become involved with photographic reconnaissance, propaganda photography during World War I, and an author on the subject of aerial photography. In the book *Medicine Man*, Crawford credits Wellcome for the invention of box-kite photography claiming that the Jebel Moya site was the first time air-photography had been used in archaeology.



Aerial photograph taken with the 'kite camera', at Seqadi, Jebel Moya

Aerial photography provided an alternative view of the excavation site allowing, if conditions were right, detailed mapping and topographic study of the area.

Rockets and pigeons were amongst the early methods of raising the camera aloft but most success came with air-balloons. A disadvantage of using air balloons for aerial photography was the risk to human safety. The cameras had to be manually operated once up in the air and the temptation was to have a large balloon-car to take up all manner of equipment and specialists, meaning the balloon would be heavily weighted.

Safety was also an issue with Samuel Cody's man-lifting kites, although they could lift a person as high as a balloon could be flown, and performed better in strong winds they still put the camera operator in danger. So attention moved to finding a way in to fire the cameras automatically. Explosive charges and lead weights were trialled but then without someone to position the camera in the right direction successful images could not be guaranteed.



The 'Wellcome' kite camera in operation, Jebel Moya,

The large box-kite Wellcome used was manoeuvred using pulleys and fired remotely using a wire attached to the camera. Perhaps the pulley system, known as the 'Kite Trolley', that Wellcome and his team used went some way to providing a resolution to the problem of camera positioning. In Frank Addison's account of the Jebel Moya excavations it states that no written details of the experiments with the kite trolley exist, but there are letters and papers relating to the kite trolley within the Wellcome archive at the Library.



Remote operation of the kite camera,

Although aeroplanes and drones eventually took over from balloons and kites, kite-cameras were never made entirely redundant and are still being used by archaeologists today.

Professor Alexander Graham Bell on Kite Construction

From Science Vol. 53.

It is fortunate for those interested in aeronautics and the exploration of the air that Professor Alexander Graham Bell has joined the band of experimenters and is lending his inventive genius to the cause. Professor Bell has been for several years experimenting with kites, led to this line of experiments, he thinks, because of the intimate connection of the subject with the problem of the flying machine¹. Professor Bell began his experiments with the box-kite of Hargrave, whom he recognizes as the pioneer in modern kite construction. His objections to the box-kite are that, "It requires additions to the framework of various sorts to give it sufficient strength to hold the aeroplane surfaces in their proper relations and prevent distortions of the kite-frame under the action of the wind. Unfortunately the additions required to give rigidity to the framework all detract from the efficiency of the kite: first, by rendering the kite heavier, so that the ratio of weight to surface is increased; and, secondly, by increasing the head-resistance of the kite. A rectangular cell like A (Fig. 1)² is structurally weak, as can readily be demonstrated by the little force required to distort it into the form shown at B. In order to remedy this weakness, internal bracing is advisable of the character shown at C. This internal bracing, even if made of the finest wire, so as to be insignificant in weight, all comes in the way of the wind, increasing the head-resistance without counterbalancing advantages."

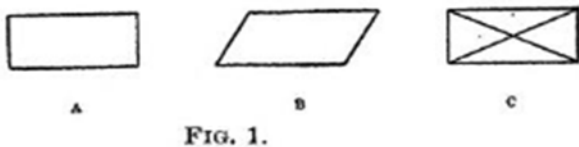


FIG. 1.

These remarks of Professor Bell concerning guys, etc., do not apply to the original Hargrave kites which have no guys, but only to a style of Hargrave kite invented and patented by me. This style is the one which has come into universal use under the name of the Hargrave kite, and is the one with which Professor Bell began his experiments rather than with the original Hargrave structure, few of which have been made.

Continuing, Professor Bell says: "In looking back over the line of experiments in my own laboratory I recognize that the adoption of a triangular cell was a step in advance, constituting indeed one of the milestones of progress, one of the points that stand out clearly against the hazy background of multitudinous details. The following (Fig. 2) is a drawing of a typical, triangular-celled kite, made upon the same model as the Hargrave box kite.

A triangle is by its very structure perfectly braced in its own plane, and in a triangular-celled kite, like that shown in Fig. 2, internal bracing of any kind is unnecessary to prevent distortion of a kind analogous to that referred to above in the case of the Hargrave rectangular cell (Fig. 1). The lifting power of such a triangular cell is probably less than that of a rectangular cell, but the enormous gain in structural strength, together with the reduction of head-resistance and weight due to the omission of internal bracing, counterbalances any possible deficiency in this respect."³

1 His experiments are described in a communication made to the National Academy of Sciences, in Washington, D. C., April 23, 1903. Also 'National Geographical Magazine for June, 1903.

2 The numbers of the figures differ from the original because many of the figures are omitted here.

3 Some experiments, made by us at Blue Hill in 1896 with some of Hargrave's models of triangular-celled kite, led us to think the rectangular cell much superior in efficiency to the triangle, owing to the sheltering of the upper surface at the corners of the triangular-celled kite.

"Triangular cells also are admirably adapted for combination into a compound structure, in which the aeroplane surfaces do not interfere with one another. For example, three triangular-celled kites, tied together at the corners, form a compound cellular kite (Fig. 3, A) which flies perfectly well. The weight of the compound kite is the sum of the weights of the three kites of which it is composed, and the total aeroplane surface is the sum of the surfaces of the three kites. The ratio of weight to surface, therefore, is the same in the larger compound kite as in the smaller constituent kites, considered individually.

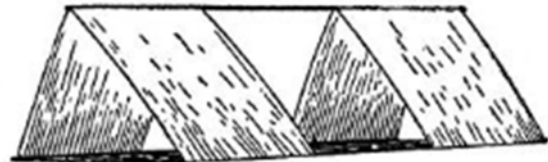


FIG. 2.

"It is obvious that in compound kites of this character the doubling of the longitudinal sticks where the corners of adjoining kites come together is an unnecessary feature of the combination, for it is easy to construct the compound kite so that one longitudinal stick shall be substituted for the duplicate sticks. For example: the compound kites A and B (Fig. 3) may be constructed, as shown at C and D, with advantage, for the weight of the compound kite is thus reduced without loss of structural strength. In this case, the weight of the compound kite is less than the sum of the weight of the component kites, while the surface remains the same. If kites could only be successfully compounded in this way indefinitely, we should have the curious result that the ratio of weight to surface would diminish with each increase in the size of the compound kite. Unfortunately, however, the conditions of stable flight demand a considerable space between the front and rear sets of cells; and, if we increase the diameter of our compound structure without increasing the length of this space, we injure the flying qualities of our kite. But every increase of this space in the fore and aft direction involves a corresponding increase in the length of the empty framework required to span it, thus adding dead load to the kite and increasing the ratio of weight to surface.

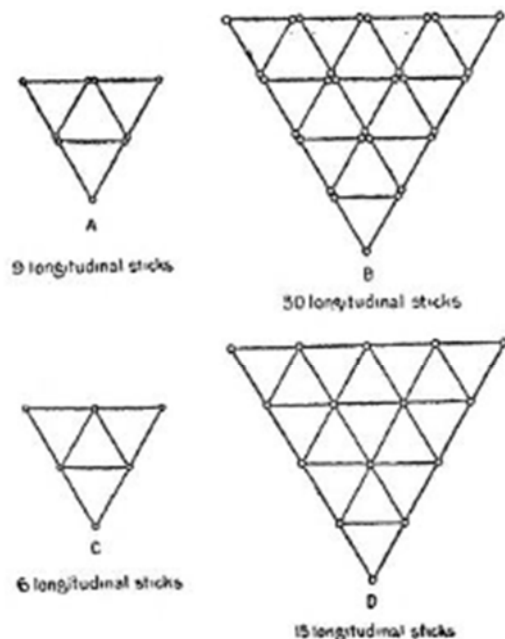


FIG. 3.

Professor Alexander Graham Bell on Kite Construction

"While kites with triangular cells are strong in a transverse direction (from side to side), they are structurally weak in the longitudinal direction (fore and aft), for in this direction the kite frames are rectangular. Each side of the kite A, for example, requires diagonal bracing of the character shown at B, in which the frame-work forms the outline of a tetrahedron. In this case the aeroplanes are triangular, and the whole arrangement is strongly suggestive of a pair of bird's wings raised at an angle and connected together tip to tip by a cross bar.

"In the tetrahedral kites, shown in the plate (Figs. 4 and 5), the compound structure has, itself, in each case the form of the regular tetrahedron, and there is no reason why this principle of combination should not be applied indefinitely so as to form relative to the wing-surface remains the same, however large the compound kite may be. The four-celled kite (Fig. 4), for example, weighs four times as much as one cell and has four times as much wing surface.

"This, at first sight, appears to be somewhat inconsistent with certain mathematical conclusions announced by Professor Simon Newcomb in an article entitled, 'Is the Air-ship Coming' published in McClure's Magazine for September, 1901—conclusions which led him to believe that 'the construction of an aerial vehicle which would carry even a single man from place to place at pleasure requires the discovery of some new metal or some new force.' The process of reasoning by which Professor Newcomb arrived at this remarkable result is undoubtedly correct. His conclusion, however, is open to question because he has drawn a general conclusion from restricted premises.

"He says: 'Let us make two flying machines exactly alike, only make one on double the scale of the other in all of its dimensions. "We all know that the volume, and therefore the weight, of two similar bodies are proportional to the cubes of their dimensions. The cube of two is eight: hence the larger machine will have eight times the weight of the other. But surfaces are as the square of the dimensions. The square of two is four. The heavier machine will therefore expose only four times the wing surface to the air, and so will have a distinct disadvantage in the ratio of efficiency to weight.

"But Professor Newcomb's results are probably only true when restricted to his premises. For models exactly alike, only differing in the scale of their dimensions, his conclusions are undoubtedly sound; but where large kites are formed by the multiplication of smaller kites into a cellular structure the results are very different." The experiments on kites at Blue Hill have led me to the conclusion that the conditions which confront the experimenter are not so favourable as suggested by Professor Bell, nor so hard as suggested by Professor Newcomb.

I made some experiments in 1898 with a compound kite built up of a number of small rectangular kites such as are called the Blue Hill Naval Kites. In addition to the necessity of giving greater space between the cells with increasing size, I found two other difficulties: (1) When several small kites are combined into one, the pull of all the kites is concentrated on certain points which need to be strengthened by using larger sticks. This may be partly overcome by tying a string to each unit and bringing the separate strings to a single flying line at some distance from the kite.

But in such a case there is a crushing strain on the central units due to the inward pressure of the outer units, so that the kite must be strengthened by trusses or larger sticks if the compound kite is to fly through the same range of wind-velocity as the unit. (2) When a compound kite strikes the ground the unit which first reaches the ground has above it the combined weight of all the other units and is instantly crushed in conditions where the unit flying alone would not have been injured in the slightest. This effect was so serious an objection that it led me to abandon the effort to build a compound kite out of units.

On the other hand, the weight of kites built on the same model does not increase so fast in practice as Professor Newcomb's law implies. The experience at Blue Hill is that if one can build a kite four feet high sufficiently strong for

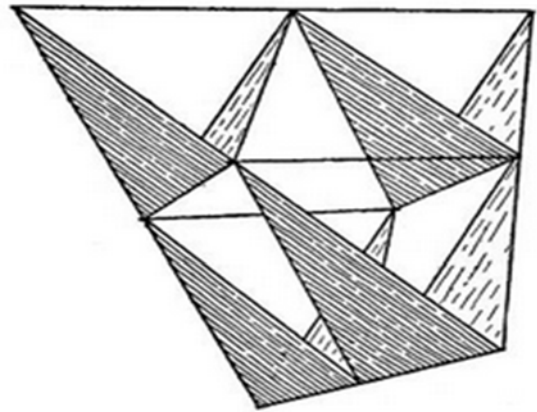


FIG. 4. Four-celled tetrahedral kite.

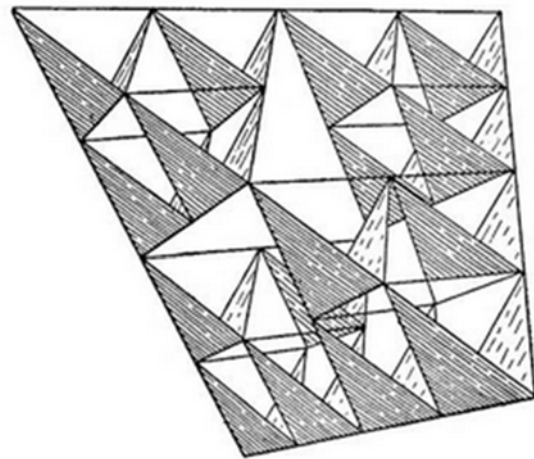


FIG. 5. Sixteen-celled tetrahedral kite.

practical work, and it weighs one and one half ounces per square foot, then one can build a similar kite eight feet high which will weigh two ounces per square foot and be sufficiently strong for practical work. Mr. C. H. Lamson built a kite thirty feet high with two cells similar to the kites used at Blue Hill, and it weighed only about four ounces per square foot. This kite easily lifted a young man weighing about 130 pounds into the air, and, unloaded, flew beautifully in a wind of fifteen to twenty miles an hour.

The reason of this departure from Professor Newcomb's law is that only the sticks of the kites increase in size (and the necessity of this is usually partly overcome by internal bracing), while the thickness of the surfaces remains the same through wide limits.

But independent of these considerations, Professor Bell's principle of tetrahedral construction seems a promising one and further experiments are awaited with much interest, while the structure he has already developed may be found of great use by experimenters.

H. H. Clayton.
Blue Hill Observatory.

George Webster—A Reflection—Jerry Swift

George Webster, kite flier, kite commentator, writer (on kites and economics), teacher, philosopher, historian but above all loyal friend and supporter over many years, died after a short illness on 16 October 2023 in hospital in Darlington. George was 87.

Typical of George, his friends were required to meet in The Kirk pub at Romalldkirk to raise a glass, a more conventional funeral not being what George wanted.

George was born Leeds in July 1936. His father was in biscuit sales, moving to Bournemouth in the late 1930's. George spent the war years there and remembers a Stuka dive bomber attacking the nearby Poole harbour.

George was an only child and suffered from rickets, so his parents stayed in Bournemouth where it was believed the sea air would aid recovery. He was a member of the Air Scouts fostering his lifelong interest in aviation.

George moved to London to go to college where he met June, a Hartlepool girl later living in Liverpool. They married in 1957 and met a youth hostel in Westminster before getting a flat together. June got her art degree and went into Middle School teaching. George subsequently got a job as a lecturer at Ealing Tech (now the University of West London) and they moved out to the west London borough. Their only child Oliver was born in 1966 just before they moved.

Both George and June were committed educators so holidays were always opportunities to broaden minds. Ireland, then Spain and later America. Neither were particularly materialistic and they would rather spend their limited budget on the long school summer holidays as a way of seeing the world and meeting new people. George was particularly taken with America and started a long love affair with large American cars. Oliver subsequently moved to the US for his Masters, staying and having a family in Georgia.

George rose to be Dean of the Faculty of Law, odd for an economist but then he was told he could have headed the university but that was impossible as he lacked a Masters degree.

George started kite flying when they moved to Ealing and with the common nearby, Oliver and his dad would fly three or four times a week. George's first kite was, Oliver believes, a redundant wartime 'Gibson Girl' kite, huge numbers of which appeared just after the war. George had always been interested in aviation and kites were a natural extension of that.

George and June both had roots in the north of England and bought a holiday home near Middleton-in-Teasdale. On retiring, they moved

north and bought a house in the village, big enough to hold George's kites and books. Tragically June died after a short illness in 2009.

George commentated on kite festivals across the UK, and few abroad. Weymouth and Portsmouth with the late Andy King, Bristol with Paul Reynolds, Blackheath, Washington, Bedford and Whitley Bay all echoed to George's sonorous tones. For me, one of the saddest things was hearing George in his latter days – with his health declining his voice lost much of that magic tone.

Tone was matched by knowledge, a deep and enduring knowledge about kites and kite fliers, although his principal interest was always single line kites. He could 'busk' for hours, even if, as often at Bedford, there was no wind and little in the sky.

I invited a number of George's closest friends to contribute their thoughts. Ernest Barton was a long term collaborator and kite flier.

"I met George 48 years ago on Blackheath when his son Oliver came over to look at a kite I had just pulled down. Oliver was then a gangling 14 year old full of enthusiasm and I was a little embarrassed as it was a four-winged box with a Cody type septum where the wing struts crossed that was too long to keep the fabric taut and so the boxes luffed. Nobody knew much about box kites then, the only kite makers I knew of were the cliquish old boys who flew at The Round Pond Kensington and tended to keep to themselves.

"Along came George the rolling walk the extended hand the deep bass voice - enough voice in him for two people I always thought. It was reassuring he did not appear to think I was a complete idiot.

"It is many years ago now but I seem to remember he invited me to go to Old Warden a couple of weeks later - which at that stage I had never heard of. So when I saw his car, the left hand drive Blue Chevrolet with its humongous boot, I jumped at the chance. Without George I would have attended few kite festivals, especially up North.

"As someone who was over 30 when I first used a sewing machine, I was always sensitive about my skill or lack of it. George was totally indifferent to the finer points of his own technique which gave him an immense advantage later as a commentator because he was, in the finest sense of the term, non-judgmental.

"Though many of us had heard most of the stories before and some were of dubious authenticity, he always managed to make his delivery new and interesting like a singer with a well-worn score. I never ceased to be amazed how

George Webster—A Reflection—Jerry Swift

he could ignore the sound of his own voice coming back at him from distant speakers across a noisy kite field and way out of sync.

"He named his Son Oliver after Oliver Cromwell and was a fervent anti - monarchist - with three possible exceptions, Lady Di, HMQ and Princess Anne. He undertook several Student acquisition visits in southeast Asia and one at least to Ukraine just after the breakup of the Soviet Union. He said that the great difficulty there was staying sober long enough to thank his hosts as they invariably laid on crates of Champanski and they all drank the lot before leaving.

"George drank real ales, but he liked Spanish reds. On one occasion we went from Dieppe down south to visit the Bazaar, a seaside general store that had a famous collection of old 1900s kites. At the hotel afterwards George was about to try the wine when Jerry Swift said "Stop... George... you may have read the price wrong". It was 281 Euro a bottle not 28.10. "The waitress had not cut the silver top so George apologized and explained we liked to drink a lot so buying a bottle like that would cramp our style noticeably.

"We were at Washington Kite Festival one year when rain stopped play, we were all packed into a gigantic bell tent – the biggest I can remember with rain leaking right in the middle in a pool of light, the picture of desolation. George and I were being sarcastic to each other about what was probably a favorite topic, that I built my big kites just to fit his car and standing next to us was the slight figure of Mr Ha, a noted Chinese kite maker of amazing talent. He looked at me and frowned at what to him might have been a very impolite remark in China. He looked at George, sitting there, the picture of serenity, frowned again then smiled. "You have been friends for many years ...yes?" People are the same all over.

Tony 'TC' Cartwright knew George for over 50 years:

"I first met George in the late seventies at Parliament Hill on Hampstead Heath. It was either of the Man Lifting or the Giant Japanese kite's events.

"Many times, especially events "Up North", we would add a couple of extra days to stay with George and June. We would be taken to explore the local area and the Lakes. Wonderful non kite days.

"Some of the Kiting moments that stick in mind!

"York Racecourse late eighties. After running about one mile trying to keep a three metre Rokkaku made from stretchable ripstop in the air. Collapsed over a race barrier, George com-

mented "that is the last time I will do that" and I think it was, when it comes to Rokkaku fighting.

"Karin Gurezka(Zander) kite train with George, Dan Leigh and myself, we did win the tray of beers. At one of the first kite auctions in the UK. George and I between us bought 90% of the items.

"At Portsmouth I had created a presentation "Spirit in the Sky". Going through the scripted notes, George commented "I will follow the notes, but never talk about Chakras over the PA" they were not featured, just his humour. For me being the silent partner to George and Andy in my role as field director, it was such a privilege.

"Many pet phrases from them both. Monmouth "They haven't put the roof on the Castle" and the sweet drop "sponsored by Monmouth dentists". Oh, and George drove me crazy when he sang over the Flying Squad's intro to the Frog Chorus."

John Dobson said "George knew

- that a kite takes the energy of earth and puts it into the heavens
- that a kite renews the man into the child
- that a kite paints and celebrates the sky
- that kiteflying is ritual and romance, is play and passion

"and he knew how to make words say all these things.

"Perhaps not many people know that George wrote a 400-page book on kite flying. I acted as his editor during this process, occasionally improving his text, making suggestions for additions, helping him choose photos, and so on — all the things that editors do. In addition, I typed every single word into the computer, dealing with issues of formatting, layout, pagination and so on. The result can be found as a set of chapters on my website at www.johndobson.info/John's_Kite_Site/George/writings.html along with some of his other occasional essays. (*Ed Note: These were all published in the pages of The Kiteflier and can be found as articles on the KSGB web pages*).

"There are photos of some of his kites at www.johndobson.info/John's_Kite_Site/George/kitebag.html"

And finally, from Malcolm & Jeanette Goodman who lived very close to George and supported him in later years:

"I first met George in 1983 at Blackheath. A few weeks prior to this I had just returned from a festival in Singapore where I swapped a Superman Kite I'd made for a 100 metre Chinese

George Webster—A Reflection—Jerry Swift

Dragon which was shipped over to the UK.

"With my Chinese Dragon I decided to drive 250 miles South to Blackheath to find someone who would help me fly it and the first to volunteer was George and our friendship grew from there.

"At Washington International Kite Festival George and Andy King did a fantastic job commentating and entertaining the public for many years which prompted George and June to move North as they fell in love with the area and settled in Teesdale.

"George invited us to spend New Year in Teesdale in 2003 which led to us leaving Teesside and moving 'round the corner' from George where we have lived for 20 years!

"We spent many a New Year's Eve together at Bluebell House with George, June and Ernest who became our First Foot - he'd knock on our door, recite a rhyme and bring in a piece of coal for good luck!

"On Friday nights George, Jeanette and I went to the pub in the next village to see friends have a few beers and finish off with fish and chips from the local chippy - Friday nights will never be the same!

"George's unmistakable voice and his impeccable knowledge of kites and their history is a great loss to the kiting community."

Malcolm finished his message to me in a way I am sure we would all echo:

"Spread your wings and fly high George."



The **Webster Cup** (a battered old beer can) that became a prestigious trophy awarded to the winner of the Altitude Sprint!!

Events List

April		
5-7	Jesolo Beach & Kite Festival, on the Waterfront	jesolobeachandkitefestival.com
20 – 1 st May	44 th Cervia International Kite Festival, Spiaggia di Pinarella, Italy	artevento.com
20-28	Berck International Kite Festival, Berck-sur-Mer, France	www.cerf-volant-berck.com
July		
6-7	Barmouth Kite Festival, on the beach opposite the Lifeboat Station, Barmouth, Mid Wales LL42 1NF	mermaid46368@gmail.com
13-14	Leominster and Hereford Kite Festival, The National Trust's Berrington Hall, Leominster, Herefordshire HR6 ODW	www.kitefestival.org.uk
August		
4	Royston Kite Festival, The Heath, Baldock Road, Royston, Hertfordshire SG8 5BG - PROVISIONAL	kites@roystonrotary.com
September		
13-15	St Anne's International Kite Festival, The Beach, Lytham St Anne's, near Blackpool, Lancs FY8 2PQ	www.discoverfylde.co.uk/kitefestival