

THE KITEFLIER

www.thekitesociety.org.uk

45 Years 1979 - 2024



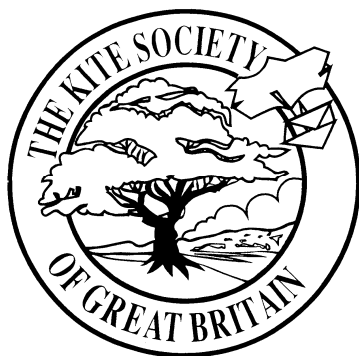
Issue 179

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

Pothecary Corner	3
Hewitt Flexkite	7
Bits & Pieces	9
Rendevoo 5-2 Plan	13
Abut Dhabi	22
Portsmouth 2024	23
Events List	24



Editorial

Dear Reader

Another UK kite season is upon us, although some people have continued to fly in all weathers—albeit indoors for many. There are events happening across the land, with a new event at Redcar in May which looks to be a good one.

Front Cover Photo.
St. George and The Dragon Kites by Laetitia Beauducel
Photo: Gill Bloom

This year is our 45th year. Just think, 45 years ago the kite scene was extremely different to the one we see today—no Large inflatable kites (and no lifter kites either), Peter Powell kites were the height of dual line flying along with the original Flexifoil so no Revolution kites, many more kite retailers selling bits to make your own kites which was the mainstay of kite flying at the time. To mark the occasion we are planning a section of the Portsmouth Kite Festival for those 45 year old (or older) kites. Sp bring along along—look in the old kite bags, attic or garage for that forgotten kite!

For sale:
 Original Revolution 1 with vents. The kite has had 15 minutes air time and is offered in as new condition. Please note that the bag is not the correct one for this model. £255 including UK postage. Email: misty.morning@tiscali.co.uk

You may notice that the number of articles in the magazine is following a distinct downward trend. We need your support to fill the pages up. This issue we thank Tony Otis, Allan Pothecary and Andreas Ågren for their items. Send us something, it is not hard.

See you on the field somewhere

Jon and Gill

North Hants Kiter's Jolly Up 34

April 27th & 28th, Gate opens from 12noon on the Friday. The site is located in the village of Cliddesden, just south of Basingstoke (not far from J6 of the M3).

On-site camping is available from Friday midday onwards (£15 per tent/camper for Fri and Sat night, there is a small extra charge for a Sunday night stop-over). Pie and Mash will be available in the Marquee on the Friday evening, please order and pay at the bar. There will be a Hot food on the Saturday evening (£10.00 and please bring a plate and cutlery where possible to keep our outlay down!) Please let us know in advance if you require a vegetarian option.

As usual we will be doing Jacket Potatoes at lunchtimes over the weekend, and Bacon/Egg rolls will be available on both mornings.

The Auction will be held on the Saturday evening, and any donations gratefully received before or on the week-end (before 4pm please to give us time to set it all up and Hayley to sit down for a while :-)) There will be a silent Auction on the Sunday.

Roy's Refreshment Tent will be open for Business, normal rules apply.

For further info, please contact: Roy on 07778 352825 Chris on 07456 342970 Or e-mail roy@kitesup.co.uk

For orders: hayley@kitesup.co.uk Your tee-shirt/polo etc, can be pre-ordered. Please email Hayley if interested in doing so.

Please Note: this is NOT a Buggy/Boarding weekend, thank-you.

Membership Type	Fee
Electronic Subscription (Individual or Family)	£5.00
Household (Individual, Family, Senior)	£15.00
Overseas (Europe)	£25.00
Overseas (Rest of World Airmail)	£30.00

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Pothecary Corner—Allan Pothecary

How to fly in pairs.

Just for once I am going to write something I promised in the last magazine.

Whoops - given it away in the title!

If you have not tried this before or, tried and been unsuccessful and are still interested in learning an easy route getting to grips with this discipline, then I heartily recommend your first reading my article in the previous edition of this mag.

If you can't get one, then I ain't that difficult to find, and I can most likely send you something.

Choose Wisely

You will need the ability to fly the basics solo before you contemplate Pairs or team and it's almost imperative that you do this with one of the larger and slower kites.

I recommend using good quality, low stretch, lines 40 metres in length as they will give you more space and make things just that little bit slower.

It is difficult to buy ready made lines this length but even I can make up my own line from reels and I don't do fiddly!

You could use thirty metre lines but that really is inviting trouble. It will all be a bit fast because you won't have enough space in the sky to execute turns and bring matters under control.

The Leader is the Boss

I called it a discipline just now - please don't let that put you off but you will need to have some order between you and your partner(s) or there will be some expensive coming together of your beloved flying machines.

Choose which of you is going to have the responsibility of deciding the moves and calling when to execute turns.

No-one else in the team is allowed to make calls even if they think the leader has gone wrong - everything will quickly fall apart if that is allowed to happen because you will never know from then on which person to listen to.

However, anyone can call "Fire-drill" if something has gone irretrievably wrong or there's a safety issue.

A fire-drill is when you fly to the top of the window and keep the kite in the space, in

your section of the window, up there in front of you.

Once everyone is safely in position, all team/pairs members can sort out the twists in their lines and discussions over what to do next can take place without need to land and creating a time wasting mess on the ground.

NEVER deviate from the pattern you are flying to untwist your lines.

That's it - that's the 'discipline' part of it really - nothing to get het up about - just common sense and safety.

Stick it!

The secret of the wondrous arial ballets you may have seen sport kite pairs or teams performing is that each routine is an ensemble of small sets of figures (moves/shapes), linked together by trial and error, developed skills and hours and hours and days and days of practice.

Further down I will attempt to explain how to begin along that road with the figure called "Threads" to start you off - and that will forever hold you in good stead.



Perhaps I should add in at this point the necessity to use sticks - small kites on the end of sticks where you can develop the understanding of what each of you should be doing in the sky.

Lex Kraaijeveld, of many times British pairs champions, Flying Fish, lent me the photo below of he and partner, Irma, to demonstrate this.

Follow the Leader

The very first move will be to follow the leader around the window in an infinity shape - a figure eight on its side.

Pothecary Corner—Allan Pothecary

I couldn't believe that I once had to explain what an infinity was to a former army helicopter pilot - actually he was a joy to coach but that's another story for later in the year when I review some new Quad kites on the scene.

I spoke about infinities in the last issue - making sure you use up as much of the window as you can, always using gravity to fly down the outer extremities of the wind window and using the power of the wind to go Up through the middle!

First time flyers can judge for themselves when the shape becomes controlled and fairly precise.

The shape doesn't have to be that great but the spacing between the kites is very important - fairly close - about three kite widths is good if you can get it. (Practice!).

Imagine that the kite in front is leaving tracks in the snow and that's where you should be flying - when the kite in front turns it's very important not to cut the corner (the most common mistake). Make sure you fly out where that kite also flew.

From time to time the following kite may 'bump' or even stall as it hits the turbulence of the one in front.

This can be solved by standing slightly back from the pilot you are trailing.

It's a Set Up

Moving on now to what can be a nervous, yet thrilling event when two kites pass from opposite directions right in front of you and it's you that's holding the lines!!

I remember well the first time Marilyn and I went for this move.

We were flying some newly acquired Benson Phantom Elites at the time, one blue, one orange so that it was easy to tell which was which, a bit worried that we hit each other (the kites not really each other!) but we were determined and resolute in our intentions.

We didn't have a clue how to set this up.

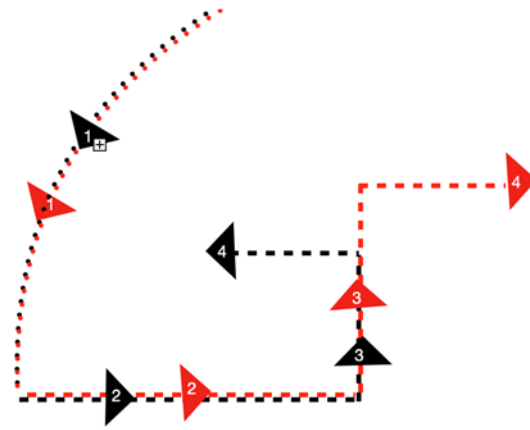
All that happened was that we both fuffed about on our respective sides until we were both about ready to cross, with the agreement that I would be the lower kite.

Having accomplished that, we suddenly realised that we didn't have a plan to get back again.

I don't remember how we went on after that, save for a few successful passes, then going home on a real high!

As said, I managed to join in and learn from the guys at the newly formed Kennet Kite Club's weekly meet and that showed me how to structure the 'set up' to execute the figure (below).

Knowing how to get in to the moves can take just as much preplanning as the moves themselves and the pattern you fly to achieve that can become a move in itself!



So the first move/shape/pattern/figure (whatever you prefer to call it) for us, was to fly an infinity until we were confident with the wind and get the spacing right before getting in to the "set up".

The set up is, as I say, a move all in its own and takes a bit of practice before moving on to the "Threads" figure itself.

Maybe land and re-confirm with your 'sticked' kites.

We usually fly as far out to the left as possible off the infinity (1) and come down so that, when we turn in we have enough space and time to have the kites under control, with sensible spacing between them and both at the same level. (2)

The first kite turns makes a 90 degree turn upwards in the centre of the window and the second kite turns up where the lead kite turned (3).

When the kites reach the height where the passes (Threads) will take place the leader calls "Break!" and the lead kite turns right whilst the second turns left at exactly the same time being careful to maintain the same height (4).

Pothecary Corner—Allan Pothecary

The move is called 'Threads' because this is really a team move and if there were, say, three kites, then number three would turn right staying parallel with kite one. With a team of four kites, numbers two and four would be flying one above the other going to the left.

When the kites turn and fly back to the other side, they 'thread' between each other keeping the same height and spacing.

Have you practiced?

This is where the fun really starts.

Hopefully each flyer has practiced the figure I posted in the previous article and mastered the 'set', where the kite flies up at 45 degrees, turns, and flies back across the window at the same height as it came this way just a couple of seconds ago from the other direction.

Also, hopefully, the fliers have practiced this with sticks until they were comfortable before launching.

You will always see the expert teams and pairs working away with their sticks before they venture in to the arena to display their skills at events and festivals.

A lesson in Life

I was fortunate as a novice to fly (messing around on a club night) in a team with world champion Carl Robertshaw.

He said something I have used many times since and not always in kite flying.

He was leading the team (obviously) and giving instruction as to what we should all be doing.

He asked if everyone understood; but then said that if no-one answered, he would take it that they knew what to do, so should speak up if they weren't sure before we got in the air.

Get that launch right.

Don't jerk the kites in to the air.

Stand slightly behind and close to the pilot you will follow with kites on the ground not too far apart and leaning back ready to go.

Arms stretched out in front and on "go!" when the leader says "3 - 2- 1 - Go!" pull smoothly back together - and all together.

Fly as many pair follow infinities as you like and get used to where the wind direction is strongest and weakest.

Sometimes you may get a "Hole" in the window as a far off tree or building casts a 'wind shadow' or there may be that turbulence I spoke of earlier from the kite you are following.

Make adjustments as you go being careful to watch for anyone on the ground who don't understand (or care) how much room you need.

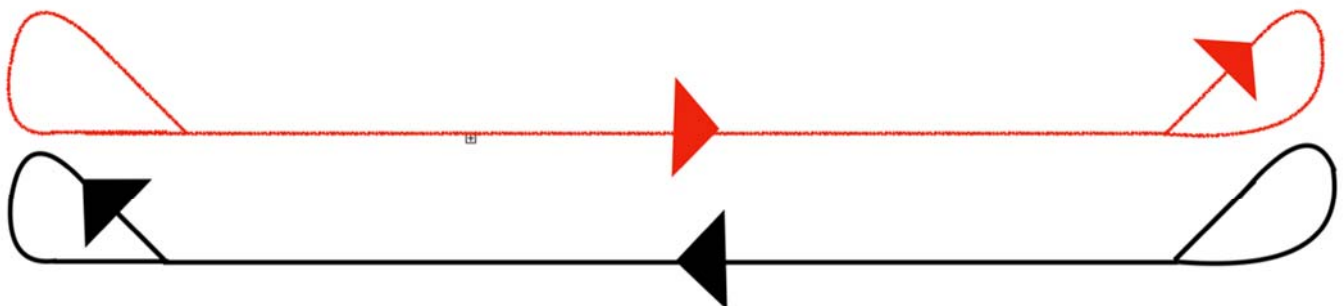
Then off you go in to Threads - enjoy.

It is this sort of precision that an audience will be in awe of. It does not have to be complicated figures but sharp, simultaneous, turns and speed good spacing will impress any onlooker, be they an experienced flyer or someone who has never seen such a delight before.

If you have read this far then you really must have an interest in doing this. There are so many things that you can do from here on and I will be more than happy to help - just say.

The Multi Kite

It's around now we usually get requests from passers by about what kite to buy for children or grand children.



Pothecary Corner—Allan Pothecary



Mostly the query comes from someone who has no idea of the difference between a single line kite or something that has two lines and is controllable.

Here we have a kite that I kept passing by when scrolling through to see what might be of interest to others and Marilyn and I both like to help introduce something new to people if we can.

For those who can't make up their mind, the frameless Multi-Kite combines all the good things about kiting.

The contemplative and relaxing side of single line kite flying and the sporty side of stunt kite flying. With this kite, both are so easy given a decent breeze.

Start with one

There' a reel and both dual and single lines are included.

They are both wound on to the reel and the new owner is left to unwind the two lines, detach them from the single line and them reattach them to the provided, straps.

This can be where the 10+ category comes about - all a bit fiddly and requires patience - especially from a beginner. Have your child play on the swings until you are ready.

There are many products where companies try to cover themselves against lack of common sense - who knows? When I was young I had a pop-up book of Giraffes - That was quite dangerous!

Rubber Bands

You should not be expecting high quality, low stretch lines in the bundle. If you are, then you are going to be disappointed but the sav-

ing grace is that with this kite, and the way it flies, what lines you get in the bag is all you will need.

The Multikite is perfect for beginners in that the it flies slowly, which helps the first time flyer to perform loops, turns and dives with ease. Crashes aren't going to do much damage as there are no sticks to break or push through the sail and there's quite a good element of self relaunch too.

Certainly not something expert flyers would be looking at but we both enjoyed chucking its around and our mate Mick, seen here modelling it to give perspective of size was please to have a go too.

Trouble is though once you give him a kite to try, there's always some difficulty getting it back again and this one was no exception!

Tails

The attached, two-piece, tube tail provides a colourful trail that follows the kites every move and. In lighter winds than it says on the packet, flying with just the shorter section gives a wider wind range to play in and at a greater speed.

Again I disagree with the Manufacturer with their 10 year plus classification as I would be quite happy to let someone younger fly it - especially as a single line. Flown as a single line kite, it develops light but noticeable pull.

The long tube tail helps to stabilise its flying characteristics and gives it good presence in the sky. It's been difficult to produce a decent video of this one so far, due to all this awful weather have all been experiencing.

We still haven't found a solution to climate change - but we're getting warmer.

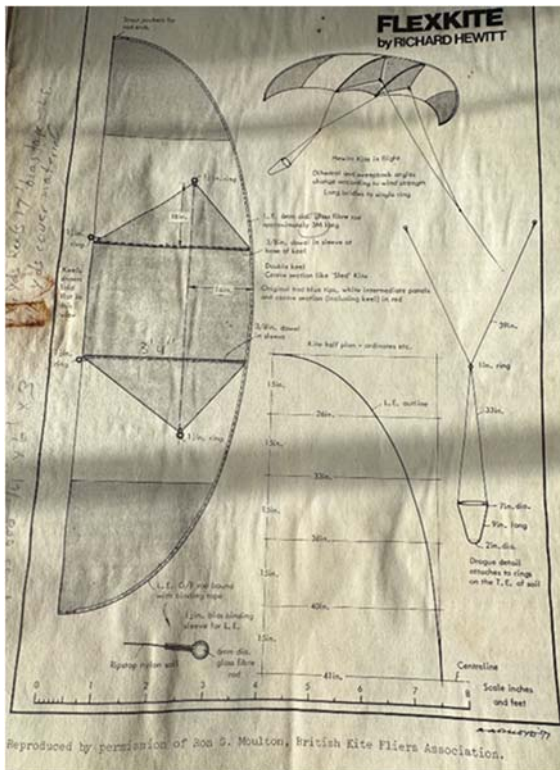
Allan and Marilyn Pothecary
Close Encounters Kite Displays



The Hewitt Flexkite—Tony Otis

The Hewitt Flexkite - My Report On How I Learned To Embrace Change.

By Tony Otis, Nor'Easters Kite Club, Westbrook, Maine, USA



Source: AKA News, Volume II, No. 2,

Almost forty years ago I received a copy of the AKA NEWS, printed on paper, and posted to me in an envelope. It was dated May 1980, with these specifics: American Kitefliers Association Volume II, No. 2, Robert M. Ingraham – Founder AKA, Sheila Tooze – Editor.

On page 5 was a technical drawing of the Flexkite, pictured above. At the time I was full of myself with my kite making ability, so I built a flexkite to the specifications noted on page 5. The materials I needed were sourced from what was available, and to say the finished structure was heavy would be the truth.

According to "The Magnificent Book of Kites" by Maxwell Eden, c1998, "While efficient in the lift department, high-aspect-ratio wing shapes often sacrifice some degree of stability for their efficient lifting capability." I learned that lesson well while flying my Flexkite, and it was not pretty. The kite would fly when there was a laminar wind blowing but if the wind were not laminar the kite would consistently become unstable, fly to its zenith, start to spiral, and eventually drive itself into the ground. This behaviour repeated itself enough that I eventually put the kite away forever and salvaged the fabric for something else.

Now comes the year 2023 and I am still thinking about that long-gone Flexkite, and how much I liked how it looked. The part about how the kite behaved in the air was distant enough in time that I was no longer spooked by the idea of building another Flexkite, so I did.



A 2023 version of the Hewitt Flexkite built to a 30% reduction in dimensions from the original drawing.

This time I used materials common in the industry, not available in 1980, and that translated into a much lighter structure. But the substantial change made with this build was the reduction in dimensions (30%) from the original specifications. Instead of a 12-foot-wide kite I had an 8-foot-wide kite. Instead of a stabilizing drogue I made a long fuzzy loop tail, and I added shorter fuzzy tails to the wing tips.

After several flights, this Flexkite seems to be stable and more tolerant of non-laminar wind. I have seen the zenith seeking behaviour (and had the proper sphincter tightening consequence of watching one's kite heading for trouble) only one time so far, but that was a flying day full of very unfriendly winds, so I am not sure if that should count or not.

Here is the thing – I built this kite once a long time ago and discovered that the structure was not very stable, and I did not know why, exactly, except maybe it was too heavy. Then I read in Maxwell's book that "the Flexkite...must divine its own way at the end of a tether," meaning that the kite is inherently prone to being wifty. There is no way to win when working with such a structure, but there might be a way to minimize the wiftyness. For a new build, I would have to change something and experiment a bit and hope for a better outcome.

The Hewitt Flexikite—Tony Otis

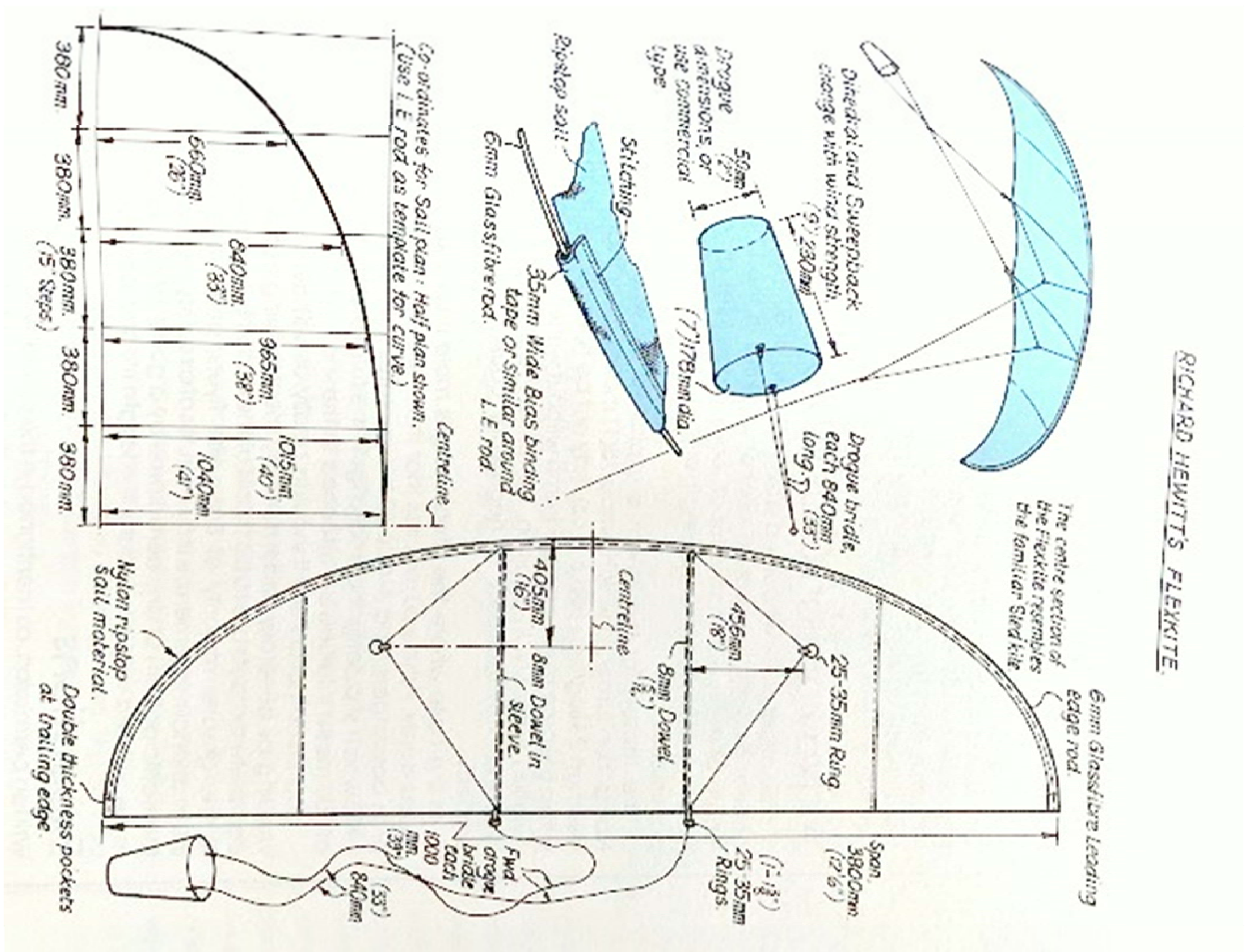
So, I changed the weight of the structure thanks to modern materials, and I changed the dimensions of the structure thanks to my tolerance of potential disappointment. There is always the possibility that the kite you build will not fly well. That's the nature of things; sometimes you win and sometimes you lose. In this case I got lucky; my new Flexikite flies well. I am going to build another one with a slight tweak of the sail curvature, a change with no guarantees as to outcome, but imagine the joy when the structure flies.

If you are into building and/or flying kites, you are probably into Zen as well, whether you know that or not. Here is something to think about: Zen pretty much comes down to three things – “everything changes; everything is connected; pay attention.” Jane Hirshfield.

Respectfully submitted,
 Tony Otis
 Nor'Easters Kite Club
 aotis@maine.rr.com
<https://sites.google.com/site/noreasterskites/Home>
<https://sites.google.com/site/noreasterskites/Home/present-day-photos>



Rosie Rosen, Tony Otis and the Hewitt Flexikite flying on January 1, 2024, a chilly and cloudy day in Maine, USA. The portrait kite flying in the background is Petra.



Bits & Pieces

Mrs World 2023



Mrs Malaysia World 2023, P. Vanishaantini, wore the largest wau (kite) costume to compete for the Best National Costume title at the Mrs World 2023 pageant at Las Vegas in the United States.

Measuring at 3.8m high and 4.8m wide, the costume - designed by Saran Anak Lagong - has made it into the Malaysia Book of Records as the "largest wau costume" today (Dec 30).

Vanishaantini, 27, said she hoped to raise the country's name through her participation in the international competition by showcasing the uniqueness and finesse of local craftsmanship.

"I am proud to represent Malaysia at the international level with this costume as I want to showcase something unique and unprecedented," she told reporters, Bernama reported.

She said she took on the challenge of wearing the costume, which weighs about 10kg, by preparing herself mentally and physically.

"I have been consistently practising for the catwalk since March, taking care of my health while also looking after my business and engaging in social work. I hope I can give my best at the competition," she said.

Museum of Brisbane



The Museum of Brisbane's BrisAsia 2024 Artist-

in-Residence program will welcome Brisbane-based Asian Australian artists Christine Ko and Louis Lim to create a collective kite installation sharing tales from local migrant communities.

An evolving installation of community kites and recollections

As Artists in Residence at Museum of Brisbane (MoB) for *BrisAsia Stories*, Christine Ko and Louis Lim will extend upon their ongoing project *Departure*. In this iteration of the project, Christine and Louis will lead a series of informal conversations and workshops with various members from Brisbane migrant communities. Participants will be encouraged to share their stories of migration and create paper kites using photographs from their family archives.

Christine and Louis are interested in kites as a symbol for the migrant experience, for they evoke "flights of joyous and naive childlike wonder and optimism that is simultaneously at the whim of external circumstances, constantly buffeted by the surrounding environment that can sometimes lead to deep disappointment (crash landing)". Over the residency, more and more kites will be added to an evolving installation in the MoB Hallway. The kites will be accompanied by written transcripts of the recollections of the participants. In sharing these stories, the project will contribute to larger conversations about immigration and race in Australia.

Kansai Plascon elevates International Kite Flying Festival 2024 in Uganda



The skies over Luzira, a suburb in Kampala, Uganda came alive with a burst of colours displaying diverse kite designs as the Indian Community in Uganda celebrated the International Kite Flying Festival 2024 at GEMS International School along Butabika road. This annual event also marks the start of the spring season.

The tradition of kite flying in India initially reserved for kings and royals, gradually spread through society. Over time, it evolved from a royal pastime to a regional event, gaining popularity across Gujarat, a state along the western

Bits & Pieces

coast of India. The first international kite festival was celebrated in 1989.

In a display of community support, Kansai Plascon played a major role in making this year's festival even more memorable. Known for its commitment to community development, Plascon has been actively involved in supporting various communities in Uganda.

Mr. Santosh Gumte, MD of Kansai Plascon said that the firm takes immense pride in contributing to the Indian culture and the Indian community as a whole in Uganda.

"Our partnership with this event is part of our commitment to strengthening the community spirit within the local Indian community. Supporting this huge celebration to mark the start of the spring season aligns with our values of promoting unity and diversity," he said.

During the 2024 International Kite Flying Festival celebrations at GEMS International School, Kampala, Kansai Plascon joined hands with the Ugandan Indian community. The company not only offered its generous support but also presented prizes that made the festivities even more exciting.



Fortuna Found are kicking off the Great Kite Census, a survey of the kite community that they hope to make a yearly tradition. Why do they? Because so often they see conversations about the who, the why, and the where of the kite community without much to back it up.

Many people want to make a difference and help grow the community, but may not know where to get started; hopefully, what all of you share in the Great Kite Census can help! Participation in the Census is completely voluntary

and anonymous, however, if you choose to enter your email address at the end we will throw your name into a regular drawing for prizes!

The Census will run from today through April 15, 2024. Results will be published publicly on the Fortuna Found Website.

<https://form.jotform.com/240684713087158>

Morecambe's kite festival not going ahead in 2024

The annual Morecambe kite festival will not take place this year, organisers have said. The Catch the Wind festival has attracted thousands of people to the resort every summer for the last 20 years.

Organisers More Music said the current arts funding climate led them to make the "difficult decision" to not stage it this year. The charity said it was "not necessarily the end" of the event. Kathryn MacDonald, executive director of the Morecambe based community music and education charity, said: "The current arts funding climate means that we have had to make the very difficult decision not to produce our beautiful kite flying event this summer.

"We would like to thank everyone who has contributed over the years, to all of the incredible kite fliers, artists, musicians, entertainers, funders, partners, delivery team and everyone who came to support Catch the Wind."

She said the event was a "much-loved highlight of Morecambe's summer calendar" which regularly attracted more than 20,000 people over the weekend.

"We pride ourselves on producing excellent events and that is becoming increasingly difficult in the face of rising costs and we can't prepare to compromise on quality.

"This is not necessarily the end, but if Catch the Wind is to go ahead in future, a new way of making it happen needs to be found."

Minesto: Functionality of Dragon 12 megawatt-scale tidal energy kite verified

Minesto's 1.2 MW Dragon 12 tidal powerplant has delivered as expected during its first phase of operation at its grid-connected monopile seabed foundation in Vestmannastrandur, Faroe Islands, the Swedish company reported.

The 25-ton Dragon 12 tidal energy kite was commissioned in the early morning of February 9, delivering the first electricity to the national grid in the Faroe Islands.

Minesto announced today, February 22, that after the first two weeks of testing, the Dragon

Bits & Pieces

12 functionality is verified and power production performance is satisfactory and as projected.



All core operating functions such as starting, turning with the tidal flow and electricity generation have been verified in its first phase of operation. Given the stable system behaviour, Minesto concludes the technology risks of scale-up have been significantly reduced.

The Swedish company also noted that the system is responding as predicted, creating a solid base for the coming activities which will focus on dialling in various settings in the control system.

"We successfully summarize the first weeks of Dragon 12 testing. Given the positive system behaviour and response, already at this phase of operation we can conclude that technology risks of scale-up have been significantly reduced," said Martin Edlund, CEO of Minesto.



Kites in Pakistan

The Punjab Police registered 746 cases against kite flyers across the province during the last two days and arrested 654 people involved in manufacturing, buying and selling kites and using metal strings.

Police confiscated 5,274 kites, 1,974 spinning wheels and metal strings from the suspects. Similarly, 26 cases were registered and 28 people were arrested for aerial firing and display of arms.

The Punjab Police spokesman said 21 pistols, two Kalashnikovs, three guns and hundreds of rounds were recovered from the possession of the suspects.

Inspector General of Police Dr Usman Anwar directed action on the violation of the ban on kite flying, saying action should be taken against the responsible officers in case of any loss of life due to kite flying.

The Kasur DPO said operations were conducted against nearly 42 kite flyers in Kasur district in a day.

In Lahore, the capital city police arrested 359 suspects involved in kite flying during the last two months. Capital City Police Officer Bilal Siddique Kamyana chaired a meeting on Saturday to review the action taken against kite flying. He said 348 instances of kite flying had been recorded during this year and 359 suspects were arrested. The police confiscated 11,931 kites and 314 spools from the suspects.

The CCPO said the field and supervisory officers would be held accountable in cases of injury caused by metal strings. Meanwhile, Chief Minister Maryam Nawaz took strict notice of incidents of kite flying and string injuries in different cities of Punjab, including Sheikhupura, Rawalpindi, Gujranwala and Faisalabad.

She appealed to the citizens to respect human lives as the right to life and property of people could not be sacrificed to their right for entertainment. Kite flying has been banned in Punjab for several years owing to casualties its string causes.

New Kite Event

Redcar Kite Festival

The festival itself is Saturday 25th and Sunday 26th May, 11-5 each day, with informal flying on the Friday and bank holiday Monday.

It's the first one being run by Redcar and Cleveland Borough Council, after they had seen the Bridlington festival and wanted one "like that but better"!

There will be four display areas - main arena, inflatables, multi line and single line. Planning to be doing a couple of the kids rainbow delta sessions, as well as a kids kite making workshop (Pauline Taylor is doing that).

The council have been very supportive - the festival is coinciding with some development around the beach area.

Bits & Pieces

<https://redcarcleveland.co.uk/enjoy/event/redcar-kite-festival/> for more details.

USS Spinax

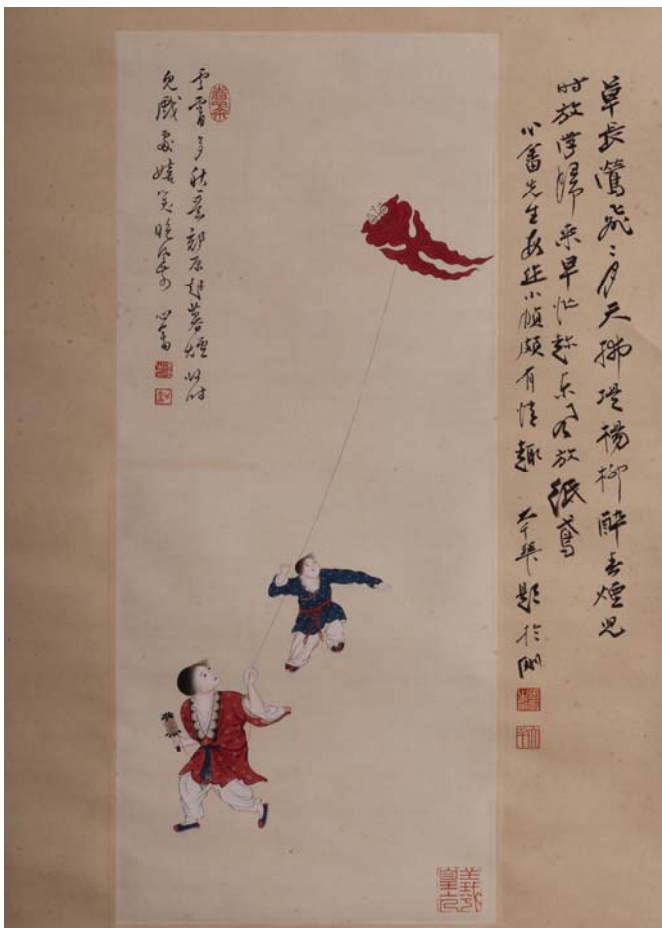


In 1961, USS Spinax became the first submarine to fly a kite while submerged. The 5'x7' kite was fashioned from bamboo sticks, a garment bag, cellophane tape and 1500 feet of nylon line. It served no purpose other than to entertain the crew during a Pacific crossing.

From around the Auctions

Invaluable.com

Pu Xinshe's vertical scroll of a boy releasing a paper kite. Est \$2000—3000.



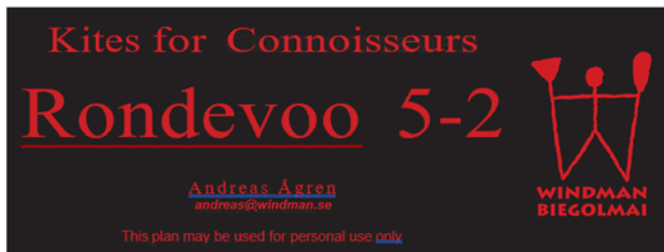
Vintage Filigree Kite Brooch, With Tail by 1928, 1980's. The brooch has three bows on a chain tail with a filigree kite that has a raised frame and scooped filigree filling in the kite. It is appx. 3.5" long and 1.5" wide. Gold tone with the classic 1928 textured back. Estimate \$30-35



Raymond Howell (1927 - 2002) "Flying Kites" Oil on Canvas. Signed and dated lower left.

Howell had been a longtime fixture in the Bay Area art scene. In the mid-1960s he opened Art Associates West, a gallery and art school in San Francisco's Haight-Ashbury district, which operated for nearly a decade. His work has been exhibited widely throughout the United States, and in 1999 Stanford University presented a 40-year retrospective of his paintings.

Estimate: Not set, currently at \$55.



Kites for Connoisseurs is a collection of plans for kites designed by Andreas Ågren. These kites often have a unique technical twist. The plans can be found at <http://windman.se/kite-plans> and they may not be used for commercial purpose without written consent.



Rondevoos 5-2 is an ultra light wind kite made as an homage to Ron Arztmann. In 2020 Ron gave me two pieces of light weight ripstop: Bainbridge AirX 500N at 30 grams/meter and AirX 400N at 26 grams/meter. At that time I didn't have any suitable project in the pipeline, and after he passed away I thought I needed to create something very special, so I just kept waiting for an idea.

The name Rondevoos came first and after that the idea of an ultra low wind kite with dual leading edge. The design is basically like an Indonesian/Indian fighter kite, built with experiences from the Ronbus 5-3 kite, but with a higher aspect ratio: 2.4, and with vented front sail.

Featured design details

- DLE - Dual Leading Edge - the front panels are vented in the bottom.
- KUF - Soft Kick Up Front - the front half of the spine is bent upwards.
- ISD - In-Sail Dihedral - the rear panels have extended trailing edges.
- HAR - High Aspect Ratio - 2.4.
- SP - Single Point - three separate tow points for ultra low wind, low wind and medium breeze.

Rondevoos 5-2 is intended to be built in very light materials, such as Bainbridge AirX 500N/400N, Icarex PC31 or Skytex 27 and with a frame of Skyshark tubes, such as P90 (5 Skyshark pieces for the bent cross spar and 2 Skyshark pieces for the spine, hence 5-2 in the name). Dimensions: 402 x 166 cm.

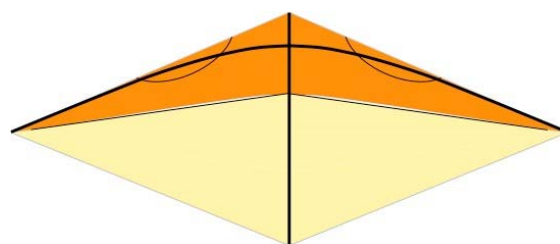
Material

- ◇ Light weight ripstop, like:
- ◇ Icarex PC31 or Bainbridge AirX

- ◇ 500N/400N or Skytex 27
- ◇ Skyshark tubes: 6 pieces P90 + 1 piece P2X
- ◇ Internal ferrules for Skyshark tubes
- ◇ 3 mm carbon tube or carbon rod, 2 x 200 cm
- ◇ 3 mm ferrules, 4 pcs
- ◇ 1.5 mm fibreglass rod, 2 x 50 cm
- ◇ End caps and one split end nock
- ◇ Dacron for reinforcements and pockets
- ◇ Velcro
- ◇ 1 small alu O ring or D ring
- ◇ 1 small stainless steel ring, Ø 6.1 mm
- ◇ Small rubber ring
- ◇ 2 lobster claw hooks, ~35 mm of solid brass

Sail

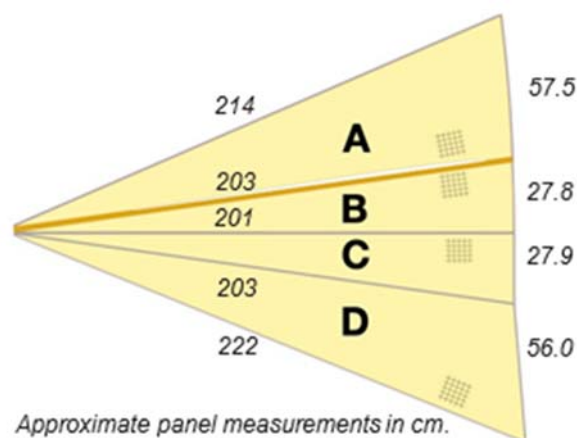
The four panels on one side are all different: A and B have a curved spine edge for the soft kick-up front, C has a straight vertical spine edge and D has a slanted spine edge for the in-sail dihedral. The provided templates (available on web site windman.se) of the four panels of each side are in full size: the thick grey lines along the edges indicate seam overlapping, hems and sleeves. The inside of the grey lines represent the actual size of the sail.



Rondevoos 5-2 with frame. Size: 402 x 166 cm

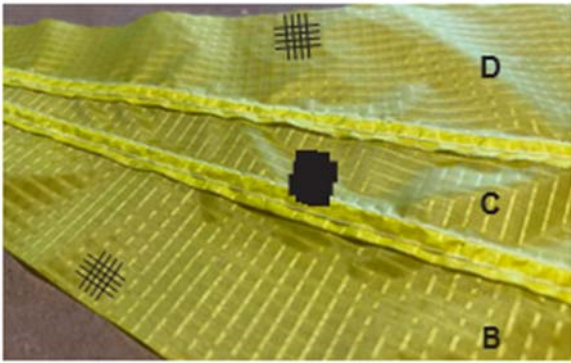
Weight (with AirX 500N and Skyshark P90): ~295 gr.

1. Cut out the panels A - D for both sides. Note the grain directions, especially on panel A: it is parallel with the side facing panel B because of the venting.



Approximate panel measurements in cm.

2. Starting from bottom with panel D: sew together panels D, C and B. Fold the seam allowance upwards (onto C resp. B).



Upwards folded seam allowances as seen from top (panel B).

3. Chalk a guide line on the back side of panel B, 25 mm inside the free long side of panel B, for the sleeve of the second leading edge support; the 3 mm carbon tubes/rods.



4. Cut 4 x 10 mm holes in the to-be sleeve, 3 mm from the upper edge, for entry and exit of the support 3 mm carbon tubes/rods.

- a. At the wing tip: Entry hole 12 cm from the wing tip.
- b. At other end: Exit hole 6 cm from the spine edge.



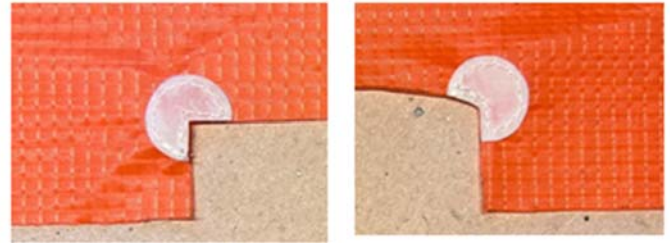
4b. Exit hole for 3 mm tube/rod 6 cm from the spine edge.

5. Fold the long side so the edge runs along the guide line and sew the 1.25 cm wide sleeve, with the seam as close to the edge as possible.



6. Panel A is sewn onto the front side of panel B in two sections: at the spine and at the wing tip. The space in between the two sections is open between the two panels. While sewing make sure that the seams don't interfere with the sleeve on panel B. The width of the resulting sleeve should be enough for 3 mm ferrules.

- a. Reinforce the inner corners of the cut-out on panel A with dacron roundels, 2 cm in diameter, and trim the inner corners.



Reinforced inner corners, trimmed for the cut-out.

b. Put the joint panel D, C and B on top of panel A, with the front side of the panels facing panel A (the cut out holes upwards and the inner corner reinforcements, made in step 6a, facing the table), the sleeve on panel B in line with the edge with cut-out on panel A, and the top corner of panel A directed towards the bottom corner of panel D.



c. Align the edge of the spine side section of panel A with the upper edge of the sleeve (with the cut out hole 6 cm from the edge).



The sleeve of panel B aligned with the spine side

d. Sew a seam that runs along the edge of the hem, just outside (close to the edge) of the sleeve seam.



First seam along the edge of the sleeve (below the

e. Align the edge of the wing tip side section on panel A with the upper edge of the sleeve on panel B in the same way, and the wing tip with the wing tips of the other panels.

f. Sew a seam that runs along the edge of the hem, outside (close to the edge) the sleeve seam.

g. Fold panel A upwards.



h. Still from the backside of the sail sew the second seam just along the outer (top) edge of the sleeve on both sections.



Second seam just inside the top of the sleeve. Dashed blue line indicates the seam just below

i. Before continuing: check that a 3 mm tube/rod with ferrule can be inserted in the sleeve all the way.

7. Repeat 2 - 6 for the other side.

8. Sew the two sail halves together, starting from the top corner (panel A).

9. Hem (5 mm) the whole leading edge (both sides of panel A).

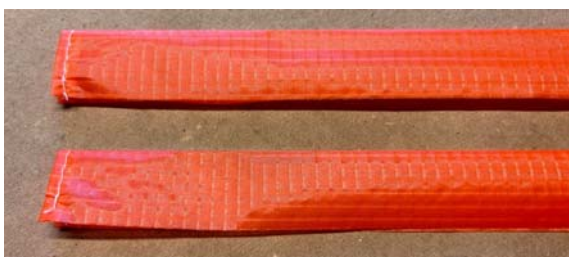
10. Hem (5 mm) the whole trailing edge (both sides of panel D).

11. Sleeves for the cross bow should be sewn on the leading edge, starting 12 cm from the wing tips.

a. Cut two pieces of 5 x 85 cm and hem both short edges of the sleeve pieces.

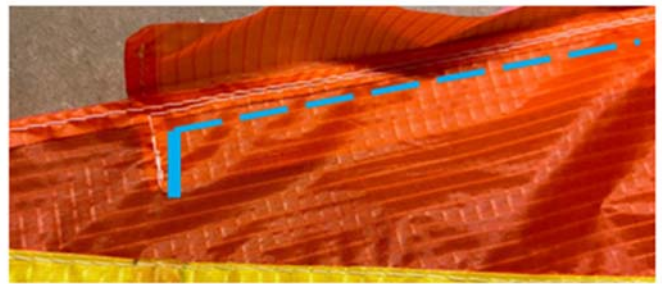


b. Fold the sleeve piece along the 2.5 cm middle and make a sharp crease.



c. Make a mark on the leading edges on

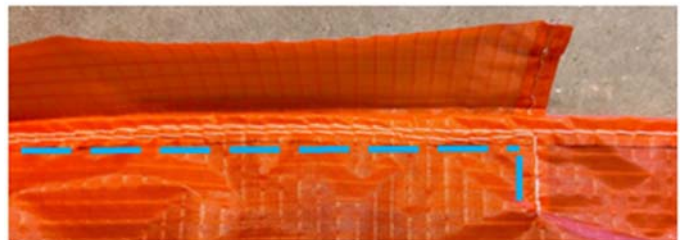
panel A, 12 cm from the wing tip.



Dashed blue line indicates seam, closing short end and continuing along the leading edge

d. With the back side of the sail upwards align the sleeve end with the mark, wrap the sleeve piece around the leading edge and align the crease with the leading edge, 3 mm outside the edge.

e. Sew a seam that starts with closing one short end, then runs along the leading edge and finishes by closing the other short end.



Seam along the leading edge, then closing other short end

f. Fold the sleeve piece over along the crease and sew a seam on the long side.



g. Repeat for the other side.

Reinforcements and pockets

The sail needs dacron reinforcements for all four corner pockets and for the leading edge batten pockets.

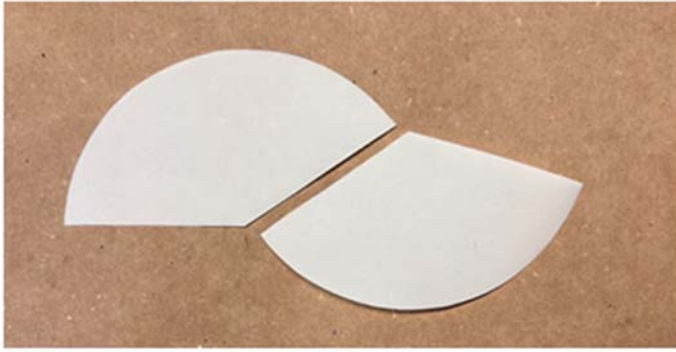
12. The top corner and the bottom corner have different angles, due to that the top has the kick up front and the bottom has the in-sail dihedral. Check the actual angles before cutting the dacron.

a. Cut one circle sector with a ~140 - 145° angle and a radius of 8 cm of dacron for the top corner.

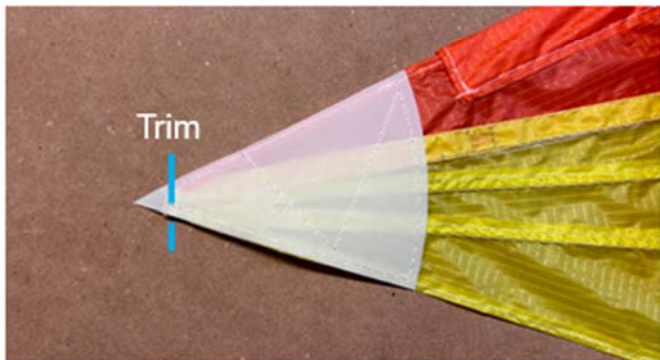
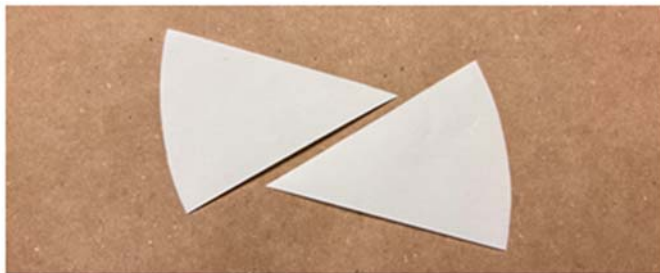
b. Sew the circle sector at the top corner of the sail.

c. Cut a second circle sector with a ~125 - 127° angle and a radius of 7 - 8 cm of dacron for the bottom corner.

d. Sew the circle sector at the bottom corner of the sail.



13. Wing tip reinforcements.
- Cut two circle sectors of dacron with a ~45° angle and a radius of 12 cm for the wing tips.
 - Sew these 45° dacron circle sectors onto the wing tips, aligning the sector sides with the sail edges. The sector centres will protrude slightly outside the sail, but just trim the protruding part.



14. Leading edge batten reinforcement.
- Cut four semi circles with a radius of 3 - 4 cm of dacron.



- On both sides of the top corner make marks on the leading edge 35 resp. 75 cm from the top corner.

- Sew these four semi circles onto the leading edge with their centre at the marks.



15. For the three alternative tow points sew dacron reinforcements, 2 x 3 cm, on the exact middle of the sail, with the top edge of the dacron:

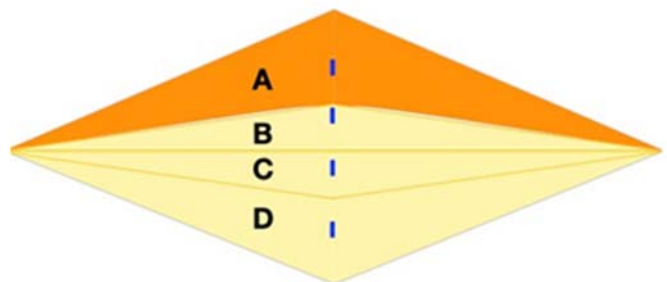
- 20 cm from the top corner (for medium breeze)
- 40 cm from the top corner (for light wind)
- 46 cm from the top corner (for ultra light wind)



16. There must be dacron sleeves for the spine at the centre of the sail where the panel sides meet in order to keep the spine tubes in absolute correct position sidewise. The sleeves must be tight in order to keep the spine tube firmly in the correct position sidewise, but still wide enough to let the tube with end cap go through the two lower sleeves.

The four pieces should be sewn with the top edge:

- In the middle of panels A (27 cm from top corner).
- On top edge of panels B.
- 6 cm below the top edge of panels C (centre of the sail).
- In the middle of panels D.



Approximate positions of the four spine sleeves

- Cut four pieces of dacron, 4 x 5 cm.
- Sew one of the 5 cm sides 4-5 mm on one side of the sail middle line/seam.
- Sew the second seam 4-5 mm on the other side of the sail middle seam, 4 mm inside the dacron piece.
(Tip: use a 10 mm carbon tube to get the correct diameter of the sleeve on panels C and D.)



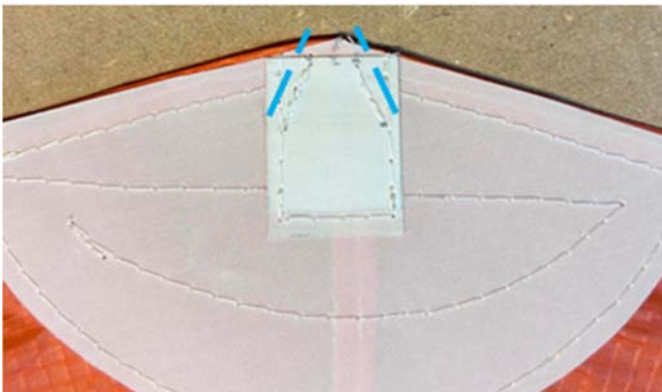
Sleeve on panel C just below the centre of the sail (the top of the sail to the left) with the dacron folded straight up. Dashed line indicates sail middle seam



The sleeves must be tight in order to keep the spine tube firmly in the correct position sidewise, but still wide enough to let the tube with end cap go through.

17. Sew a pocket, 3 x 6 cm, for the top of the spine spar onto the dacron reinforcement.

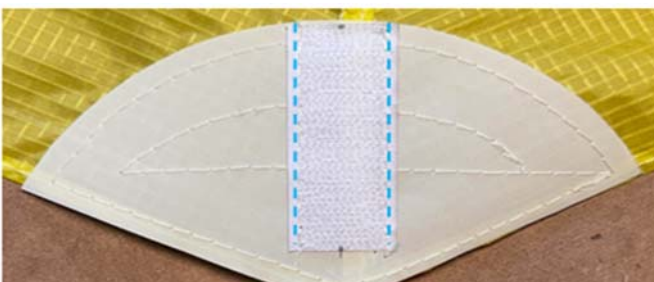
18. Depending of what kind of spine tube is used it might be wise to sew two seams slanted towards the centre bottom of the pocket, so the top of the spine tube always will be guided into correct centre position.



The slanted steering seams indicated in dashed blue.

19. An adjustable velcro pocket is required in the bottom corner.

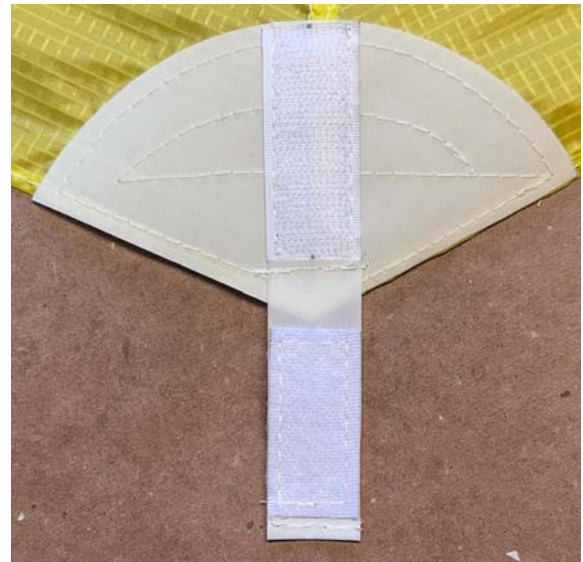
- a. Cut 60 mm of the hook (hard) part of a 25 mm wide velcro strip.
- b. Sew this velcro as a sleeve onto the reinforcement at the rear corner, leaving a gap of 1 cm to the corner point. The width between the seams should allow the spine tube with end cap to go inside.



- c. Cut a 25 x 80 mm piece of dacron.
- d. Fold over 5 mm at one end of the dacron tape and fasten it with a seam as a strap.

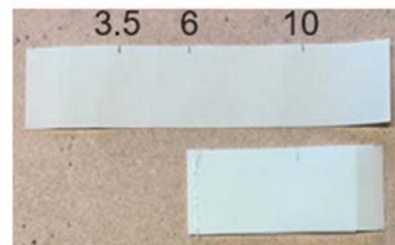


- e. Take 60 mm of the loop (soft) part of 25 mm velcro.
- f. Sew the velcro loop part onto the dacron tape starting just at the strap.
- g. Sew the other end of the dacron tape onto the corner reinforcement, edge to edge with the hook velcro. The loop velcro on the dacron tape should face upwards.

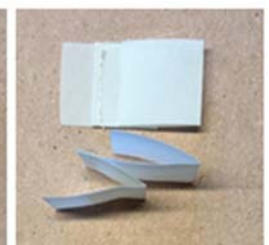


20. The cross spar needs pockets on the dacron reinforcement on both wing tips. To be prepared for material shrinking/stretching depending on relative air humidity a double pocket should be sewn at each wing tip. This will allow shifting pockets depending on the environment.

- a. Cut two pieces of dacron, 3 x 13 cm.
- b. Make marks at 3.5 cm, 6 cm and 10 cm.



Dacron strips.
One strip folded at 6 cm mark and a seam sewn across to hold the fold.



Dacron strips folded at the 3.5 and 10 cm marks to create the double pocket.

- c. Fold the dacron strips at the 6 cm mark.
- d. Sew a seam at the fold.

- e. Fold the dacron strips “backwards” at the 3.5 resp. 10 cm marks to make the double pocket.
- f. Sew a double pocket with the “bottom” of the outer pocket 10 mm in from the wing tip with the edge aligned with the leading edge of the sail. (The 3.5 cm part closest to the sail.) The inner pocket will then come 15 mm inside the outer pocket.



Alternative pockets for cross spar on wing tip. The lower corner of the pocket has been trimmed with the sail wing tip edges

The closing part has to be “unnecessary” long to allow flexibility in different relative air humidity environments with stretching/shrinking of the ripstop.

- c. Cut a 25 x 100 mm piece of dacron.
- d. Fold over 5 mm at one end of the dacron piece and fasten it with a seam as a strap.



- e. Sew 80 mm of the loop (soft) part of 25 mm velcro onto the dacron piece starting just at the strap.
- f. Sew the other end of the dacron tape onto the corner reinforcement, edge to edge with the hook velcro. The loop velcro on the dacron tape should face upwards.
- g. Repeat a - f for the other side.
- h. Sew a 10 x 20 mm piece of dacron as a tunnel/ sleeve in the middle of the sail where the sleeve halves meet. This tunnel acts as a stopper to prevent the carbon rods/tubes from sliding upwards.

21. The arced 1.5 mm fibreglass rods (“battens”) need pockets, 1.5 x 4 cm, at the leading edge.

- a. At the reinforcements nearest to the middle of the sail the pockets should be tilted 50° outwards to the wing tips.
- b. At the reinforcements furthest from the spine the pockets should be tilted 50° inwards to the middle of the sail.



The pair of leading edge batten pockets on each side of the spine are tilted 50° towards each other, with one corner at the centre of the dacron semi circle.

22. The 3 mm carbon tubes/rods in the sleeves on panel B need adjustable velcro pockets at the wing tips.

- a. Cut 20 mm of the hook (hard) part of a velcro strip.
- b. Sew this as a sleeve onto the reinforcement at the wing tip corner. The edge of velcro should be aligned with the edge of the dacron reinforcement facing the entrance hole for the 3 mm tube/ rod sleeve.

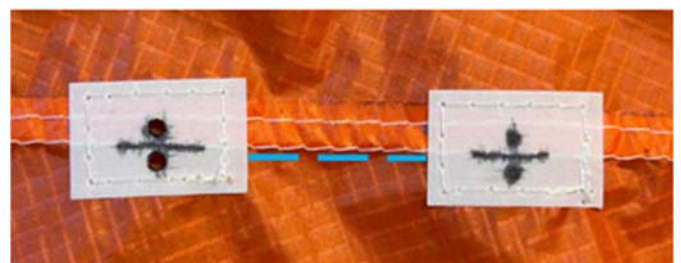


The hook velcro pocket facing the entrance hole for the 3 mm tube/rod (encircled).



The stopper tunnel in the middle of the sail

- 23. The kite needs holes for tow point strings.
 - a. On each of the three tow point reinforcements mark the exact middle line of the sail (where the sail halves meet).



Dashed blue line indicates the middle of the sail. One pair of the tow point holes burnt with soldering iron

- b. In the middle (1.5 cm down from the top) of the reinforcements make marks for the holes: they should be 2 mm on each side of the middle line.
- c. Burn (with soldering iron) or punch the holes.
- d. Cut three pieces of string for the tow

points, 20 cm long.

e. Insert the strings from front through the tow point reinforcements and round the back.

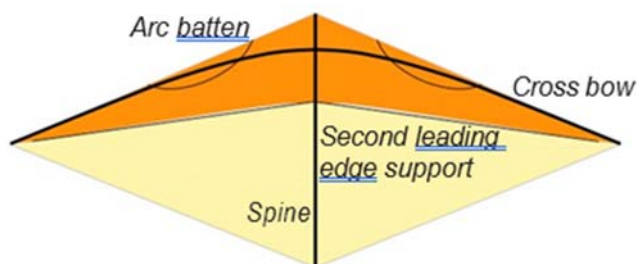
f. Tie a figure-of-eight knot 2 - 3 cm from the sail on each of the three tow point loops. The loop on the backside must be big enough to let the spine tube pass through freely. Trim excess string.



Frame

The main frame consists of 7 light weight Skyshark rods, preferably P90 (10.5 grams): Five for the cross bow, preferably P90 (10.5 grams): Five for the cross bow and two for the spine. If P90 is used, a P2X (or corresponding) should replace the centre P90 in the bow for increased stiffness.

Both the first and the second leading edges need support; the first by two 1.5 mm fibreglass "arc battens", and the second leading edge (on panel B) by a 3 mm carbon rod or tube.



First leading edge support

24. Cut two pieces of 1.5 mm fibreglass rod, each 50 cm long.

25. Glue end caps on both ends of both rods.

Second leading edge support

26. Prepare the 3 mm tube/rods: The total length of the rod on each side is about 193 cm (measured from the velcro pocket to the middle of the sail with 2 cm added), and it could be split up in either two or three parts. A tube/rod of standard length 200 cm can be split in three parts of more or less equal length: 65, 65 and 70 cm.

a. Use the 65 cm tubes/rods as inner pieces and the 70 cm tube/rod as the outer piece that is shortened to correct length at the velcro pocket at the first assembly, see step 49.

b. Glue a 3 mm ferrule on each of the four inner rods.

27. Cut a piece of 3 mm plastic tube, 8 cm long, for joining the 3 mm tube/rod on either side of the sail middle.

Tensioning strings

Both the spine and the bow need tensioning strings: for the bow to make the leading edge taught as well as to fixate the bow to the spine, and for the spine to create the Soft Kick Up Front. The KUF tensioning string runs from the top of the front tube to the joint of the two spine tubes. The top of the front tube has a split end nock, and for attaching the tensioning string in the tube joint an "anchor" system, consisting of a small split or solid ring, or a solid 8 ring or just a string of non stretch material is used, is attached to the internal ferrule.



Anchor system. In this case: an O-ring attached to the spine with only a string, one lobster claw hook for the bow tensioning and one lobster claw hook for the kick-up front

To easily hook the tension strings to the anchor ring lobster claw hooks are recommended: They are easy to hook up and easy to release without an unnecessary extra tensioning. A lobster claw hook of ~35 mm of solid brass is the most easy to handle.

Other tensioning systems are of course also possible. Feel free to use your favourite method.

Spine

28. Reinforce one end of both the two tubes by tying a thin string in 20 rounds.

29. Glue a long (~10 cm) internal ferrule into the reinforced end of the tube which will be in the bottom.

30. Glue an end cap to the non-reinforced end of the same tube.

31. Glue a split end nock in the other end of the other tube (without the internal ferrule).

32. The "anchor" system for the tensioning strings is attached to the internal ferrule. There are several possible alternatives for the details to be used for ferrule, for link and for anchor ring, see pictures next page. Any combination of these alternatives can be used. Different combination are shown in this description.

The dimensions of the rings that will be used depends on what type of tube is used:

- For Skyshark P90 the diameter of the internal ferrule is 6.1 mm.

a. If using an 8 ring Bend the 8 ring slightly in the waist.

Using Dacron strip

b. Cut a 9 mm (or as wide as the base in the D ring) x 70 mm strip of dacron.



Alternatives for the ferrule:

- an 8 ring
- a solid or split ring
- a simple piece if non stretchy string (like kevlar).



Alternatives for "link".

- a dacron strip
- a piece if non stretchy string.



Alternatives for anchor ring:

- an O ring
- a D ring

- c. Insert the dacron strip in the solid/split ring or in the smaller top ring of the 8 ring till the middle.
- d. Insert the dacron strip in an alu D ring (or O ring).
- e. Close the dacron strip with a double seam.

Using string

- f. Cut 20 cm of a non stretchy string and tie it double to the O/D ring and the ring for the ferrule.

With both Dacron strip and string

- g. Slide the ring down the ferrule till the tube. For an 8 ring: the bent part should be facing the free end of the ferrule.
- h. Lock the ring on the ferrule with a rubber ring.

33. Prepare the string to bend the spine top:

- a. Take a 110 cm long string of non stretch material (like kevlar), tie a loose overhand knot some 20 cm from one end, pull that end (with the knot) through the ring a lobster claw hook and tie a quadruple (four rounds) Prusik knot around the string.
- b. Secure the loose end from the Prusik knot by tying it into the overhand knot to double that knot. Tighten the Prusik knot firmly.
- c. Tie the other end of the string just under the nock of the top spine

Cross bow

The centre part of the five tubes bow needs to be more stiff. For the Skyshark P90 tubes the centre tube should be replaced by a P2X/P300 or corresponding.

34. Glue long internal ferrules in one end of

each of the four side tubes. The stiffer centre tube has no internal ferrules.

35. Glue end caps to the end of the two end tubes.

36. Reinforce both ends of the five tubes (except the ones with end caps) by tying a thin string in 20 rounds.

Assemble the Rondevoo kite

The spine

37. Insert the bottom spine tube from the sail centre through the sleeves and velcro pocket without closing the velcro pocket.

38. Insert top tube from top through tow point loops and the spine sleeves.

39. Join the tubes making sure that the anchor ring and the rubber ring are in place.



Tubes joined with an 8 ring around the internal ferrule and an O ring tied to the 8 ring. The bent part of the 8 ring facing the split end nock.

40. Let the spine bending string (tied in step 33), just below the split end nock, run through the split end nock and insert the tube in the top corner pocket with the end of the string hanging out.

41. Close the velcro pocket.

The cross bow

42. Join the two side tubes on each side of the sail and insert them into the sleeves.

43. Join the stiffer centre tube with the side tubes. The entire cross spar is at this point more or less a straight line.

44. Insert one end of the cross spar into one wing tip corner pocket.

- In high relative air humidity use the inner pocket.

- In low relative air humidity use the outer pocket.

45. From the opposite corner push the cross spar up through the sleeve, carefully bending it

till the end reaches the wing tip, and then insert the end into the corresponding pocket at the wing tip.

The bow shall cross the spine about 22 - 24 cm from the top. If too much above that point, move the bow to the outer pockets on both sides and vice versa.

The support rods

46. Insert the two 1.5 mm fibreglass "battens" (first leading edge support) as arcs in the pockets on either side of the middle.

47. Insert the 3 mm carbon tubes/rods (second leading edge support) in the sleeve on panel B through the velcro pocket and let them exit through the exit holes near the sail middle.

48. Insert the 3 mm plastic tube in the tunnel/sleeve in the middle of the sail and then insert both the 3 mm tube/rod ends in the plastic tube till the rods/tubes meet in the exact middle of the sail.

49. Adjust the length of the tubes/rods at the velcro pockets: there should not be any tension on the rod. It should not be so long that the rod bends when the velcro pocket is closed. The velcro pocket should just keep the tube/rod in place.



The tube/rod should protrude ~2cm outside the sleeve to allow for adjustment after first flights

Tension strings for cross bow and kick-up front
For both the cross bow tension string and the kick up tension string lobster claw hooks are used in order to quickly and effortlessly tension the strings as well as release the tension. The Prusik knots are only used for initial (and maybe later occasional) adjustment.

Cross bow

50. Take 150 cm of a somewhat thinner string of non-stretch material (like kevlar) and tie a quadruple Prusik knot around a lobster claw hook in same way as described in step 33.
51. Tie the other end of the string around the D/O-ring.

52. Pull the string end with the lobster claw hook over the cross bow, under the spine and back over the cross bow again.



53. Hook the lobster claw hook to the D/O-ring and stretch the string by adjusting the Prusik knot so the bow is pulled down and tensions the sail as well as tautens the leading edge. This should be about 2—3 cm from original position. Too much tension will cause the wing tips to bend in.

Kick-up front

54. Hook the second lobster hook with the string from the spine top in the D/O-ring.

55. Stretch the string using the Prusik knot.

56. Unhook the hook and move the Prusik knot closer to the top, then carefully bend the spine top and rehook the hook in the D/O-ring.

Repeat this step until the top corner is about 20 cm up. Adjust the cross bow tension if necessary.



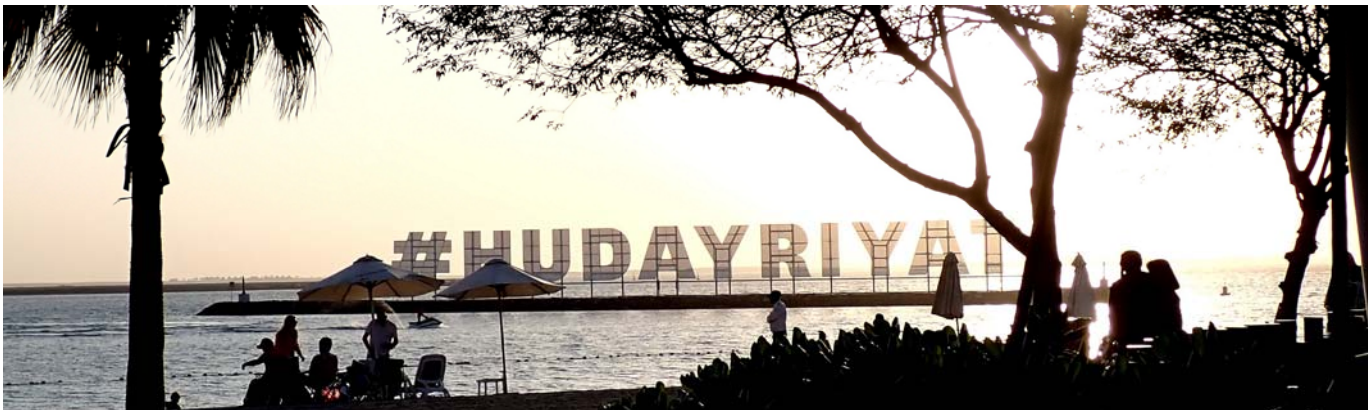
The kite is ready to fly.

Flying Rondevoo 5-2

The Rondevoo is designed for ultra low to low wind, but it can also fly in a medium breeze. For ultra low wind attach the flying line to the tow point farthest from the top and further up for stronger wind. In too strong winds the rather soft tubes in the bow will bend too much, though possibly a tow point in the very nose of the kite could increase the wind range. Normally the kite will fly straight at a good angle.

If the kite tends to steer overly to one side check that the leading edge on both sides is taut.

Abu Dhabi Kite Festival 2024



Portsmouth 2024

Portsmouth International Kite Festival 29th & 30th July

We are pleased to say that the 31st iteration of the Portsmouth International Kite Festival will be taking place on 27th & 28th July, Southsea Common, Portsmouth.

Portsmouth City Council continues to support the kite festival. For which we thank them.

As normal parking and limited camping is available to members and must be requested in advance by sending the required details to us. The passes will be sent electronically, or in a return self addressed and stamped envelope. These will be sent **early June**. No passes will be available at the event.

Free parking

Please provide your name and car registration number. Passes are specific to your vehicle and NOT transferable to another vehicle without a new pass being issued.

Camping

is not normally permitted, but as a concession is allowed just for the kite festival. Spaces are limited and will be allocated by ballot. Therefore anyone who wishes to enter the ballot **MUST** request a pass from us together with the vehicle registration number.

All requests for camping must be with us by **31st May**. We will notify both successful and

unsuccessful people by the **8th June**.

Requests for parking and camping passes should be sent to:
portsmouth@thekitesociety.org.uk.

This year we will have a full international event with kitefliers from around the world.

To celebrate the Chinese Year—the theme will be **Year of the Dragon** so we hope to see as many different types of Dragon kites in the sky over the weekend.

We hope to have kitefliers from Belgium, Germany, Italy, India, Switzerland, Vietnam and Holland

Not forgetting our UK based talent of single and multi-line fliers.

More details will be on the web site (www.portsmouthkitefestival.org.uk) as available. Also final details will be in the July issue of the magazine.

We hope many of you will come to the festival. There will be plenty of opportunities to help fly kites in the demonstration arena—as well as flying your own kites.

A vibrant poster for the Redcar Kite Festival. The top half features a stylized illustration of five colorful kites (green, red, teal, pink, and orange) flying against a background of radiating lines. Below the kites, three white wind turbines are visible on a blue horizon line. The text 'MAJUBA BEACH REDCAR' is written in white capital letters on a light blue background. The bottom half of the poster has a white background with the text 'REDCAR KITE FESTIVAL' in large, bold, black capital letters, followed by '25-26 MAY 2024' in a slightly smaller font. In the bottom left corner, there is a small circular logo for 'ENJOY REDCAR | CLEVELAND'.

Kite Events List

April		
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
27-28	Jolly Up 34, Cliddesden, Basingstoke.	roy@kitesup.co.uk
May		
12	Streatham Common Kite Day, Streatham Common, London SW16 3BX	www.streathamkiteday.org.uk/
18-19	Bridlington Kite Festival, Sewerby Fields, Bridlington, North Yorkshire YO15 1ER	www.facebook.com/BridlingtonKiteFestival
25-26	Redcar Kite Festival, Majuba Rd, Redcar, North Yorkshire TS10 5BJ	redcarcleveland.co.uk/enjoy/event/redcar-kite-festival
June		
22-23	Cardigan Bay Kite Festival, Cardigan Island Coastal Farm Park, Gwbert-On-Sea, Cardigan, Ceredigion, West Wales SA43 1PR	kites@skybums.com
30	Hampstead Heath Kite Day, Parliament Hill Fields, London	hampstead@thekitesociety.org.uk
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 0DW	www.kitefestival.org.uk
20-21	Shropshire Kite Festival, Lacon Childe School, Love Lane, Cleobury Mortimer, Shropshire DY14 8PE	kites@skybums.com
27-28	Portsmouth International Kite Festival, Southsea Common, Portsmouth	www.portsmouthkitefestival.org.uk
27-28	Kite Weekend, Essex Wildlife Trust The Naze Nature Discovery Centre, Old Hall Lane, Walton on the Naze, Essex CO14 8LE	www.essexwt.org.uk/nature-reserves/naze
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