



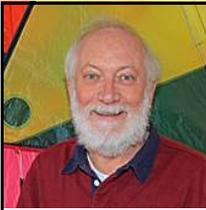
THE

KITE

NEWSLETTER

Winter 2016 / 2017





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Chairman's Note - 2016 - Another Successful Year!

Hello and welcome to this newsletter.

We started the year off with a well attended AGM and the group business was conducted successfully. Please see the attached minutes for the details.

Unfortunately in July last, we had the sad news of the passing of Denis Riley who was one of the Otterspool stalwarts and one of those who went out of their way to welcome Carol and I into the kite flying fraternity. We will miss his wry sense of humour. Our thoughts are with Jan, his wife and his family.

Then last January we also had heard that Joe Barnes had passed away. Another sad loss. Not knowing Joe as long as some here, I have borrowed some words that Gwen put on the forum:

For those who knew him, Jo was a lovely, friendly, gentle man.

A kite flying enthusiast, who made many of his own kites.

Both Joe and his wife Flo were long time members of the NKG and attended the AGM's year after year.

During the Summer months Jo and Flo set off to the various Kite events, in their Camper Van and were known to members of other kite clubs up and down the country.

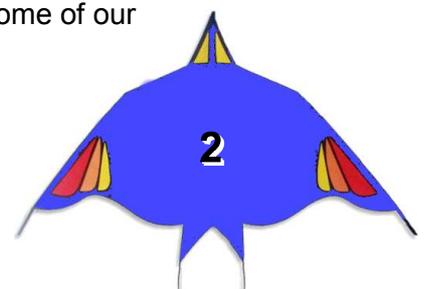
Sadly Flo died in 2015. I have fond memories of Jo, who was responsible for introducing me to the wonderful world of kites.

Gwen

Again in January we had the news that Arthur Pallas had passed away.

Arthur from the North East, was well known to the NKG, attending at some of our festivals as part of the Pallas Family Fliers. Again another sad loss.

On to happier news and this last year saw a new festival at Bridlington take place. Memorable perhaps for the antics of Craig's Manta going for a swim. We were unable to attend but reports would indicate that this was a very successful event and one not to miss!



In June, the Westmorland Country Fest was followed with the Leyland and Beacon twin events. All three events had some sort of wind, with the usual vagaries of kites up, down and swinging all around taking place.

July found us at Morecambe and St Annes with good winds. St Annes was held on both sides of the pier with the Al Farsi kite team on the north side providing another dimension to the display. Both events enjoyed good sunny days and brought out the crowds.

August brought on the Hoghton Tower and Taylor Park events. Hoghton was all blustery and strong. Kites were rescued from trees and a thoughtless Chairman manning the teddy drop, forgot to attach a safety line resulting in one of our test Teddies sailing up onto the top of the tallest tree there. Thank goodness it was one of ours!

Taylor Park by contrast saw our own kites becalmed but what seemed like zillions of workshop and other kiddies kites were being enthusiastically run up and down the field to show us how it could be done! Oh, to be young again.

In October we had One Sky One World and the lack of wind at Otterspool made it a struggle to fly but the group there still managed to get 79 kites aloft. This was followed by Light Up The Sky at Otterspool. Again this year, we supported Cancer Research UK and the event was dedicated to Denis Riley's memory. We raised £477 in total for this charity. October finished with another great End of Season week-end up at Westmorland. This has become a wonderful social event and Craig and Sue deserve our warm thanks for organising it.

I've missed out lots of fly-ins as well as some other events that took place, sufficient to say that we had a great year and let's hope that this may continue.

May I take this opportunity to thank all those who have set up and run festivals this last year and they and their assistants and all those that have helped, are to be thanked for their efforts. We too can do our bit by supporting the festivals whenever possible.

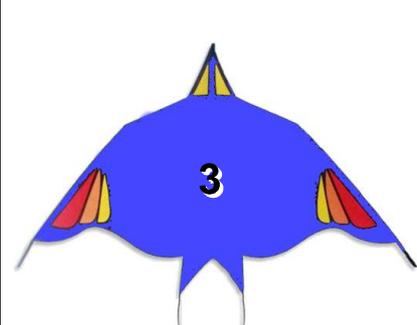
Fly well and keep safe. Have a Great Christmas and a Super Kite Flying New Year.

Len Royles - Chairman

Tony Kidd

I bought a £10 Chinese Dragon from Sue Storey at today's AGM in Oldham - and I'm quite taken with it. I realise it is not old as it has clean card and foam pieces on a bamboo sub-frame together with 29 pieces of Dragon Tail. The whole thing lives in a purpose made box with some Chinese Characters pasted onto it but I've no idea what that says.

When the weather is mild and breezes not too dramatic I'll give it a go at a Fly-In. Sue told me she had bought it in Dieppe.



**The Gibson Girl Box Kite.
Air Sea Rescue
By John Welborn**

When I was at Middleton Park I was told that Craig was trying to find someone with a Gibson Girl Kite to use in an art display. Fortunately I had one with me, not in the best condition but he accepted my offer to lend it to him. After the display he sent me a photo of some beautiful painted box kites with mine alongside them

This triggered off some memories of mine. Whenever kiteflyers see a Gibson Girl kite in the sky they crowd



round to see who is flying it. It is then possible to gather stories about the flyer and the kite's history.



One chap at Beacon told me the kite was given to him by his grandfather who had used it after ditching in the sea. He kept it after being rescued. We explained to him what the kite was for and what else was in the rescue kit the aircrew were given.

Whenever I assemble my kite on dry land, I think of the pilots crash landing into the sea. They had to put theirs together whilst suffering from the shock of the crash as well as being wet and cold. One can only imagine how badly their hands were shaking. Being bounced around in a rubber dingy made it even more difficult. Yet they

managed it!!!

Later in the war aircrew were given instruction on what to do after crash landing on the sea:-

Get into the dingy from the aircraft, do not jump into the sea. Use your parachute to sit on, there is only thin rubber between you and the cold sea.

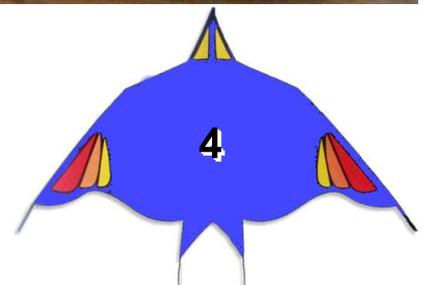
Bail out the dingy and then launch the kite and do not let the aerial wire develop kinks .

The best height for the kite to fly at was 200 feet. This gave the radio a range of around 200 miles.

The full Rescue Kit

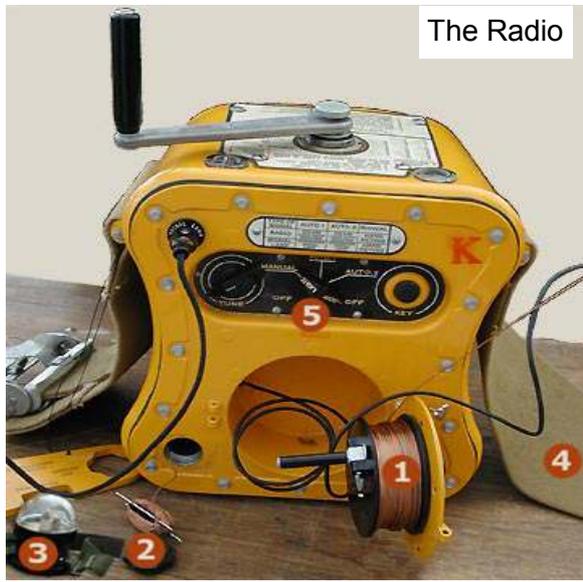
The entire kit fits in a yellow bag containing:

- 1 metal-frame box kite that folds up like an umbrella contained in metal tube
- 1 radio, with wire antenna to be attached to the kite
- 2 spools of spare wire
- 1 balloon, for use without wind
- 1 can containing hydrogen generator chemical for filling it
- 2 metal tubes to be used in the inflation process
- 1 spanner to use on tight radio knobs
- 1 strobe light powered by the radio generator
- 1 dingy with paddles etc



Aircrew were young men around 18 or twenty and rescuing them was essential not just for maintaining high morale but because experienced aircrew were worth their weight in gold. The RAF needed them back so they could fly again. Air sea rescue dinghies and life jackets got better and better as the war progressed. Surprisingly most of the British equipment was copied from Luftwaffe items taken from downed aircraft.

Why was it called a Gibson Girl? The pilots were young and the shape of the radio reminded them of the women with the then fashionable figure of eight shapes that Charles Gibson drew in magazine illustrations.



The Gibson Girl was the very first kite I flew as an eight year old but at the time I thought it was just a kite.

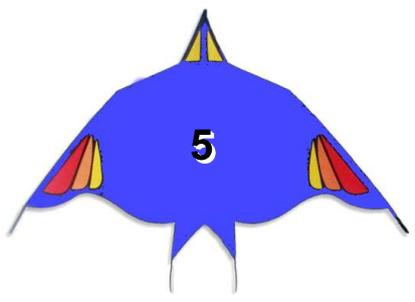
I was at school during the war and after it ended my class went on a residential course on the North Yorkshire Moors near Hutton le Hole. There were about ten box kites at the lodge we stayed in and a large hill just nearby. Most of the boys in our class flew the box kites during our spare time.

We were also taken to a stream which had been dammed to make a large pool for swimming, There were several rubber dinghies in the pool for us to paddle about in. It is only now that I have realised that these were part of the rescue kit. They had a drogue anchor, paddles that fitted onto your hands and a large plastic beaker for bailing, there must also have been a radio somewhere but I never saw it. All these kits were sold off as RAF surplus just after the war ended but of course hardly anybody was interested in them.

So, without realising it at the time, I flew the rescue kite and paddled about in the rescue dingy. The kites are very collectable now and I have two gibbon girls complete with metal tube unfortunately not in as good a condition as the ones I flew as an eight year old boy.

There are several examples of the full rescue kit in museums now, one I know of being at Eden Camp World War Two Museum near Malton.

The last time I was at Silloth I met an "old man" (my age) who had brought his Gibson Girl kite to fly. It was in mint condition and had been flown only a few times. His job had been to service the radios provided with the rescue kit. He managed to acquire the kite during his work.

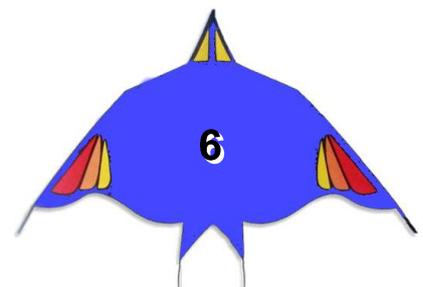
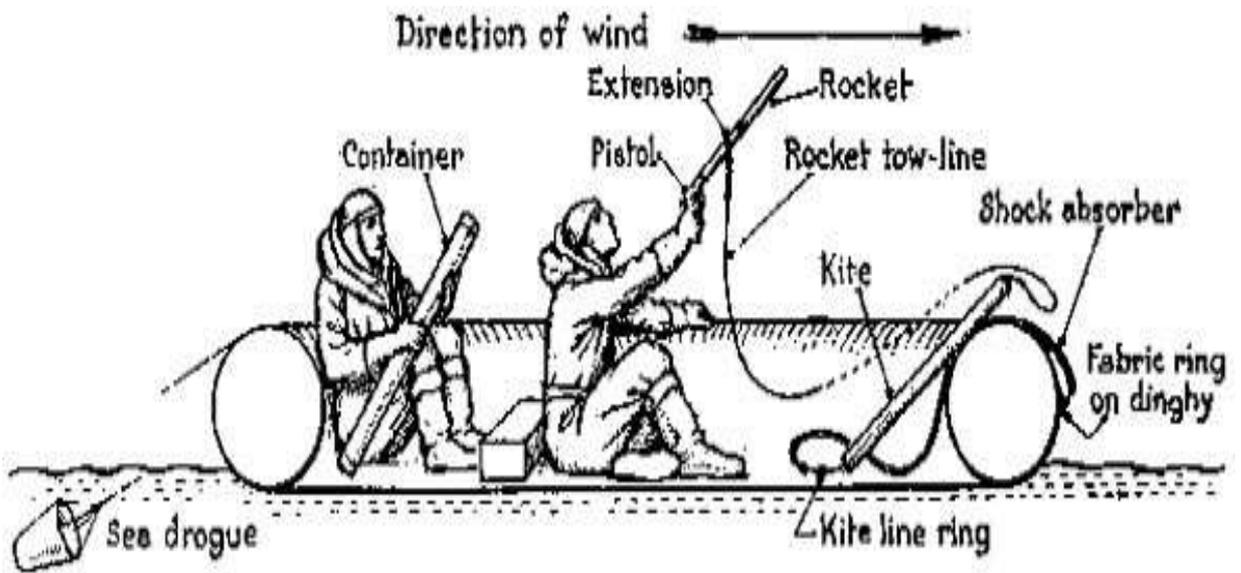
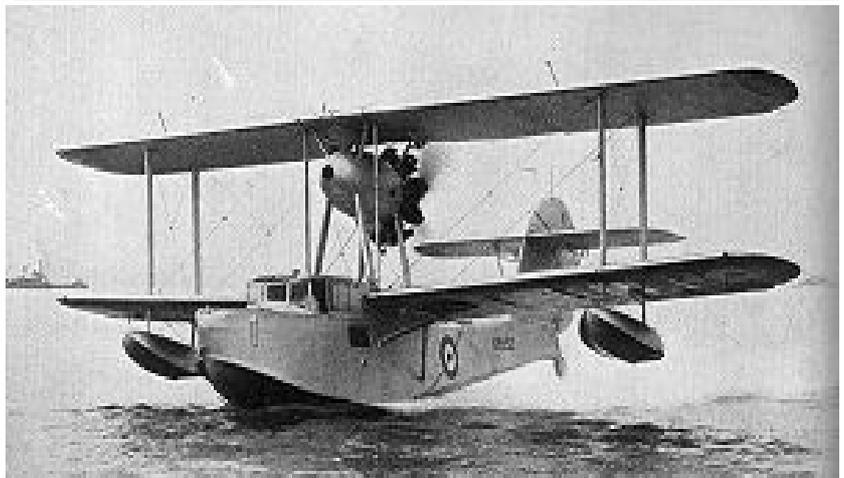
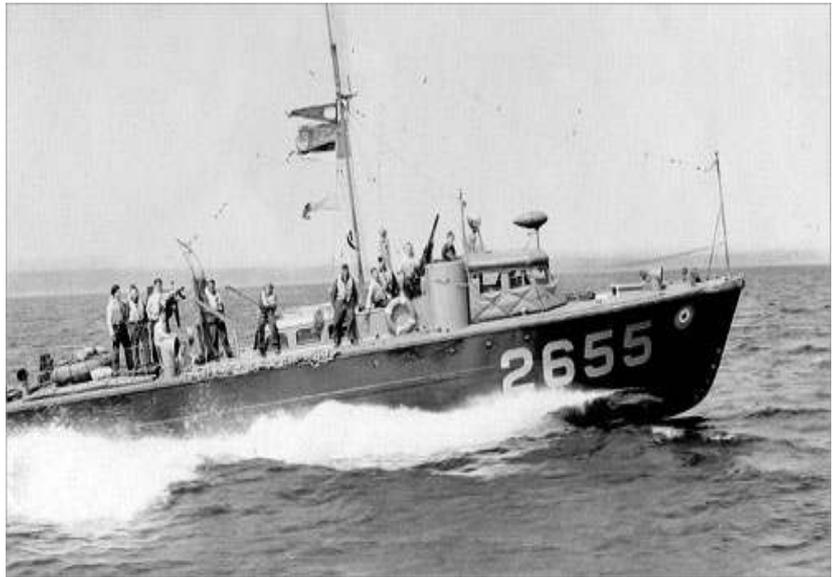


We compared the two kites and talked about the war and the items that were included in the aircrew survival kits. Unfortunately the wind was too light for us to fly the kites.

The kite aerial and radio had only one purpose and that was to get this rescue launch to the scene as quickly as possible

or even a walrus flying boat

The system below was tried for launching a kite but it was not very successful. The kite was supposed to open up after being fired by the rocket gun.



Many aircrew were not convinced that these rescue systems were any good especially the need to generate hydrogen to fill the balloon in calm conditions. For the non-scientific hydrogen is highly explosive and they would be using a spark generator radio in the dingy.

In the early days of the war the fate of the majority of aircrew ditching in the sea was to drown. The British and American air forces made it a high priority to rectify the situation and copied the equipment supplied to Luftwaffe aircrew.

They also improved parachutes and life jackets.

At first American B17 aircrew refused to wear parachutes, they could not move around the plane wearing them and they rarely opened properly when used. Again urgent steps were taken to improve things



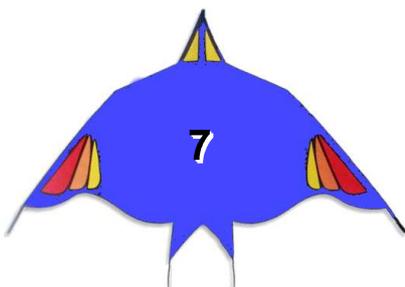
The Luftwaffe had rescue buoys moored in the channel during the Battle of Britain for their aircrew to use after ditching

The British did not copy this idea. They established several special airfields as near to the coast as possible. A damaged aircraft need only reach the coast to be safe.

The aerodromes were fitted out with every possible landing aid, plus ambulances, fire fighting vehicles and medical staff.

There was one at Carnaby near Bridlington a look on the map will show just how close to the coastline the start of the runway is. The Old RAF Carnaby was on the site of the new Carnaby Industrial Estate.

By John Welborn



Sue Storey

Two Foreign Kite Festivals - part 2 Comme un Nuage at Notre Dame De Monts

On Monday as I was getting ready to leave Berck sur Mer. Alban arrived with a load of kit. He couldn't get in touch with the people who had offered him a lift to Notre Dame De Monts, for the "Comme un Nuage" KAP meeting. Could I take him there please? So I had a passenger for the next 350 miles (though he wasn't much company as he slept most of the way.) We stopped at a camp site about half way there and arrived at his mother's house South of the R Loire about 3pm.

He suggested we went out KAPing before the evening meal as it was still a lovely day. We went first to a small "Producteur de sel" who made sea salt and was a friend of Alban's. We flew high over his salt pans for a while after drinking the coffee he had made for us. Alban's photos took in the whole of the pan but I must have pressed the zoom on my camera as I had close ups which weren't quite what I expected! We were both flying waterproof Pentax cameras in his cola bottle rigs.

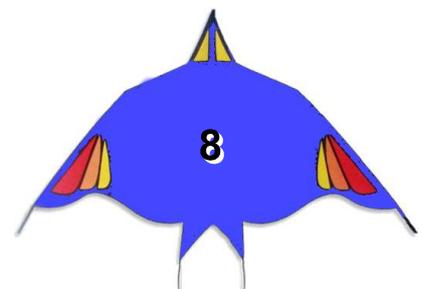
We then went to a river not far away where there were Carrelets - fishing huts - lining the banks. One of the owners kindly explained how they were used. They have a huge square net which they lower at dusk and raise now and again scooping out any fish using a net with a very long pole. The wind was dying and my kite wouldn't stay in the air but Alban was using a big flowform which carried his cola bottle rig easily and he took some good photos.

When we arrived at Notre Dame De Monts on Wednesday it was 'all hands' to putting up the display boards in the KAP tent and then hanging our photos before we could go out KAPing. It was another beautiful day and I went back to the river to KAP the Carrelets. This time I succeeded and was using the Power Sled 24, the new tilt rig I had finished just before Easter, and the 16Mp full frame sensor Ricoh GR camera which takes superb detailed photos. One of these photos was chosen to be on the promenade during next year? I then went on the beach near the Isle De Noirmoutier and thought I'd taken loads of photos of the bridge which sweeps across to the island. There was a shower of rain just after I had launched the camera so I brought it down and waited for the sun. When I re-launched, I didn't notice that one of the KAP clips had come undone and that the camera was facing away from the bridge. Duh! I only got one photo of the bridge during that hour!

Jean-Daniel made meals for us a few times and once 21 of us sat down round the three long tables brought in from other flats. It was good to be with these enthusiastic people who were willing to ask for advice and others able and willing to give it. Andre, who is a good bit older than me, was struggling with CDHK scripts for his Canon camera and someone was able to install and set it up for him. Others were keen to show their latest addition to the rig and video downlinks were compared and demonstrated. There are so many different ideas and versions of rigs and it was interesting to see what a wide variety there was. Some were fully automated, some with video downlinks and radio controlled camera triggering and there were simple lightweight pendulum rigs with cameras using the Canon CDHK or SDM scripts to control the camera. I think we all came away with more ideas for additions and improvements to rigs. For instance, I've now bought a Boscam 5.8ghz downlink which plugs in to the camera and a 4" Monitor which has a good bright screen. It is proving more reliable and a lot better to use than my old one.

Thursday and Friday it rained till the late afternoon so we socialised in the KAP tent. Rigs were shown and discussed at length and the few visitors had lots of us to talk to. When the rain stopped there were short KAP sessions. The rain was accompanied by strong wind so the Kiwi / PFK deltas were out in force. They fly well and, having a very strong pull, they lifted rigs easily. I don't have one so I was content to be entertained by them.

Saturday it just rained - all day. There was a reception at the Maire in the morning and we were invited to the evening 'repas' at the pizza restaurant we had been to a few times. It was put on by the council and we could have anything on the menu. Our table didn't hold back. We also had a wine connoisseur, Andre, on our table and he chose excellent wines for us all!



After the meal we went back to the accommodation till there was a call for KAP photos of the church before the floodlights went out at midnight. Four PFKs were flown (only one had a flashing light on it) and four cameras flown. It was almost impossible to see the red kites because of the street lights and it was a wonder that they all got some photos and all were retrieved safely.

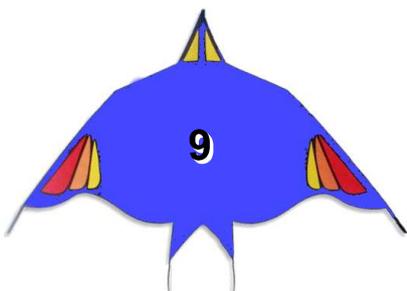
Sunday dawned overcast with a light wind and no rain. Almost perfect ! But the competition was being judged and the results due in around lunch time so KAPing on the promenade was the only thing to do. Ten photos were to be chosen by the Maire and councillors to go on show along the promenade next year. As I said earlier, I was pleased that one of mine was chosen. Another was of the ruined Chateau De Commequiers with eight turrets surrounded by its circular moat and that was where Hans and I went - eventually. Before that, we all went back to the pizza restaurant for lunch. While we were there, the sun came out and the clouds disappeared. It wasn't till 4pm when we could set off in for a last day of KAP.

The chateau grounds were surrounded by trees but the wind was coming through the gap at the entrance. Hans lofted his purple roc there and it was soon flying well above the trees. My Power Sled 24 needed more wind so I went further in to the field and up it went. I flew high before putting the tilt rig and Ricoh GR camera. The rig turns all the time and the camera takes photos every 10 seconds. For a change, my video downlink worked well so I could see when I had the photo I wanted. If I missed, I had to wait till the camera pointed at the castle again. Hans disappeared at one stage and had gone out to the car park to get the view he wanted. He told me later that to get round the top of the gate, he had climbed over the fence but had dropped the reel into the moat and had to retrieve it before carrying on. At the end of my session I flew very low over the chateau so that the camera was lower than the turrets at times. The wind was steady and the PS24 behaved well so I could trust my new Ricoh camera to be that close and over the water at times too. Instead of going back to Notre Dame De Monts to take our photos down, Hans suggested going to the Gois, the causeway to the Isle De Noirmoutier, for sunset KAP. The tide had just started going out when we arrived but the sun was still too high. We walked along the Gois as far as the water and then went back for our kites and rigs. The wind was stronger so I flew the smaller Power Sled 14 and the same rig and camera. I went along the Gois as far as the first refuge before calling it a day. Hans helped me haul in the kite as it was pulling hard and we went back to find that others had collected our photos and a meal was ready at the accommodation again. I stayed on the parking there that night and went in for breakfast before we all departed saying. "A la prochain" "Till next time"

It's definitely on my list of events next year even though it's 500 miles from Zeebrugge.

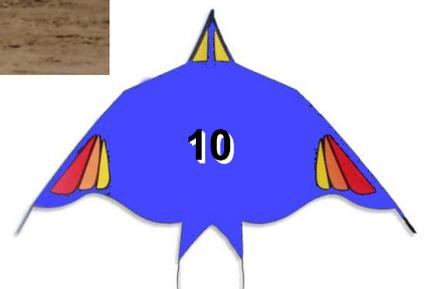
Fly High

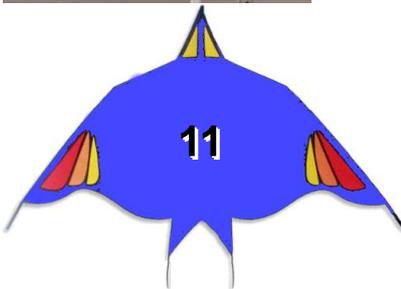
Sue Storey

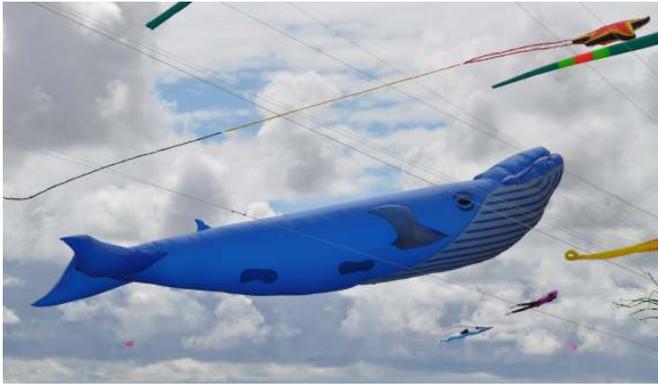


**Pictures of
St Annes
Kite Festival**

By Tony Kidd







Proving Benjamin Franklin got it right.

The kite experiment was a scientific experiment, which was proposed and carried out by Benjamin Franklin with the assistance of his son William Franklin. The experiment's purpose was to uncover the unknown facts about the nature of lightning and electricity.

For many years people have argued whether it would have ever been possible to fly a kite in a Thunderstorm, not to mention how you would survive the inevitable lightning bolt.

A few modern day Science Historians have suggested that the experiment was not carried out and merely a thought process.

On the Sunday at Middleton Park Kite Festival members of the NKG proved that a Kite can attract a static charge from the changing weather. We also proved that when hit with this static charge you don't necessarily get fried instantly on the spot.

At the end of the day as we were all starting to pack everything away, all that was left flying was a large Manta Ray belonging to Sue Kennedy and Craig Harby.

We had all noticed the weather start to change all my gear had been packed up so I went over to give Sue and Craig a hand.

I brushed my hand against Craig's line rig and received what I first thought to be a wasp sting. Unintentionally my arm jerked away only to touch another part of the line and I received a second belt of static.

At this point we realised we had a problem and waited for the weather to change before approaching the kite again. We could not pull the kite down safely with the weather as it was, we certainly didn't spend twenty minutes daring others to touch the string although a few other fliers came over to see what the problem was.

There was no lightning strike or clap of thunder, but it's something I have never witnessed on a kite field before.

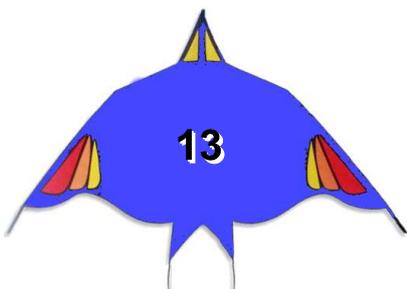
Stay Safe everyone and keep an eye behind you on the building cloud bank.

Regards

Simon Cooper

Hoylake RLNI Open Day

The group were asked to support the RLNI Open Day at Hoylake, to take place on the late August Bank Holiday Monday. After ensuring that sufficient members from the local area were available to attend, the slow task of sorting out the details took place. A site meeting was arranged and a long walk out across the sand to the likely location showed that it would be entirely suitable with good firm sand. There was an assurance given that as the sand could get a 'bit' wet when there was a good tide we would get towed out by the RLNI if anyone got stuck.



The day dawned and a glorious blue sky with a good onshore wind greeted us as we assisted with the placement of an arena. The RLNI lifeboat was placed in front of the promenade and sufficient clearance had to be maintained so that if they were called out they would be able to manoeuvre their tractor and carriage. This moved us further out from the promenade and due to the wind direction our vehicles were much further out than expected. What could go wrong? Well, we soon found out that there was going to be some fun with some cars sinking in as they moved into just the perfect flying spot. Luckily, John Bellis was on hand with his 4-wheel drive to sort out the problems and we put our kites up in the steady breeze.

A great flying day followed with the wind slowly diminishing as the end of the day approached. John was again called into action to tow those who had by now sunk in, back to solid ground. Had there been a wet high tide? No, we had just ended up too far away from the promenade. Maybe next year we might have to look at getting the wind to blow a different way around. All in all, a very pleasant days flying!
Len Royles



**This Article was Submitted by Tony Kidd
Kite Power Solutions Ltd 2015**

**By Avery Thompson
Oct 7, 2016**

A new kite-driven power station is being built near Stranraer in Scotland, and will be one of the first large-scale commercial power stations of its kind.

Kite-driven power stations are a relatively new idea. The concept involves using multiple kites to harness wind power and drive turbines on the ground. The kite is attached to the ground-based turbines with a tether, and when the wind forces the kite to rise, the tether spins the turbine to generate electricity. By using a system with two kites, in which one rises as the other falls, power can be generated continuously.

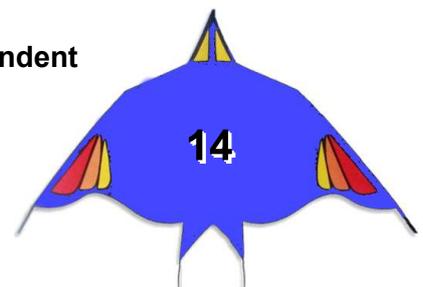
The firm building the power station, Kite Power Systems, says its system is so cheap and cost-effective that it won't need a government subsidy, unlike most renewable energy plants.

The location is a big advantage here, as the winds in this area of Scotland blow at the same strength all year round, especially at several hundred feet. This gives the kite-driven system an advantage over other renewable power plants that typically have long downtimes.

Once this plant is built, it will become the first large-scale kite-driven plant in the UK, and only the second in the world, after a research project in Italy. The company expects each kite will generate two or three megawatts of electricity each. They are optimistic that the plant will be able to generate several hundred megawatts by the year 2025.



**Source:
The Independent**



A Festival Too Far?

Just after our AGM last year I was contacted by Oldham Council to see if we were interested in putting on a one day event at High Crompton Park near Oldham. As I knew that we had in the past held festivals at various locations in the town it seemed like a good idea to have another go. So all through the spring and summer the various hurdles were crossed towards holding a festival on the first Saturday in September. September seemed a long way away but organising the event felt at times as though it was never going to happen. Problems with access were the main stumbling block and the weeks dragged on as various departments had their say.

I had visited the site back in May and noted the number of trees surrounding the park area but they weren't particularly high and had lots of gaps for wind to funnel through. The ground was a bit damp after recent heavy rain and that was the lead to the problems surrounding access for our vehicles. However despite the very light wind on the day I managed to get a lifter up with a couple of inflatables so it all looked promising.

Well our day arrived in September and we managed to park our vehicles OK on a hard ground area by the side of the field. An arena was pegged out and the participants attempted to fly their kites. It wasn't the best of days. The wind was coming from behind the tallest trees and what was coming was having a rest.

There really wasn't much up there and to compound the problems the forecasted rain arrived early, very early, as a fine misty drizzle but later on the full works, torrential to say the least.

We can get rain and poor wind on any occasion in the UK, so we have to take the rough with the smooth. The local folk were more than impressed with our valiant efforts to fly in the

deteriorating conditions so they seemed happy enough.

I, as our organiser was extremely pleased that the event had taken place and that all of the hard work to make it happen had come to fruition. However the biggest disappointment of the day was the meagre attendance from our membership. Apart from myself and Carol there were just three other members. I take my hat off to them for their efforts on the day to put on a show and cannot emphasise how much I appreciated what they tried to achieve.

So with such small numbers willing to come to this, a new event, do the membership want small one day events at places like High Crompton Park? It would seem not. A great shame really as it is a lovely small town park with the local officials doing their best for their community. Without support from our membership at small local events they will surely wither away. It must be said that some attract numbers that are probably just right for the venue and many more turning up might lead to frustration with folk not finding space to fly. However I don't know what the future might hold for High Crompton Park and any other new small event in the future.

Len Royles - Chairman

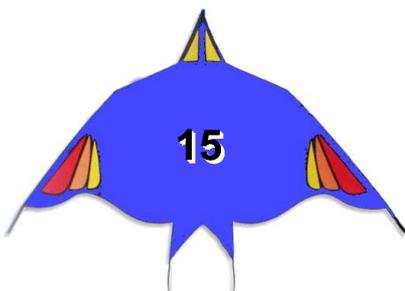




Image 1
Photo Competition
Image 2





Image 3
Photo Competition
Image 4





Image 5
Photo Competition
Image 6



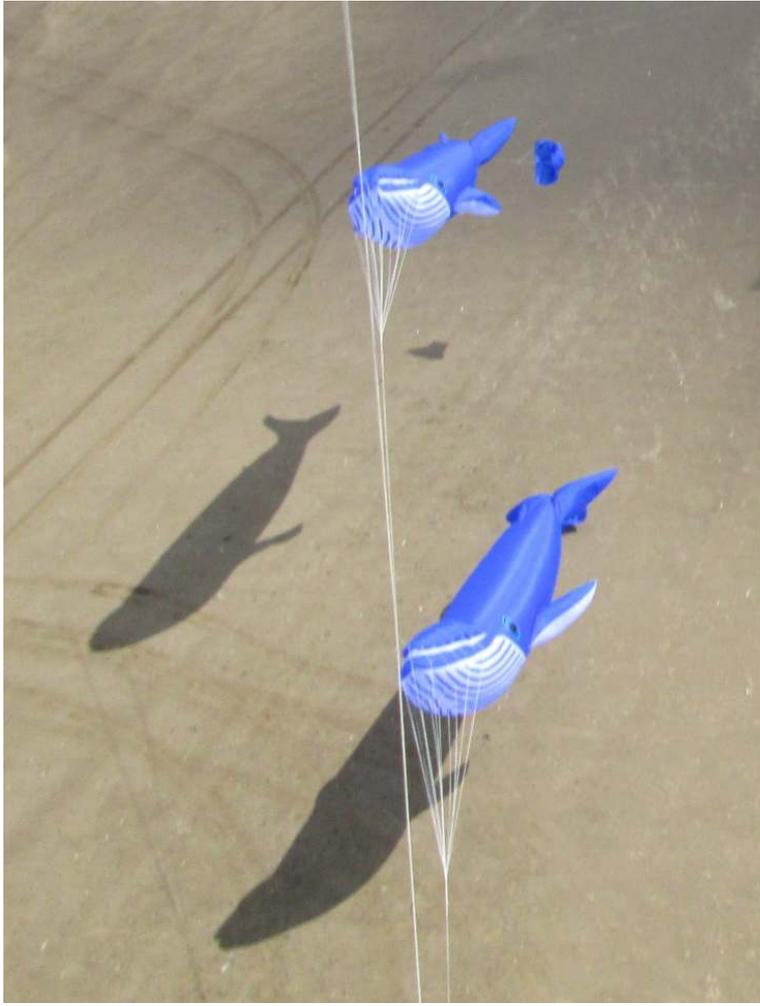


Image 7
Photo Competition
Image 8





Image 9
Photo Competition

2017 NKG Photo Competition

This once again is a blatant plea for help. This magazine will fold without content!

There is no excuse not to enter the competition and it is open to any NKG member including Junior Members.



The Prizes will be Gift Vouchers from Amazon first prize will receive a £20 voucher. Second and third will receive £10 and £5 Vouchers respectively.

Rules

- 1) Please only submit your own work. Proof of ownership needs to be established (ideal proof would be the camera settings used from the original photo shutter speed and aperture)
- 2) Digitally re-mastering an image is allowed whether that's just cropping an image or adding filters all the way to redrawing the image, anything goes.
- 3) Please submit both the original image and the finished piece including a title.
- 4) You can only enter three images for the 2017 competition.
- 5) Judging The competition will be judged by ballot at the AGM.
- 6) By entering you agree that your image will appear in the NKG magazine in any format that the magazine should be archived in, and re printed in future magazines at the editors discretion but credit must always be given to the artist.



NKG Membership Application/Renewal Form

Please complete the following details in BLOCK CAPITALS and return along with payment to the membership secretary.

**Keith Proctor
c/o 35 Kings Road,
Mexborough,
S64 9BS**

Full Name _____

Address _____

Post Code _____ Telephone Number _____

Email address _____

Joint Members:
(at same address)

Name _____ Date of Birth if under 18 _____

Name _____ Date of Birth if under 18 _____

Name _____ Date of Birth if under 18 _____

Please note that members under 18 must be accompanied by a parent, guardian or close family member who is a Club member at all Club activities.

Total remitted

Individual member subscription £7 £ _____

Joint members at £1 each (__ members) £ _____

Total £ _____

Cheques should be made payable to Northern Kite Group

I understand that my details will be kept on a computer file for administration purposes and I have no objection to this.

I / We confirm that I / we and all the Joint members under 18 are permanently resident in Great Britain.

Signature Individual Member _____ Date _____

Signature Joint members over 18 _____



THE

KITE

NEWSLETTER

The Library

Books & Magazines

American Kite (Magazines) (Vol 6 No1 and Vol 7 No4) 1993/1994
The Book Of Kites, Paul and Helene Morgan 1992
Colonel Cody and the Flying Cathedral by Garry Jenkins 2000
Creative Book of Kites, by Sarah Kent 1997
Fun with Kites by John & Kate Dyson 1976
The Kite Making Handbook, by Rossella Guerra & Guiseppe Ferlenga 2004
Kite Passion (Magazines) No 1, 3, 13, 14, 15; 1996—1999
Kitelines (Magazines) (4 Issues between 1989 and 1998) 1989/1998
Kites available by Isac C. Rust 1990
KITES (Exhibition Brochure) 1987
KITES (Magazine) First Issue of July 1995
KITES : The Science and the Wonder by Dr. Toshio Ito and Hirotsugu Komura 1983
Kites and Kite Flying (Copy A) by Ambrose Lloyd & Nicolette Thomas 1978
Kites to Make and Fly by Jim Rowlands 1989
The Magnificent Book of KITES, by Maxwell Eden 1998
Making & Flying Kites by Jack Kine 1978
Making & Flying Fighter Kites by Phillipe Gallot 1990
Making & Flying Stunt Kites and One-Liners by Wolfgang Schimmelpfennig 1995
The Making of Japanese Kites, by Masaaki Modegi 2007
MKF News (Magazine Format) - 17 Copies 2001/2006
NKG Journal and Newsletter for 1987, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99
NKG (The KITE Newsletter) for 2004 Edited by Neil Edwards/Dazzz
NKG (The KITE Newsletter) for 2005, 06, 07 Edited by Dazzz
Paper Kite Calendar (2007) a boxed set to view Jeff Cole & Wayne Hoskins
The Penguin Book of Kites, by David Pelham 1976
Sir George Caley's Aeronautics 1796 - 1855 1962
Soft Kites and Windsocks by Jim Rowlands 1993
Stunt Kites to Make and Fly by Servaas Van der Horst & Nop Velthuizen 1992
Stunt Kites! Edited by David Gomberg 1993
Thai Kite Heritage Group Illustrated Patterns
The Kiteflier (Magazines) #1 (14 Issues 86 to 110) 2001/2004
WINDSOX (Magazines) (No's 40 and 41 of 1991)

DVD's

Advanced Rev Flying - John Barresi by John Barresi 2007
Flight School Tuition for Dual Lines - David Goss by David Goss 2007
Flying Techniques - Robertsaw Brothers by The Robertsaw Brothers 2007

Kites & Hardware

Large Kite Arch - "The Don and Di Arch" Caution SIZE of 150 Kites needs 2 or 3 to handle
Medium Sized Kite Arch Caution; this can generate a lot of pull
Kitecraft 'K1' Sport Kite A quality precision trick kite suits 4 - 12 mph best
Kitecraft 'K2' Sport Kite Smaller version of 'K1' suits 4 - 15mph
Didakites 'Vertical' Sports Kite Good intermediate/advanced trick kite
Tumbling Star Box Kite
Level One Genesis Stunt Kite
Elliot Sport Kite with Line & Straps
Rev Handles + Line Set + Ground Stake
"The Jack & Mary Playsail" Caution this is huge and takes some handling