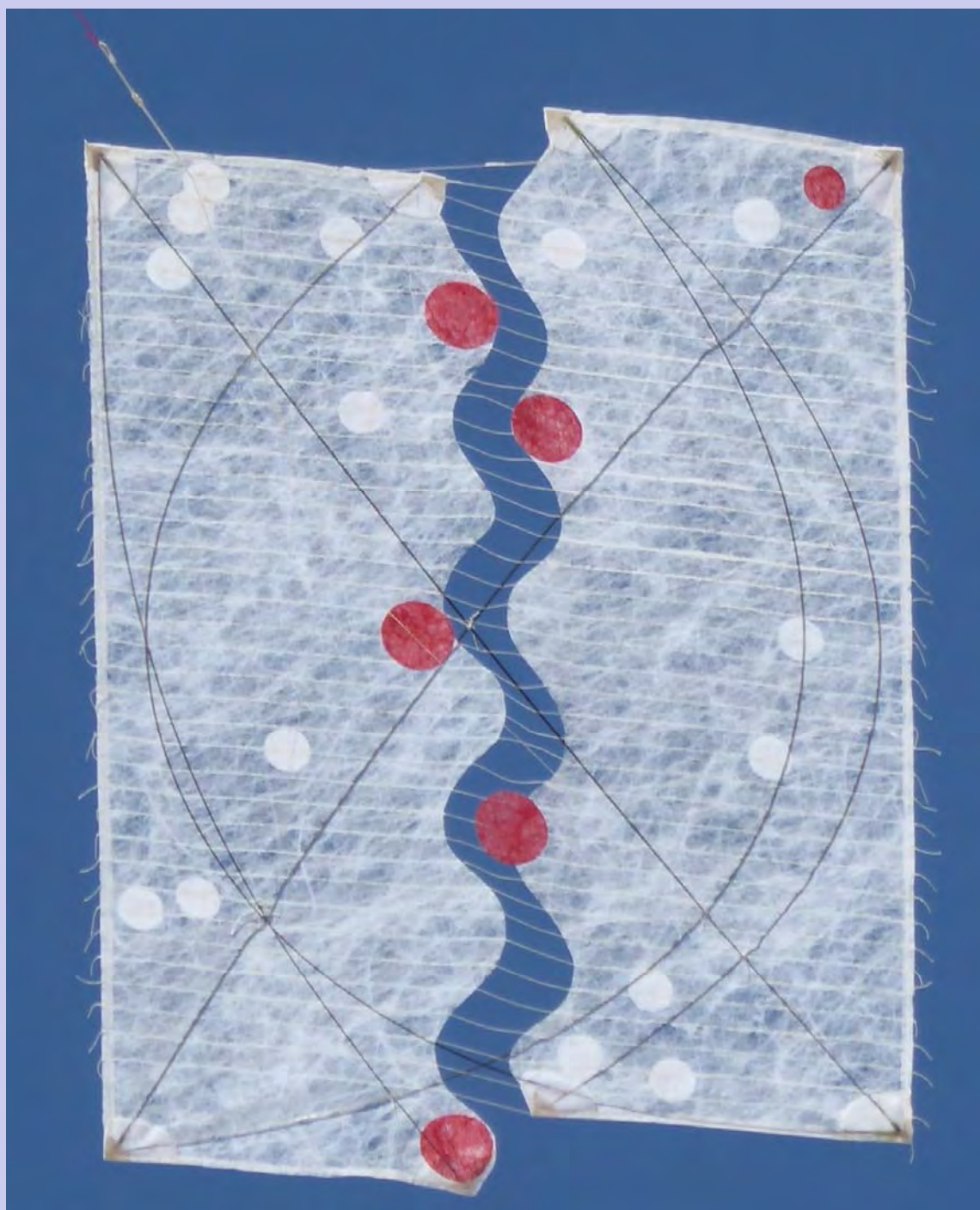


THE KITEFLIER

www.thekitesociety.org.uk



Issue 180

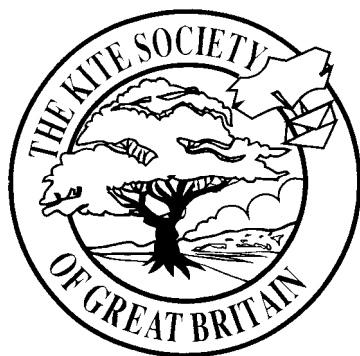
July 2024

£2.50

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

Pothecary Corner	3
Bits & Pieces	9
Portsmouth 2024	12
Events List	13
45 Years!	14
Turbulence or: How I Learned to Stop Worrying and Just Enjoy the Apples	20
The future of kite flying is in our hands	22
Kite Design	23
Cervia 2024	24

Front Cover:
Kite by Thérèse Uguen at Cervia
Photo:
Gill Bloom



Editorial

Dear Reader

Another magazine goes to press. The number of pages is fairly static at the moment but far less than the heyday of the late 90s where we often had 48 plus pages.

The internet is probably the main reason why contributions to magazine is going down—why send us anything when you can simply post items to your own web site/blog/vlog/Instagram/Facebook for lots of people to see.

So it is a constant struggle—which we have not given up on quite yet.

We do thank those people who have contributed to this issue—Paul Chapman, Tony Otis, Kevin Appleton, Maarten van Hienen and, not

forgetting Allan Pothecary.

Please consider contributing to the magazine, it does not matter what it is, or the format sent to us—we can pretty much cope with anything. Just make it kite related :-)

Portsmouth is looking good this year—the Year of the Dragon is the theme. So dragon shaped or related kites are welcome to the festival—no flames permitted though. There are some first time visitors from overseas—from as far as Thailand.

See you on the field

Gill and Jon

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

Whilst every effort is taken to get the details correct The Kite Society cannot be held responsible for any errors or omissions that occur. Opinions expressed in this magazine are not necessarily those of the Editors or The Kite Society.

Pothecary Corner—Allan Pothecary

At this a while!

Marilyn and I have been flying kites together for a good number of years now - in fact almost as long as we have been married!

I have been sending stuff to the editors here for a goodly amount of editions too.

There's about eighty articles totalling around 30,000 words, countless photos and the line reminding people that, "I don't do fiddly" in almost everyone of them.

Nostalgia

Forgive my indulgence here but I have gone back to the edition of July 2004.

Our passion was still in its heyday and Gill and Jon Bloom were responsible for what was, then, one of the best (almost weekly somewhere in the UK) kite festivals.

Patting myself on the back, I think I captured some of the 'feel' and excitement of the time.

It's a time many of us miss - and times, I fear will not be replicated.

Yes there are still a few major events around the country and near foreign climes and all the more reason to support them.

Hopefully, there are more new converted kite enthusiasts just as excited to be attending.

What did you do on the early May bank holiday this year?

Nothing much? - Difficult to remember?

Ha! I'd bet that not many ventured to Weymouth beach to fly some kites.

At the time that's what we and thousands of others over a weekend did, used to have fun and talked about it forever after.

Previously

Here's what I wrote back then about our first Weymouth festival eleven years prior:

It was few years ago now that we first ventured in to Weymouth on a May bank holiday to see what all the fuss was about.

As you drive down toward Radipole Lake you get your first assurance that the event is under way with some of the larger single lines appearing over the buildings.

You lose sight for a while and then, as you round the corner by the famous clock, the excitement of it hits you all at once.

There are kites galore of every description, people everywhere - and more, bustling down the promenade to join them - and it's still only ten o' clock with the whole day still in front. You have to concentrate very hard not to look beach-wards as you drive along to the pier car park - just accept the fact that a closer parking space will not happen at this time of the day and the kites will still be there when you return - get parked and back down in front of the bus in time for the altitude sprint.

Thinking back

Our first time there was very much a learning experience of what festivals and kites were all about and the excitement and the calm sort of buzz had us hooked.

For anyone with even a slight interest in kiting there was something going on to take your interest and you were led to it by a gentle patter from the expert commentary team - from the many and varied traders to kites in the distance or out to sea, to what was happening in the demonstration arena. We were particularly keen on the sport kite and quad line demonstrations and oh what famous names have appeared there.

What a performance

Who remembers that day when Bi-Dance (Mark and Jeannette Lummus - not married then) did their routine just after starting out as pairs and, because of the lack of wind, finished waving back to the crowd from right out on the tide line having picked their way through the buckets and spades and picnics but still managed to keep it together.

So, bearing in mind the reputation of the wind at Weymouth, why oh why do we, as Close Encounters again find ourselves doing a total of four demos on the Sunday and the Monday - and especially on our wedding anniversary (Sunday) this year?

Well we had a pretty good year last season winning the National pairs and individual Winter League titles and the STACK national championships at pairs and individuals novice, so we thought we get some arena experience and hopefully pass on the kiting bug to more people.

That's another of the things we like to do - pass on what we have learned and encourage people on.

Not just here then?

You may have read some of our articles in other magazines such as 'Sport Kite' or 'PowerKite' reviewing the kites that manufacturers have passed to us - well these will be available to try out for yourselves so just

Pothecary Corner—Allan Pothecary

come over and see us – and, if you like what you see, then one of the traders will probably have one.

Expect to find kites from SkyBurner, Prism, Eolo Gayla, Andy Preston, Roger Tessa Gambassi and HQ among others in the collection.

Hopefully, we should have new team kites from Eolo Gayla to use for our demos – we will be doing a precision routine and a couple of ballets to music, one of which will be with stacks of five kites each (again provided by Eolo Gayla) so let's have some good winds please Weymouth!

Allan and Marilyn Pothecary are pairs kite display team "Close Encounters"

So many changes over the years but so many good times, friends and memories made and those we have lost and will always remember.

Up for review

I mentioned before about how manufacturers and designers send me stuff to review (not always kites but usually kite related).

I have had a couple of companies (HQ Invento and Flexifoil) send me safety brake attachments for both two and four line power foils.



They all work in the same way in that the four line have bungee cords attached to both the bottom (Brake) lines which, when you let go of the handles, will collapse the kite. It then flaps gently to the ground.

The elasticating of the bungee absorbs the initial shock.

For the two line kite you just get the one safety brake - it is the same, but only one of them.

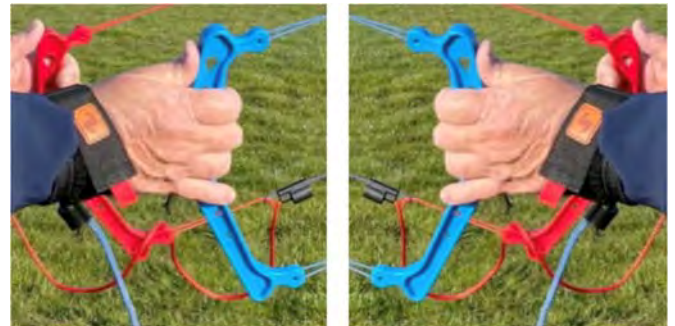
I did ask

I did query that if the pilot was using a bar to control a two line foil then the one line that was attached, either side of choice, to the sin-

gle safety brake would make the kite spin in a tight circle and pull even more but that didn't happen, try as I did!

What did peeve me a little was when one of the manufacturers came back to me and asked if I could re-make the video because I had set up with the Red control line in my Right hand - as I always do - an old conversation I have had many times before.

I don't think he realised how long it took me to get that video and corresponding photos after waiting for the rain to stop and the wind to be kind, so a bit of resourceful, skulduggery had to happen and he didn't even notice all I did was to reverse the photo, Haha!



I can't help it

I need to apologise to the guy who came over to ask about the Trilobite we were flying on a rare day at the beginning of June down at Stokes Bay.

I explained that it was based on a fossil fifty million and seven years old.

He queried on the accuracy of the dating.

I told him that had been told that it was fifty million years old, seven years ago.

He did see the funny side.

The problem is that people tend to mistake me for an adult because of my age.

Why else would I be flying kites?

Pothecary Corner—Allan Pothecary



What a Diva!

I know, some people will think this title refers to me but, like me, this kite is smooth, colourful and happy to fly.

"The Diva" will be on sale soon and I will review it fully next edition but if you are not looking for 'tricks' and want something that flies slowly, accurately and generates good pull, "Fly it, love it" just like it says on the tin. I apologise for the grumpy looking man holding the kite but we are short on models - Marilyn didn't have her lippy on.

Bouncing back

I have reviewed several bouncing kites from different manufactures but the new, bouncing Birdeez Penguins are easily both Marilyn's and my favourites.

The first thing about them is that the wind has no trouble in filling them and, once inflated, they stay that way.

In fact they are a little difficult to deflate at going home time but that is worth the trouble for the smiles and entertainment they have given.

The addition of a zip would help but I can see a cost factor there and, to clarify, they are brilliant as they are.



The XL 100cm, larger one, bounces the best and rises up to about four metres in a good breeze but it would not be the same without junior 60cm.



Pothecary Corner—Allan Pothecary

"I wondered what that was, flying toward me getting closer and closer"

"And then it hit Me!"

Lets twist again

I liked the speed being generated and enough power still to turn up at the edge of the window instead of risking a plunge to the ground.

Ziping back along, a quick, short but gentle push on the leading hand combined, simultaneously, with a matching pull on the trailing hand will send the kite zooming up the middle where tight circles (also called loops) one way to be followed by the same number back again to untwist the lines,

By the way the lines are good for about ten twists before you start to feel them bind.

When this happens you should be thinking what is needed to untwist the other way.

After a while the pilot learns, by feel alone, when the lines are about to become completely untwisted again.

Bigger circles are fun too requiring the ability to know where the ground is!

All of this is possible because the pull generated on the pilot's hands and arms is light and easy to cope with.

The Stinger Rainbow looked bigger and better in the sky than I thought it would and I rather enjoyed my couple of times flying it in a range of winds.

You know where to look for the video.

Red Baron



The red Baron has been around for a long time now.

I queried the manufacturer about the claim "Revised model, improved flying performance" which has been repeated in their catalogue for several years.

I know that the one we had was improved by having a new bridle with four towing points instead of only the one and that, earlier, version was rarely stable.

I decided to take a look at what was on offer now and found that all is pretty much the same. There may have been a few little tweaks I missed but there is a rod that I hadn't noticed previously.

It appears to go inside along the bottom of the fuselage, something like a keel.

I'm guessing that this will give the kite better rigidity and improve the air flow to make it even more stable - not that there's anything wrong with the way ours flies now, as can be seen in the video which has now been viewed over forty thousand times on YouTube.

Just type in Close Encounters Kites Red Baron to check it out.

It attracts more attention than a lot of our other kites whenever its flown and flies very well We have had a lot of people tell us the Red Baron isn't made any more and you can't get one.

This is definitely not true.

I checked on the manufacturer's stock list and they have over 150 available.

Reducing our stock

This time last year I put up the chance to bulk buy many of our kites.

We don't have the mobility to continue traveling around to events every weekend and had far more kites than we are able to fly on our own.

No-one took up the chance to profit from a bulk buy although four or five people have admitted since that they wish that they had.

A lot of our stuff has now gone off to good homes now but there are more in our store-room that still have not been flown or are likely to be anytime soon.

This includes some high end sport kites as well as a number of single line, sticked and inflatable kites.

Pothecary Corner—Allan Pothecary



I have been very busy on other projects (part of the reason we are not flying as much) and, therefore, not had time to compile a list of what needs to go next but, if I may get in a sneak preview now at the time of writing, we will be selling our three 5metre Fauci Dragons at £500 for the set, two of our 18 metre Jelly-fish at £120 each and, for £240, our Fulcrum Quadline with standard and lightweight set-ups.

If you have bought from us before then you know where we are and that what we sell is in as described condition (usually excellent) and at a bargain price.

Otherwise you can find me on Facebook or through the contacts page of our website.

If you have asked before and it wasn't for sale - it might well be now.

A word of warning

In making sure that we price our kites attractively I have visited a few websites only to find that they are still up to their old tricks.

I often found say, a 15 metre kite advertised at an unbelievable price of say £150.

However, it is only when you click through the process of buying the kite that you, hopefully notice that the low price actually refers to the identical kite but only the 2 metre version!!!!.

There is no comeback on this because the unlucky purchaser will find out when it's too late that they have actually got what they ordered because they had not checked the right box for what they really wanted along the way.

I have heard from many a buyer who tells me these companies have great service and that usually means that they got their order quickly as opposed to a three month wait that some have to endure, but they are too embarrassed to say that they have sometimes been fooled as well.

I am always hearing from kite flyers who say they can't get answers from the sellers once the payment has been made either because of a complaint or simply after advice on set up.

So please, don't give me the chance to say "I told you so!"

That's it for now.

If you'd like to give feedback on the articles we have published here then please come see us at Portsmouth.

Allan and Marilyn.



Bits & Pieces

Around the Auctions
Invaluable.com



Yannis KOTTIS (b. 1949) Riding a bicycle on a hill with kites

Dimensions: 114 x 146 cm mixed media on canvas.

Estimate is €7,000—€9,000



UTAGAWA KUNISADA (TOYOKUNI III) (1785-1864)

Description: Boy Flying Hawk Kite with Mother for Sekku Festival, Ukiyo-e woodblock print, oban, with 1930's label verso from Uchida Art Company of Kyoto, in gilt Japanese stick frame, under silk mat and glass.

OS: 19" x 14", SS: 14" x 9 1/2"

Estimate: \$300—\$400



Chinese Enamelled Bronze Double Handled Bowl.

Description: Children flying kites in two white medallions, surrounded blue ground with phoenix and floral motif. Interior painted phoenix. Wooden stand.

Dimensions: 11.5in x 16.5in x 19.5in

Medium: Enamelled Bronze

Condition Report: 2" Length enamel loss

Estimate \$200—\$400



A Pair of Chinese Republic Finely Painted Porcelain Lanterns

Estimate: \$600—\$800

Bits & Pieces



A FLEMISH TAPESTRY FRAGMENT IN WOOL AND SILKS

Description: Weaving in wool and silk. Against the background of a "Verdure", a park-like, idealized landscape, the view of two elegantly dressed, noble figures. A seated gentleman watches a young man fly a kite. Rare depiction. At the bottom edge there are remnants of the original border with floral garlands and tendrils. Fragmentary. Minor age damage and reweaving. Lined with textile.

231 x 162,5 cm

Estimate: €3000—€5000

Camp Zama residents join 190-year-old tradition to build giant kite for city festival



Camp Zama community members recently paired with the Sagami Giant Kite Preservation Association, Shindo District, to build the framework for a giant kite that will be used in giant kite festival.

Sagamihara City's kite festival originated in the 1830s, and the event, held in conjunction with Zama City's kite festival, draws thousands of visitors each spring along the Sagami River near Camp Zama.

The kites are made of bamboo and handmade Japanese paper, with the largest standing about 48 feet tall and weighing more than 2,000 pounds. It takes 80 to 100 people and a 600-hundred-foot rope to fly each kite.

Nishiyama said flying kites is a symbol of peace, therefore, it is a perfect opportunity for the Camp Zama community and the local Japanese community to work together and to carry on the traditions together. He hopes that the military community's involvement in the giant kite culture will help everyone recognize and appreciate the wonder of the traditional culture.

Amy Nulik said when she and her husband saw the finished kite last year, they knew that they would love to be involved in its production if given the chance. Nulik said she didn't have any issues communicating with Japanese staff members at the event while wrapping rope around the bamboo framework.

She said she looks forward to attending the kite festival, where she can see the kite she helped create being flown.

Solar Eclipse Experiment Will Fly a Kite to Avoid Cloudy Skies

Shadia Habbal has gone to the ends of the Earth for science. The University of Hawaii astronomer leads a group of researchers called the Solar Wind Sherpas. These scientists have traveled around the world to observe 18 total solar eclipses since 1995—including in the Arctic and Antarctica. Each trip has involved two years

Bits & Pieces



of preparation for a few precious minutes of standing in the moon's shadow, hoping to catch a glimpse of the sun's corona—the feathery outer solar atmosphere that is usually outshined by our star's light.

Yet more than a third of the eclipses the Sherpas travelled to have been clouded out. In 2021 the group trekked all the way to Antarctica and didn't see any part of the total eclipse. That was “a brutal, heart-wrenching, miserable experience,” says Sage Constantinou, an astronomy graduate student at the University of Hawaii and a member of the Sherpas.

The team will have another chance during the upcoming total solar eclipse over North America on April 8. And this time they have an unconventional plan for getting around the clouds. The scientists will launch a massive kite loaded with instruments two miles high into the sky, hopefully above any eclipse-obstructing clouds. The project will be the first to use a kite for solar eclipse observations. If it works, it will allow a view of the corona even if the skies are cloudy.

During the upcoming eclipse, the Sherpas will fly their instruments on a kite with an impressive 4,000-meter-long tether, which will allow it to soar above most mid- and low-level clouds. The red, yellow and blue kite is about as large as a two-car garage. Below it will dangle a giant hip-flask-shaped container holding a spectrometer, an instrument that can detect different wavelengths of light emitted by the sun's corona. The container is crowned by a helmetlike solar tracking device that houses two cameras—one with a dark solar filter for before the total eclipse and an unfiltered one that will be used during totality. The cameras automatically point at the sun by searching for the brightest location in the sky.

The Sherpas tested a shorter, 600-meter-long version of their kite during the April 2023 total solar eclipse in Australia. They were able to collect data on the eclipse, but their solar tracker failed to keep the sun fully centred. This created multiple overlapping spectra of the sun that were difficult to interpret. The researchers have since worked to improve their tracker. For the

April 2024 eclipse, they will use the full-length tether with the goal of proving that a kite is a relatively low-cost way to study solar eclipses from above the influence of most clouds. Their kite setup cost about \$160,000 to develop, whereas the alternative—a specially modified NASA plane—costs hundreds of thousands of dollars to use each time.

Fortuna Found

Some of you may already receive the bulletins from Fortuna Found, they arrive in your inbox weekly and contain bits of news that are of interest to kite fliers—although with a slightly USA slant to them.

Nic O'Neil is in the process of creating a Digital Kite Magazine. Set to tentatively start publishing in July. This will be an interactive and fun resource for all kinds of kite flying, kite building, kite events and enthusiasts. It will be free to everyone, no membership needed.

Unique thousand-year-old kite flute village



After a long interruption, Ba Duong Noi's thousand-year-old kite festival has been revived recently and is now flourishing, becoming the cradle of Vietnam's kite flute culture.

Only Ba Duong Noi village holds a traditional kite flying competition associated with a temple dedicated to deities.

The kite flying competition has expanded in recent years, attracting kite clubs from various northern provinces. Kites entered into the competition must meet specific size and flute requirements.

With a history spanning a thousand years, Ba Duong Noi's kite flutes have carried on the tradition, participating in many international kite festivals abroad.

While kite flying is popular in many countries around the world, the mention of kite flutes immediately brings to mind Vietnamese kites. In Ba Duong Noi, the kite flute festival continues to thrive, symbolising hopes for prosperous farming and economic development.

Portsmouth 2024

Taking place Saturday 27th and Sunday 28th July at Southsea Common, Portsmouth. This is the 32nd Festival.

Guests who are attending and the timetable are on the festival web site portsmouthkitefestival.org.uk. Guests are coming from France, Holland, Germany, Italy, Thailand, Belgium, Scotland and England.

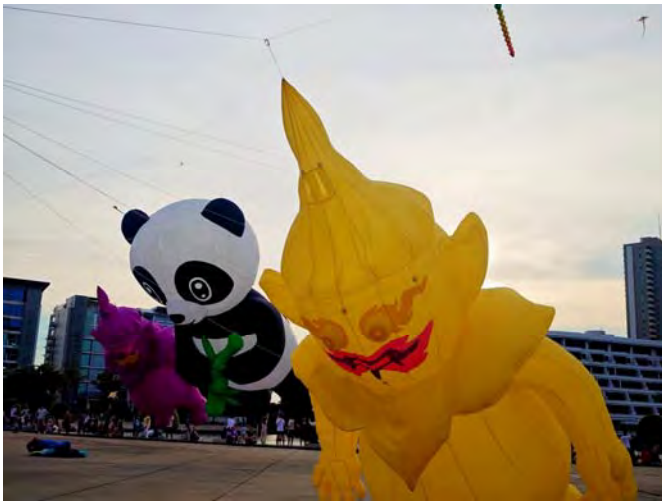
The theme for this year's festival is "Year of the Dragon". There are a number of spectacular Dragon kites coming to Portsmouth and Rolf Zimmermann (the designer and maker of these kites) will also be at the festival.

We are asking kitefliers to help with various displays as there are more kites than kitefliers. Come and see us at the festival on Saturday morning so we have an idea of how many people are willing to help.

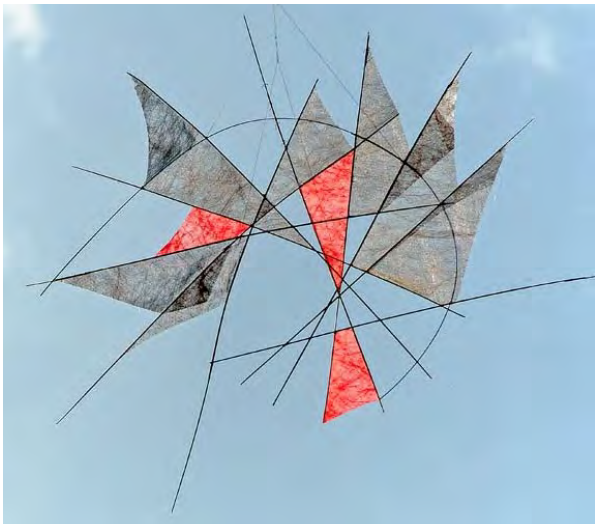
There are also other displays where you can bring your kite into the arena and join in. See the Portsmouth web site for details when the timetable is published.

New guests to the festival for 2024 are:

- Thaitan Kite Team - Peckie Arayanimitsakul and Pete Worakitt Navasakulkiat (Thailand)



- Thérèse Uguen, Patrick Rougelin and Jo-Anna Chaperon (France)



- Thomas Rixen, Henning Borchert and Nils Ole Töpsch (Germany)



Portsmouth 2024



There are many multi-line discipline kite fliers including the welcome return of The Flying Squad. Plus Fenix Pair, Fracture Kite Team, The Decorators, Team Spectrum and (hopefully) Flying Fish.

We will also have a number of art kites made by Jørgen Møller Hansen now in the hands of Felix Mottram and Jacob Twyford (The Decorators). Jørgen was a well known graphic designer who used kites as a medium for his artistic expression. The full collection can be seen at <https://www.felixmottram.com/decorators/collection.html>.

These will be flying in the Art Kite Arena at times throughout the festival.

Once again Alan Poxon will be leading on the commentary. Plus all the regulars from the U.K. and overseas.

There will be a selection of kite traders and caterers on site as well as a selection of non-kite stalls and a craft tent.

Some merchandise will shortly be available for the festival featuring this year's logo.

These are only available to buy online through the link below. We will NOT have any available at the

festival to avoid waste (these are printed to order by the supplier). T-shirts and Sweatshirts are available in a few different colours. There is also a Tote bag.

<https://portsmouth-kite-festival.teemill.com/>

Auction

We will be holding an auction of kite related items Saturday evening at Rees Hall. All are welcome to attend and donations are gratefully received, please bring them along to us during Saturday.

Free parking is available for KSGB members on request from us **IN ADVANCE** as we cannot issue passes on the day. Requests must be with us by 19th July. No passes will be available at the site. Send SAE or preferably by email to us with your name and car registration number. Please note that each pass will be specific to you and NOT transferable. Your name and registration number will be printed on the pass. Also note that if you do not supply the registration number you will not get a pass.

Finally a CAR pass does not equal a CAMPING pass—a separate pass is required for CAMPING.

Camping is fully booked and we do not have any spaces left. However, contact us by email and we will add you to the waitlist as spaces do become sometimes available.

For details of local accommodation please contact the Portsmouth Tourist Centre on 023 9283 6722, www.visitportsmouth.co.uk. The University Halls of Residence, where the invited kitefliers stay, can be booked online at www.port.ac.uk/holidays or call 023 9284 4884.

We hope to see as many of you as possible to come and fly your kites. There will be a number of arena spots where anyone can show off their kites.

Finally we would like to thank Portsmouth City Council for their continued support of the event.

Events List

June		
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
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

45 Years!

Paul Chapman



I remember arriving at Kingston Polytechnic in the middle of the blizzard. It was the 25th January 1979, 45 years ago, when David Turner and Nick Morse were invited to give a Cody talk to the Royal Aeronautical Society. It was a fascinating evening full of kites and kite stories. David, being an engineer, Cody pilot and pioneer of the Kite Store took it all very seriously but Nick, being the artist who had made the Cody kite train replica, just sat on a desk and amused us with his stories. Of course the great and the good of the RAeS attended but there were a couple of interlopers. Jon and Gill for a start! And that was just before the start of K.O.N.

The Cody talk came about since I had seen the BBC2 documentary 'Something in the Wind' that ends with David suspended under the Cody train. That inspired me to stop off at the Kite Store on the way to the MoD at nearby St Giles Court at the end of Neale Street. I was then at the RAE and would travel up to London fairly regularly with my boss. He would go 1st class on the train while I would be in 3rd. We would meet up at Waterloo and walk to St Giles. Kite Store was always fascinating so I always made the detour and that prompted the invitation to the Kite Workshop group to visit the original Cody kites held at the RAE. In the event it was Nick, John Peyton and a certain Martin Lester that turned up. And that, obviously, led to me inviting Nick and David to give the talk at Kingston.



At that time, being an inmate at the Royal Aircraft Establishment, I was more interested in Cody and his flying activities there in the early 1900s. The kites came later but were prompted by the publication of David Pelham's book and making an exact, but practically non-flying, copy of a colleague's Dunford Flying Machine. Then there was the great no wind kite festival at Longleat (28th May 1978) where Peter Powell attempted to decapitate the crowd when he flew his kites from the roof of his car. Not long afterwards Nick Werner Lawrie published the first issue (December 1977) of the quarterly 'European Kiteflier'. Sadly the European Kiteflier did not last but that and David Pelham's 'Kites' plus the Kite Store visits kicked it all off.

GRADUATE'S AND STUDENT'S UNION COMMITTEE

Patron
Her Majesty The Queen

The Royal Aeronautical Society
4, Hamilton Place, London, W1V 0BQ Tel. 01-420 3315

CODY MAN-LIFTING KITES: D TURNER and N MORSE (Kite Workshop)

THURSDAY 25th JANUARY 1979 at 1830 hrs at
KINGSTON POLYTECHNIC



David Turner will outline Samuel Cody's characteristic involvement with man-lifting kites, aerobics and aeroplanes in the early 1900's. 75 years after Cody, the Kite Workshop began reconstruction of the Cody man-lifting system. The system has been flown successfully on several occasions and development is continuing.

Nick Morse will describe his rediscovery of Cody's techniques; how these were translated for use with modern materials; the many problems and their solutions. He will compare the materials used by Cody with the equivalent of today.

Tea at 1800 hrs.
Visitors welcome.

The lecture will be given in the Canbury Park Road building of Kingston Polytechnic.

← to Richmond

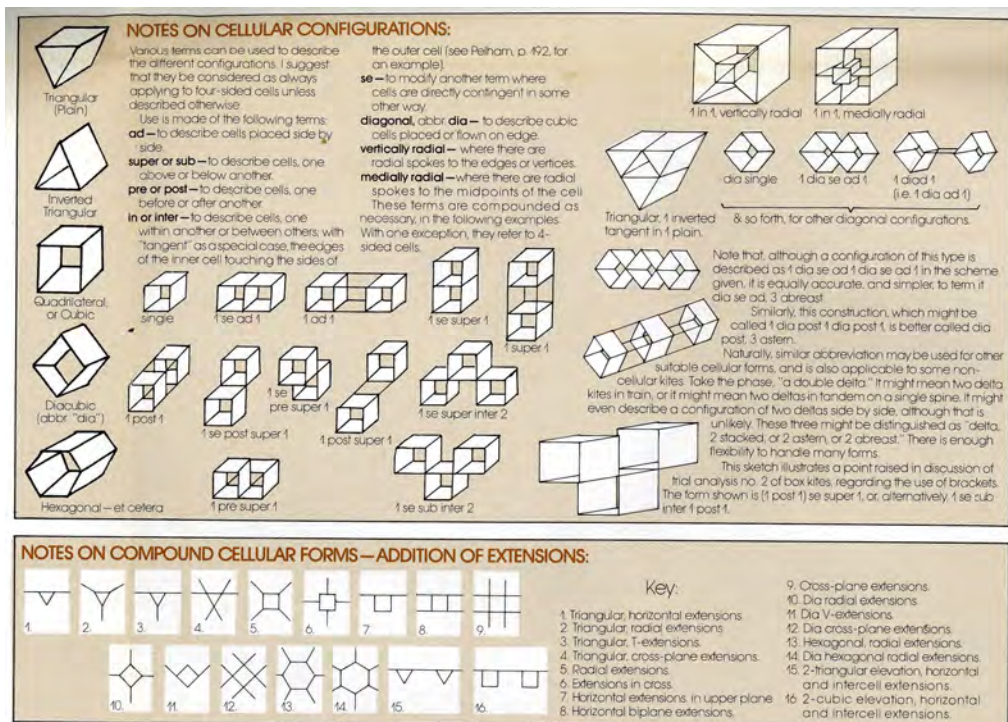


The only materials available seemed to be what you could find at Kite Store (and later at Kite and Balloon in Wimbledon) and what was available at the local garden store. I had bought (in lieu of my lunch allowance) one of Hashimoto's lovely bamboo and washi kites from Kite Store so we had to make a bigger one which flew quite well although the tissue deferred to the rain. There was the Hewitt Flexible Kite made to the drawings in Issue Two of the European Kiteflier and made with awful Kite Store green parachute ripstop and stuck with



the new very flexible glass fibre rod. The Flexikite still exists and flew again last year.

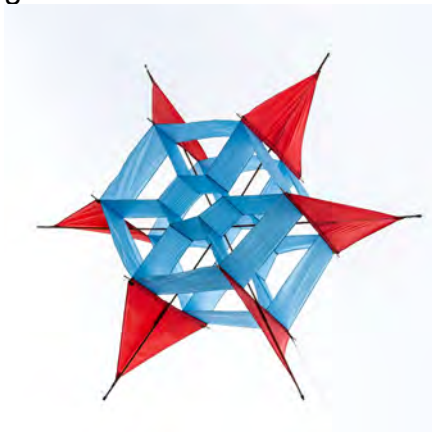
1979 was a bit of a watershed year since I left the RAE and went north to a place called St Annes on the Fylde coast. My first job entailed doing some intensive work with a small group from Messerschmitts to define what later became the Eurofighter Typhoon. Moving the family up to St Annes was also pretty hectic but, on one trip home, I spotted a big Cody kite flying over the Aldershot Queen's Parade ground. Tom (7) and I cycled over to look at what was obviously a Nick Morse Cody flying very high inside the RAE landing circuit. That was how I met Peter and Paul Cody and,



since their grandfather had flown first, they had inherited first dibs on the local sky.

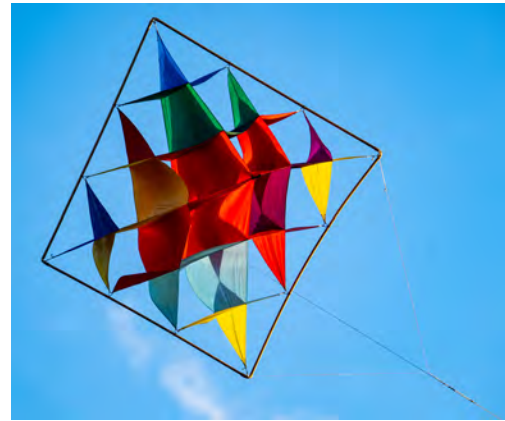
Although we could have bought a terraced street in Preston with the money from our small place in Farnborough, we ended up with a five double bed roomed pile (ripe for refurbishment) in St Annes where, at the end of the road was a pier (unburnt) and endless firm kiteflying sands. And then I met John Spendlove.

John was memorable for many things. He flew kites for a start. And he travelled by bus. And he had a rucksack from which there was a never-ending supply of Old Peculiar. But most memorable was his inventiveness. John wrote the great pull-out Taxonomy of Kites that appeared in the Spring Summer '78 edition of KITELINES where he described the simple Prof Waldorf kite as being of the form *dia-hexagonal, 1 vertically radial in 1 post ditto, radially vanned as a series of lozenges*. I had to make one and, since the Taxonomy said that John lived in Preston, I made contact with him. Both the Waldorf and the supply of Old Peculiar were a success and John soon found a new form of travel with us to the regular Northern Kite Group flying meetings.



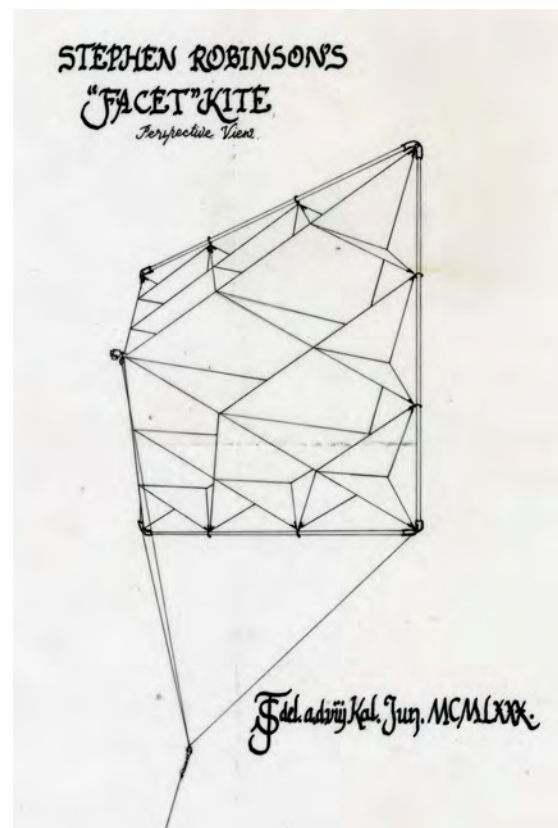
John was an inveterate writer (it was a great loss when he died) and schemer of kites and it was he that introduced me to the couple of interlopers from the snowy Kingston Cody talk. Those two, unknown to me, had had the brilliant idea of producing a scruffy A5 size newsletter that was aptly known as K.O.N. Suitably named, I suspect, as a rather sideways swipe at the

very intermittent European Kiteflier and Ron Moulton's rather stuffy (and equally irregular) BKFA rag. As we now know it was only K.O.N. that survived to become the Kiteflier that we know and love today. It was a time brimming with new ideas and innovation.



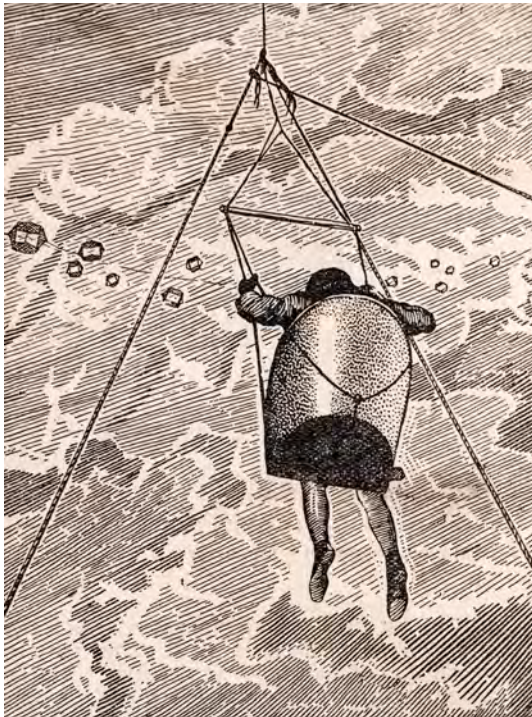
So that is how it started and from then on it has been an exciting 45 years.

Those two encounters...Jon and Gill and then John Spendlove opened up a new world for me, some of which you can find in various articles in the Kite Society Kiteflyer archives on the website. Since I have just completed another little project it may be worthwhile adding to the story.





We even took John to Old Warden where, I snapped Gill (left) with Nick and one of his Codys.



Although designing whizzy fighter jets was what I really wanted to do we had the equally demanding job of bringing up three small boys which resulted in us going south to Somerset where the whizzy jets formed the natural introduction to designing helicopters. And that soon meant spending lots of time at Vliegertuig in Amsterdam where I would exchange my meal allowances for ripstop! One of our Fokker team members was Cees van Hengel who had designed the giant Dutch kite and it was Cees who introduced me to Alice Weve

at Vliegertuig and hence to Nico van den Berg. Nico was totally immersed in Cody research and, despite not speaking English, we immediately started discussions. Cody and helicopters...what could be better? Well, it did get better because it was through the Midsommer Vliegerfeest events at Spaarnwoude that I met Jan Desimpelaere.

Jan is the Godfather of the historical kite world. His kite museum is above his large garage (it had a deLorean supercar occupying the ground floor) where he has what seems to be the most important kites from the early 1900s. We would spend hours, mostly at night, discussing, drawing, and exploring these kites to an accompaniment of some remarkable Belgian beers Then the issue of Russian kites came up. Jan wanted to find out more about Ouilanine and his manlifting work in the late 1800s. Well, it just happened that I was on the Design Committee of the American Helicopter Society and we had recently welcomed Marat Tischenko who was the General Chief Designer at MiL helicopters. But more kiteworthy than Marat (who became a good friend) was Vadim Mikheyev who was Tischenko's deputy. This was in the early 1990s and, thanks to Perestroika, times were hard for the ex-Soviets so Vadim was spending a lot of time researching helicopter history in the Российская академия наук. Although we became good friends at AHS it was impossible (Vadim would have fallen out of top story window) for us to communicate and that was where Jan came in. Jan went to Moscow and Vadim took him to the Academy of Sciences. Of course the ex-Soviet watchdogs did not believe that Jan was a Belgian garden architect (which he was) and so a meeting was set up where Jan (now a Belgian arms dealer, which he wasn't) unsuccessfully negotiated the purchase of a lot of surplus Soviet whizzy jets. Jan managed to survive the Moscow KGB breaking down his door demanding protection money and came back with a secret supply of 1900s Russian kite documentation (and no whizzy jets!).

somehow appropriate) so, for many years, I have had this little gem tucked away in the file. Until recently. I suppose it was Covid that unlocked a hidden source in Ukraine since several Babjuk (either by or rewritten/co-authored) books have emerged and are now stashed away here. And then, around the middle of last year, I started studying the books and, thanks to a complex way of using Google Translate I have been able to read the original Russian language. As for the B-15. I suppose it is attractive since it is one of the more complex of the boxes and, as the local craft shop was shutting down and the brown wrapping paper was going cheap, I thought I would have a go. The tricky bit was finding the spruce sticks but, thanks to Nicolas Wadsworth, I had taken on his old stock and found that I could scale the dimensions in the book (0.86) to make a reasonably exact copy. All the paper edges are hemp thread lined and, in some places reinforced. Making the glue was interesting since I had read about rice flour glue for Japanese kites. That meant boiling up the rice flour for the exact time (found by experiment) to make the sticky stuff that is pasted on using a paint brush and which, when the paper edges are turned over, rolled flat with a small printing roller. It works very well but it is best not to make too much as it goes mouldy after a few days. Add some cayenne pepper if you are infested with cockroaches. Of course not everything went as planned. Initially I was hopping between the books (The B-15 is subtly different in the various books) and eventually put them away and carried on from memory. So when all was done, and when I made a final check against the books, there had to be a bit of correction. Fortunately rice flour paste unsticks when you unstick it with a water-only loaded paintbrush! Then it was a simple matter of bridling (hemp of course) and taking it out to fly. No corrections but it went straight up! Because of the light construction the wing loading is very low (the *densité* is very important for flying angle) and so it flies very stably and at a neck breaking angle.

45 years plus and I am still making kites!



Turbulence or: How I Learned to Stop Worrying and Just Enjoy the Apples

Tony Otis

From the Oxford Languages English Dictionary as found by a Google search: Turbulence / rough air currents / irregular atmospheric motion / uneven air movement – “violent or unsteady movement of air or water, or some other fluid.” As related to kite



Topo map of Goat Hill and Romac Orchards (north is at top)

flying, it means difficult or technical. Using the topo map as a guide, picture yourself on the southwest shoulder of Goat Hill. The flying area sits slightly below the top of the hill and the ground reaches upward from an apple orchard to the top of the hill to the tune of about 800 feet or 244 meters elevation at the top of the hill. There is an open field, and there are trees everywhere. There are genuine mountains about 20 miles or about 32 kilometers away. Romac Orchards sits at the base of Goat Hill.

Here is a Google Maps link to the area: <https://maps.app.goo.gl/fGNyUqje6hvRZkds6>.

For several years, an organization in Acton, Maine, USA, called the Three Rivers Land Trust, has invited the Nor'Easters Kite Club and Kites Over New England to one of their land holdings to participate in a scheduled day of trail walking, apple picking, maze

navigation and kite flying. This is a good organization with good people running it, so the clubs have been happy to show up and add some festiveness to the sky.

Flying a kite on Goat Hill is a study in turbulent wind, to say the least. On a good-wind day it takes some skill and patience to fly a kite structure up and through the ground effect winds to a space of relative stableness, and once stable flight is found along comes rough air currents / irregular atmospheric motion / uneven air movement and any hope for a quiet flight comes to an end.

This all comes with the territory, and we do the best we can with our fancy kites. Kids do not know fiddley about turbulence, so they



Looking up the hill towards the crown of Goat Hill

have no issues with bad wind, and just run around the hill with their basic plastic deltas chasing after whatever wind they can find. It is entertaining to watch, and so far, nobody has stumbled into a gopher hole.

It has taken me four trips to Goat Hill to figure out the winds there. This is what I learned:

At the heights at which I fly my kites on Goat Hill, there is no such thing as laminar flow wind, no such thing as quiet flying. It just does not happen. Yet, I keep going back. One reason is the scenery. To call it spectacular is an understatement. It is gorgeous. Another reason for returning is the apple orchard at the base of the hill which is open for picking on the day of the fly. After a day of fighting turbulent winds, there is a lot to be said for walking through an apple orchard picking apples that will eventually turn into stuff like apple crisp, apple pie, ap-

Turbulence or: How I Learned to Stop Worrying and Just Enjoy the Apples

Tony Otis



Looking down Goat Hill towards the apple orchards

plesauce, apple cake, apple cobbler and regular apple slices.

So that is what my expectations have become for going to fly on Goat Hill. I go for the apples. And if I manage to get anything airborne, I call it a bonus on the day.

Colourizing the Wind

One thing I would love to see invented is a device that is portable, lightweight, powered by an efficient battery, which can be placed on the ground in a flying area. The device would use technology to sense the wind currents. The sensed data would be translated by the device and turned into an energy field that would then be projected back out into the air. The effect the projected energy field would have would be to cause air molecules to change colour based on how much velocity the air molecules have. High velocity wind could be red, low velocity wind could be blue or green, orange, and yellow would be there as well.

Colourizing the wind would allow someone (me) to see turbulence in real time, not just when it ruined my kites' quiet flight. I could then adjust kite altitude or my location-on-field (or on the hill) to find a better wind profile for the kite I am trying to fly. What does anybody else think about this idea? Think about having this device on your flying field and the fun you could have with it.

Tony Otis
Nor'Easters Kite Club
Westbrook, Maine, USA
aotis@maine.rr.com

<https://photos.app.goo.gl/DuJPcE7fjAYMVwuk9> takes you to a Google Photos page showing the clubs' last fly at Goat Hill.

<https://sites.google.com/site/noreasterskites/> takes you to the Nor'Easters Kite Club website.

The future of kite flying is in our hands—Kevin Appleton

Following the request for historic information about kites in the last quarter's magazine, I thought I would relate my kite-flying journey.

In the early 1980s I was recovering from illness and joined a neighbour who had a property that backed onto our local recreation ground. He made simple kites and we spent many hours in the sunshine while he flew these and I recuperated.

I somehow got "the kite bug" - I had previously flown a stack of three very basic diamond stunt kites. I remember that they were very poorly made and were flown on very stretchy lines! I think they were an attempt to copy the Peter Powell kites which as we all know were the forerunner of stunt kites/flying.

After some discussion, we decided to form a club and Thorpe kite Flyers in Norwich was subsequently started. It was interesting that one kite flyer approached the club and said how pleased he was that a club had been formed as previously he had flown his kites "hidden away from the public because of the embarrassment of an adult seen flying kites". Some months after the club was formed it grew from strength to strength with many new members joining.

Around this time the local council had an "above the ground" event. This event included hovercrafts, daytime fireworks, radio control planes and of course kites. This was my first sighting of team flying, the spectacle and size of Flexfoil stacks and quad flying in the form of Revolutions. That was it I was hooked and very slowly my collection of kites expanded.

I visited what was then a twice annual kite festival at Old Warden and the Blackheath kite festival. Impressed by team flying I formed a team and over the passage of time Team Cascade gave displays at kite festivals and carnivals across the country. We were lucky enough to get sponsorship and flew Tim Benson's kites, Flexfoils and Revolutions.

We were also very lucky to be approached by Banham Zoo, who agreed to purchase us a large Peter Lynn octopus kite.

The next part of my journey was to travel further field, and I visited kite festivals at Portsmouth, Basingstoke, Bristol and Weymouth and ventured into rokkaku fighting.

It was during a rokkaku battle at one of the Bristol kite festivals that proceedings were interrupted by Mr. Blobby, Noel Edmonds and Tony Blackburn. If you were there, you will know what happened. If you were not I am sure you can guess. It was chaos and upset

quite a few serious kite flyers keen to cut others from the sky without having to look out for the aforementioned who had ventured into the arena.

At one Old Warden festival we were all told to wind in our kites and enjoyed a Spitfire landing.

At Weymouth, I can remember the fire brigade being called and using their hydraulic platform to recover a rokkaku that had had its lines cut and found its way onto the roof and wrapped around the chimney stack of one of the shops along the seafront.

At the bigger festivals, there were a large number of kite traders and your choice of kites, accessories, advice and everything else was freely available.

I remember moving on to flying large inflatables and at that time there were lots of rumours bounding around that inflatables were spoiling kite flying, and the novelty would wear off.

Moving forward to the current time, as we are all aware if you have visited a kite festival, the traders have all but gone and inflatables have got bigger and more creative.

Parallel to all the fore mentioned there was an expansion worldwide, and personally, with kite pins. I became a crazy collector and had over 1500 different pins. I was invited to the annual world championship of kite pins at the Lunen Kite festival in Germany each year. My best result was to be judged to have the third largest collection and got runner up in the competition to display a number of kite pins on a theme.

So where are we now?

My team dispersed, kite retailers are as rare as hen's teeth, many festivals no longer happen, there appears to be more teams flying quads, two and four line kites continue to be available in many different designs with three-dimensional "tricks" becoming ever increasingly difficult and impressive.

Most importantly children – and their families – still enjoy flying kites in parks and on beaches. Let's all encourage this.

As a closing thought why not carry a small kite in your kit that you help a child fly who is admiring the large colourful kite/inflatable that you are flying.

The future of kite flying is in our hands.

Storm—Maarten van Hienen

Recently several Kitefliers have asked me for a plan or construction description of the kite in the photos. Sorry, there is no plan! But I can show you the construction details.

The kite is 90 cm wide and 232 cm high. There are seven 3 mm fibre spreaders and the spars are 6 mm carbon tube (see photo of the back-side).

My idea was to make a kite for high wind conditions, that's why Tjitske van Hienen and I call the kite always "Storm". But to our great surprise it flies also in very little wind and is very stable.

Only for high wind conditions we fly it with an extra 6mm spreader (see pic) The kite has a 5 point bridle (see pic) and the towing point is just above the upper leading edge (see pic). We fly the kite with 2 tails of 12 meter (sorry we love tails).

We have several of this "Storm" kites in our kitebags and it's one of our favourites. If you want to make your own "Storm" feel free to use the idea. Have fun!



Cervia 2024

The 44th Cervia International Kite Festival took place from 20th April until 1st May.

Amongst the special features of this year's event was a tribute to the Pink Flamingos who could often be seen on the salt flats nearby. When there was severe flooding in the area they all disappeared.

But now they are back. These are some of the kites made especially for this.



Della Porta—Gill Bloom



Martin Lester Flamingo.



Some of the Flamingo kites created in a workshop run by Alicia Szalska at the festival. Photo: Szymon Ka



Kite by David Ellison. Photo: Franca Perletti



Scott Hampton. Photo Wolfgang Bieck