

**THE KITE SOCIETY
NEWSLETTER**

SPECIAL

19 KITE DESIGNS

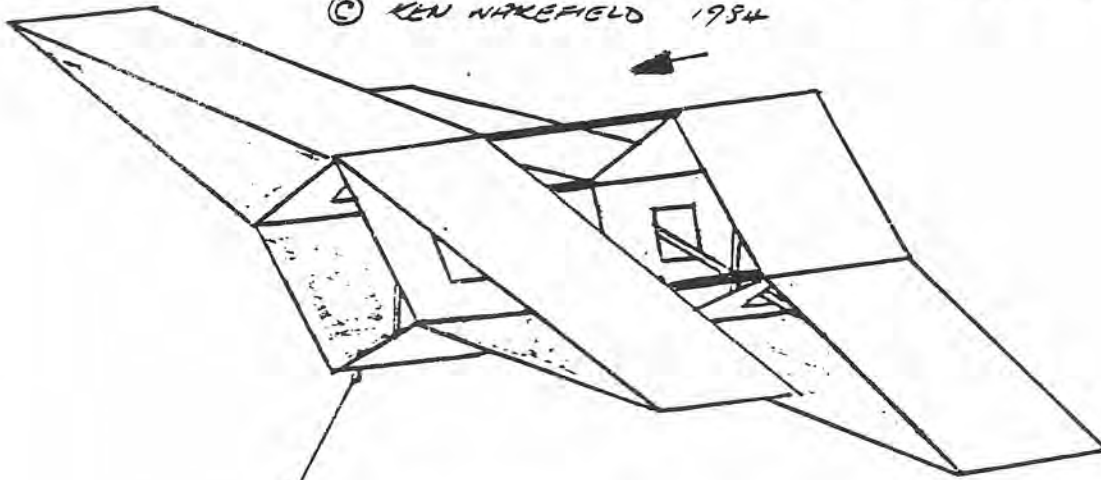
FROM

THE LAST TEN YEARS

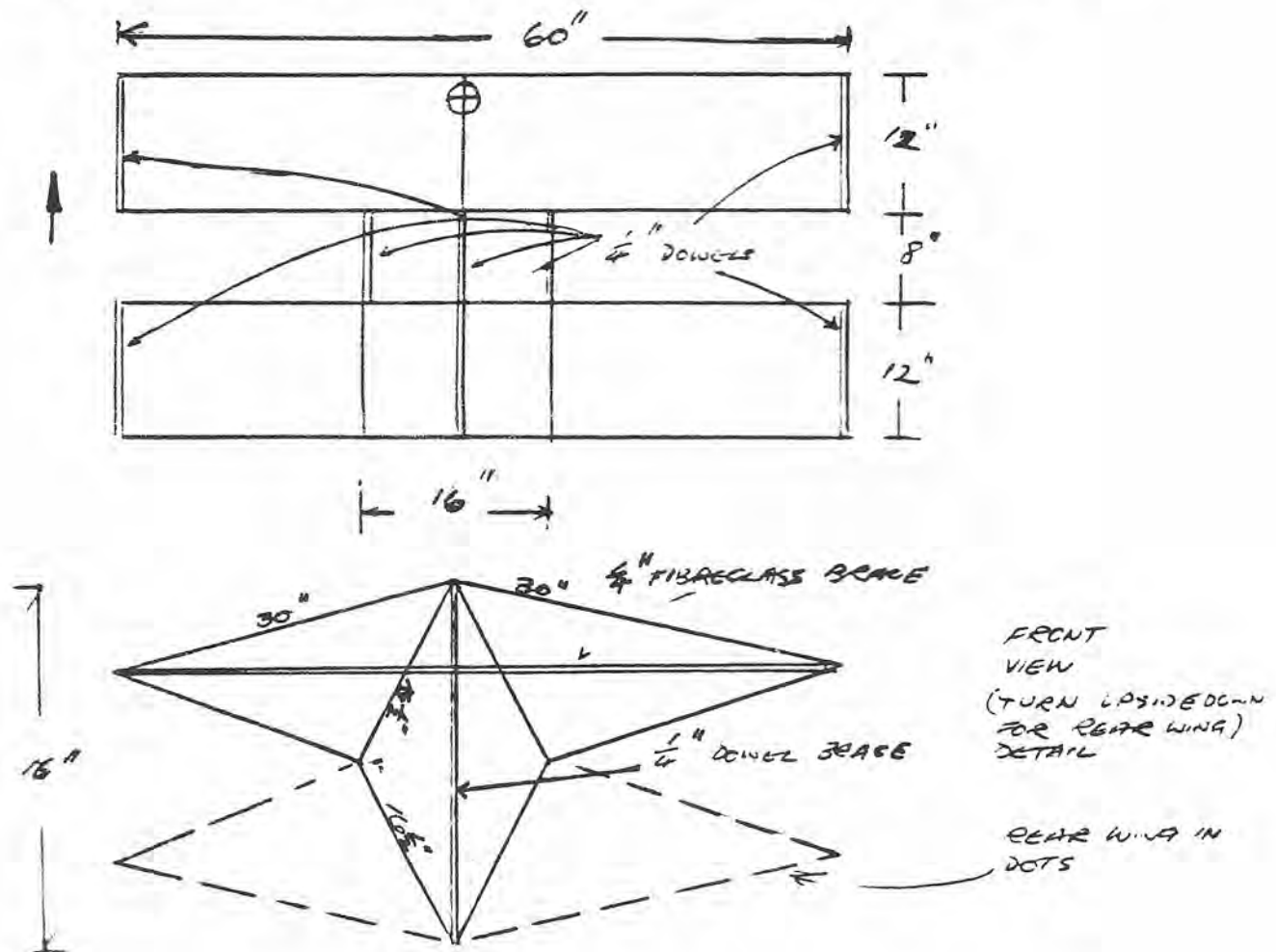
PRICE £1.00

WIND-TAMER

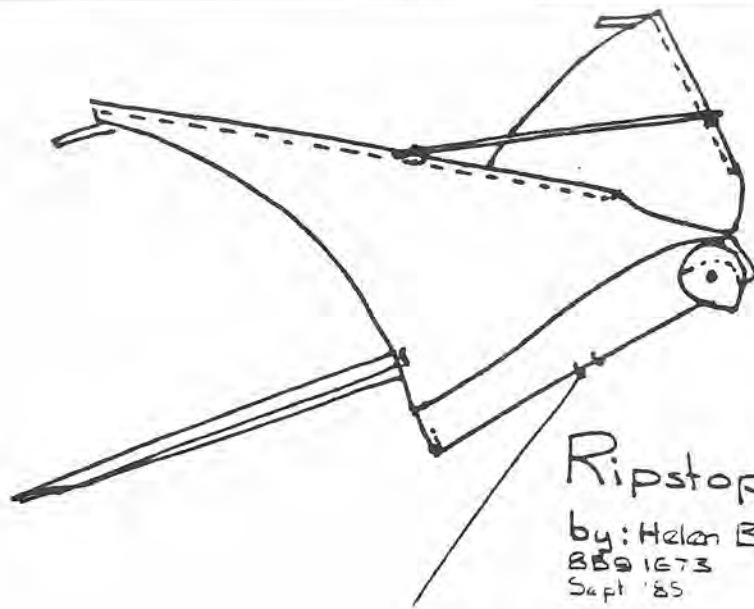
© KEN WAKEFIELD 1984



The kite is the third in a series aimed at something very large, for lifting a camera rig. (More of that another time). The lifting sails are not in line, the rear sail lower than the front making a far more efficient set-up. The moment arm (distance between front and rear sails) is short allowing the whole kite to soar at an acute angle. Don't worry if the tips of the kite 'flex' in high winds, they are supposed to.



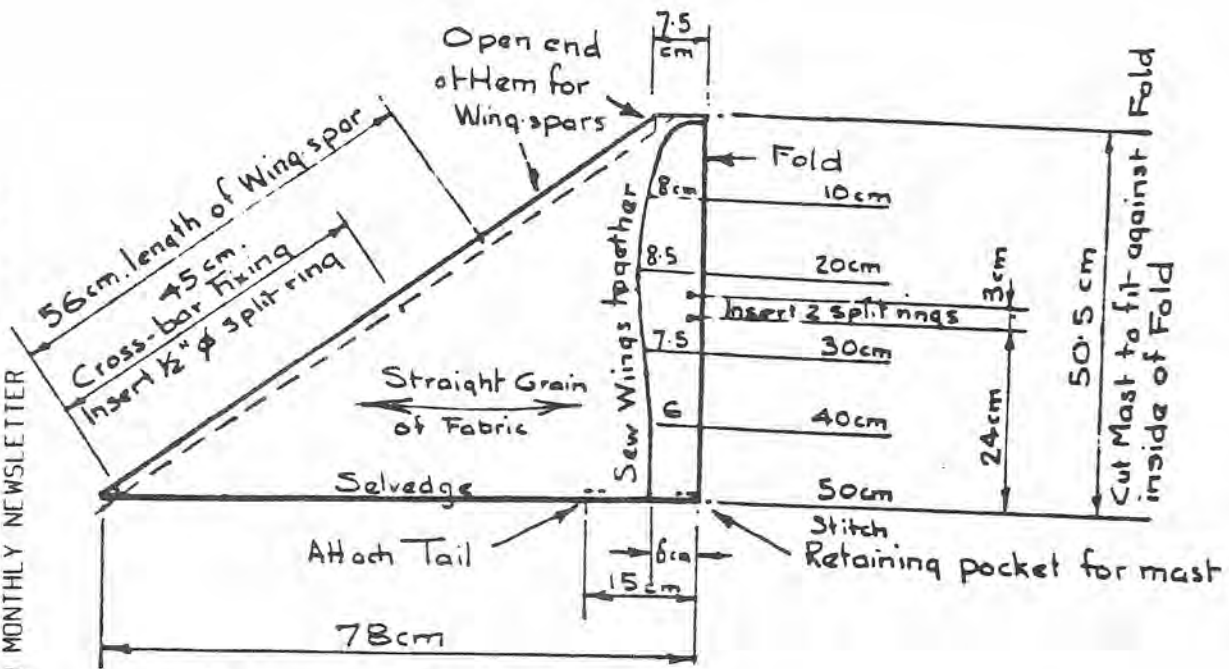
REPRINTED WITH KIND PERMISSION OF HELEN BUSHELL.....
 AUSTRALIAN KITE ASSOCIATION MONTHLY NEWSLETTER



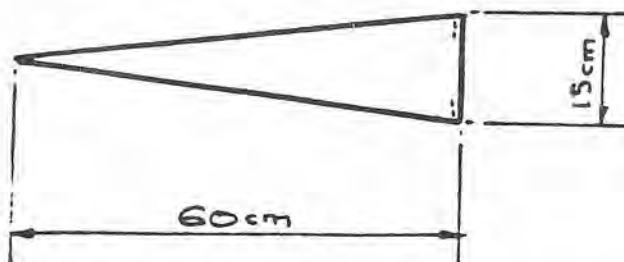
56cm. Cross-bar
 fixed to rings with
 rubber band stoppers
 or plastic sleeves

Ripstop Bird

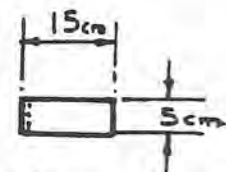
by: Helen Bushell 10 Elm Gue E Kaw
 BB9 1G73
 Sept '85 3102 Vic Australia



Body - Cut Double



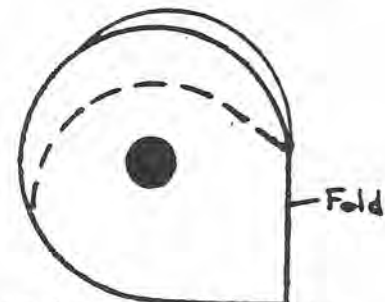
Tail Cut 1
 Stitch to Wings



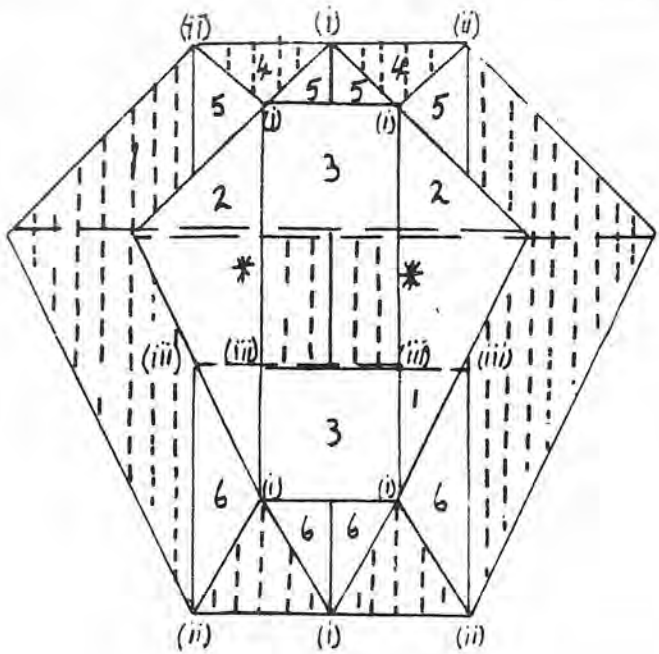
Flutter Cut 2
 Stitch to wing tips

Materials: Ripstop Nylon
 6mm Dowel or equivalent
 3mm Fibreglass may be used
 for mast and wings but
 not for the cross-bar.

14mm ϕ Black
 Stickers for
 eyes



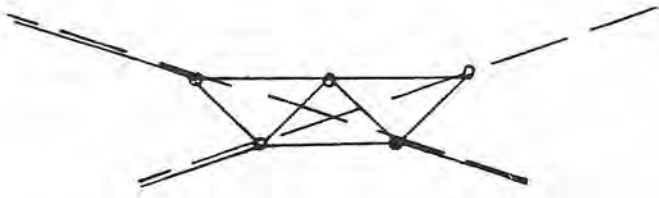
Head: Fold Plastic
 or Card and cut
 3/4 of a circle 7cm dia
 Machine Stitch to head of kite



THE "SKYLINER" WAS DESIGNED AS A CLUB KITE FOR THE SKYLINE KITE GROUP. IT FLIES WELL IN A VARIETY OF WIND CONDITIONS FROM LIGHT TO FRESH. ALTHOUGH "SKYLINER" IS WELL BEHAVED, A DROGUE DOES HELP IN CHANGEABLE WINDS. NEXT QUESTION.... WILL IT FLY IN TRAIN?.....

MATERIALS.

- RIPSTOP NYLON
- 9 m.m. DOWEL
- 9 m.m I.D PLASTIC TUBING
- Ø.5 INCH RIBON



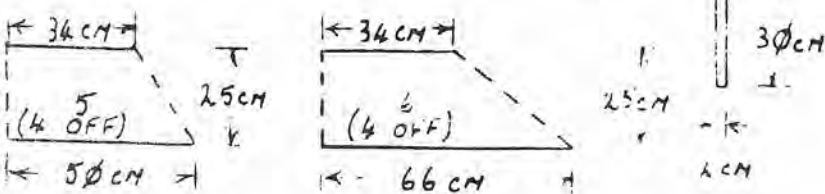
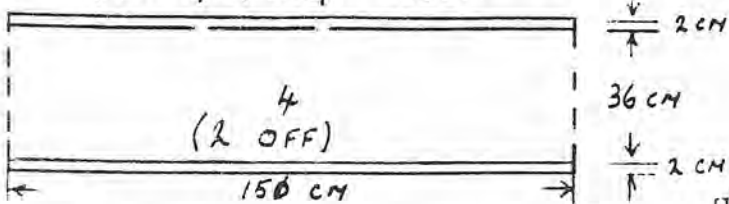
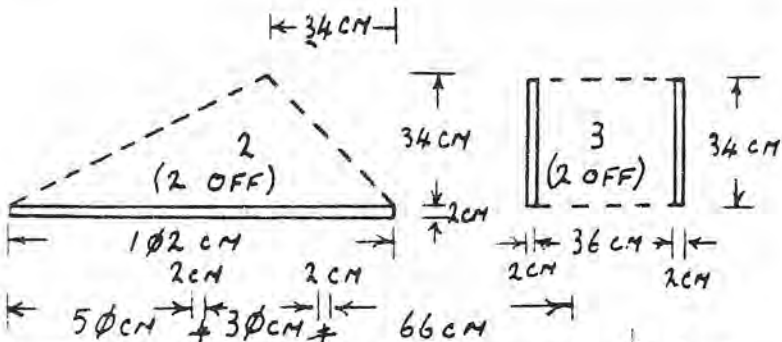
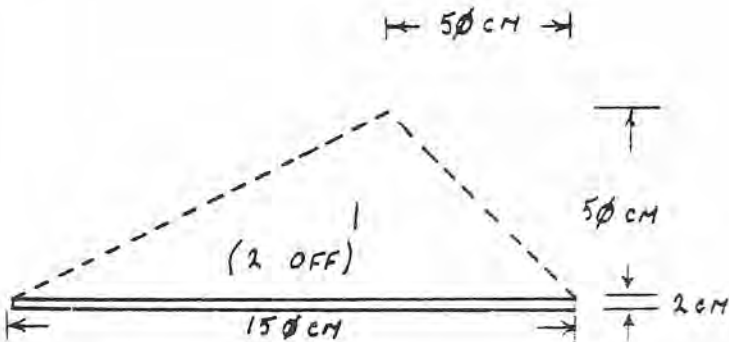
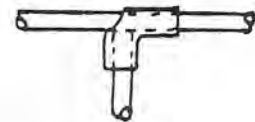
(i) ALL JOINTS MARKED (i) ARE MADE AS FOLLOWS



(ii) ALL JOINTS MARKED (ii) ARE MADE AS FOLLOWS



(iii) THIS JOINT HOLDS REAR CROSS SPARS WITH SMALL PLASTIC TUBING AS FOLLOWS



* 2 OFF THESE ARE REQUIRED TO FORM A SPAR POCKET IN THE OTHERWISE UNSUPPORTED PART OF FORWARD WING.

† THESE ALLOW FORWARD CROSS SPARS TO PASS FROM WING TIP TO WING TIP AND SPACE FOR PLASTIC TUBING JOINTS (ii)

ALL SURFACES MARKED - - - - ARE HEMMED AND REINFORCED WITH RIBON. RIPSTOP POCKETS ARE SEWN TO THE WING TIPS TO RETAIN FORWARD CROSS SPARS. THE KITE FLIES ON A COMPOUND 4 LEG BRIDLE (BRIDLING POINTS MARKED (i) ON PANELS 3)

DESIGNED BY: - PETER HULCOOP
25 ALL SAINTS CRESENT, COVE,
FARNBOROUGH, HANTS, GU14 9DD

DISCOUNT DRAGON

Spreader bar is 1'3"380mm down spine.

End of spreader bar is fitted into flexible tubing on leading edge spar.

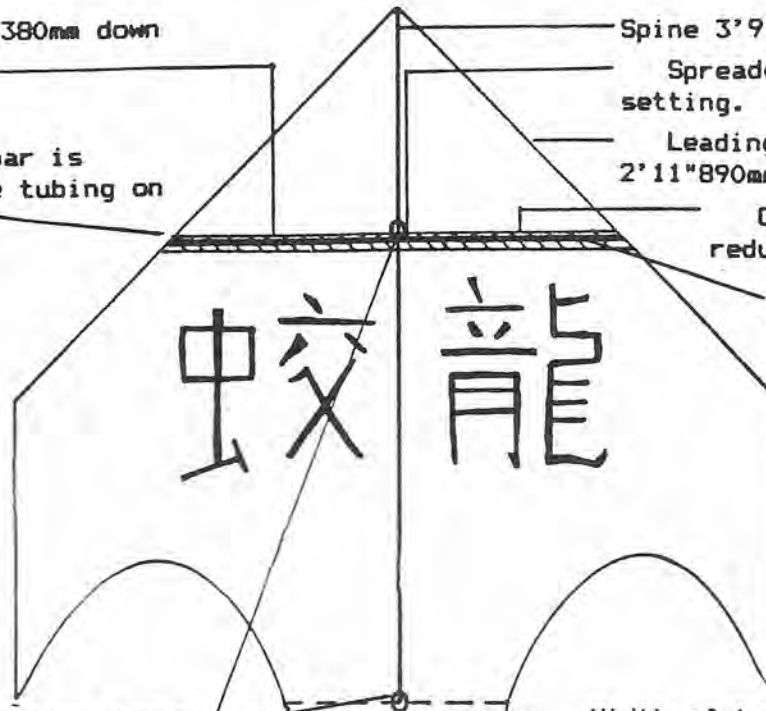
Spine 3'9"1140mm.

Spreader bar has dihedral setting.

Leading edge spars 2'11"890mm.

Cloth tape below sail reduces stretch.

Spreader bar 2'5"740mm.



Bridle is two leg from these points.

Width of tail is 1'1.5"340mm. Length of tail is 70'21.4m.

Thin pieces of split bamboo are taped across tail every 2'10"850mm or so.

Sail is thin polythene sheeting as used for shading greenhouses.

Spars are 6mm 25" ramin dowelling.

Split bamboo across tail came from a cheap window-blind.

Parcel tape was used to stick it all together, save for the length of cloth-based tape beneath the spreader bar.

1) The kite was cobbled together in a hurry, without a pattern, so tho' I've given precise dimensions, I'm sure they are not critical.

2) The pieces of bamboo across the tail were put there to keep it flat and reduce tendency to twist. They don't stop it twisting, and considering that they add a bit of weight, they might probably be done away with.

3) The characters on the sail - I know what they are meant to mean but I'm not certain I've got 'em right. So if anyone knows better, perhaps he or she could share that knowledge.

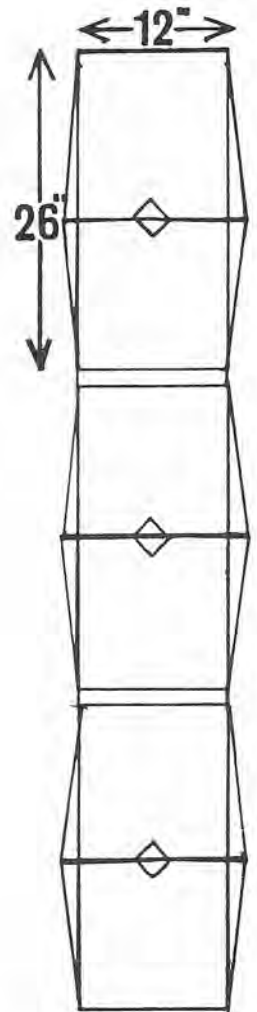
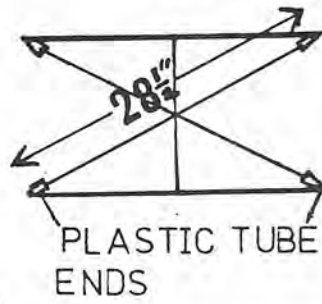
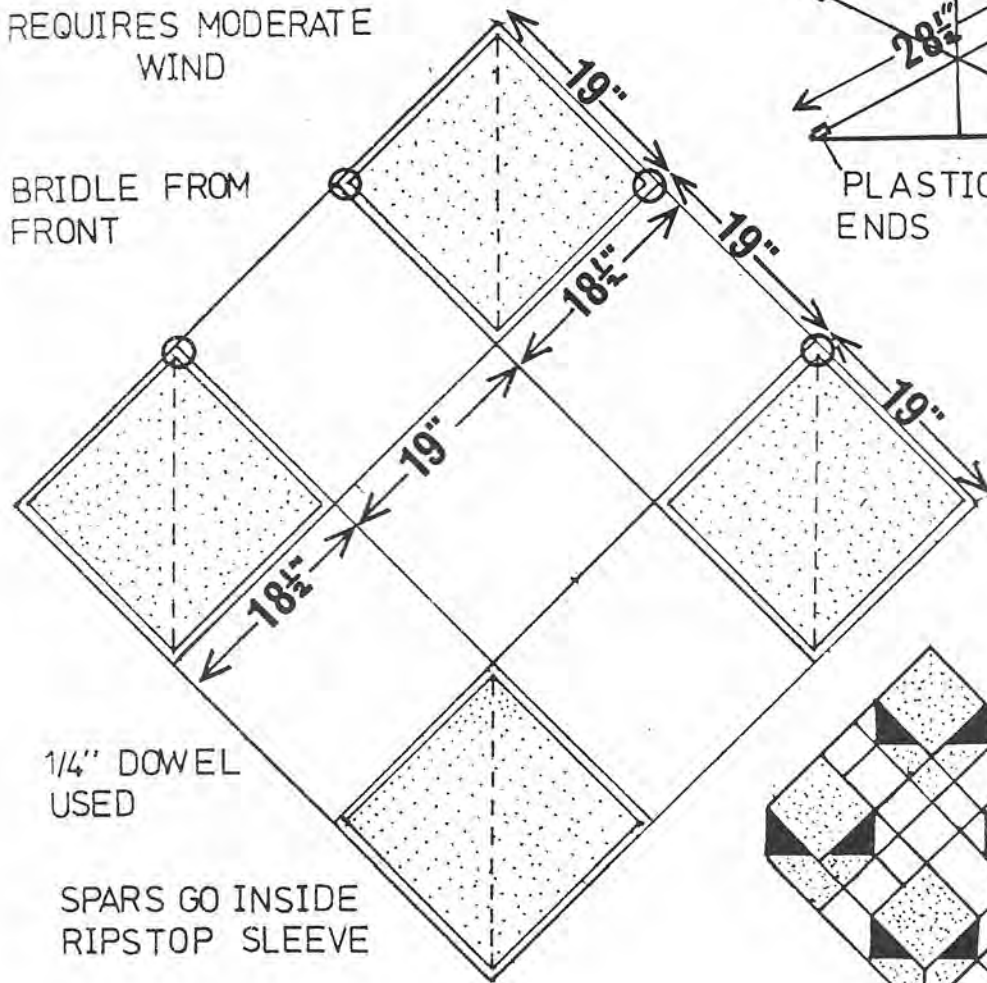
JOHN SPENDLOVE

FOUR OF DIAMONDS

T. CARTWRIGHT

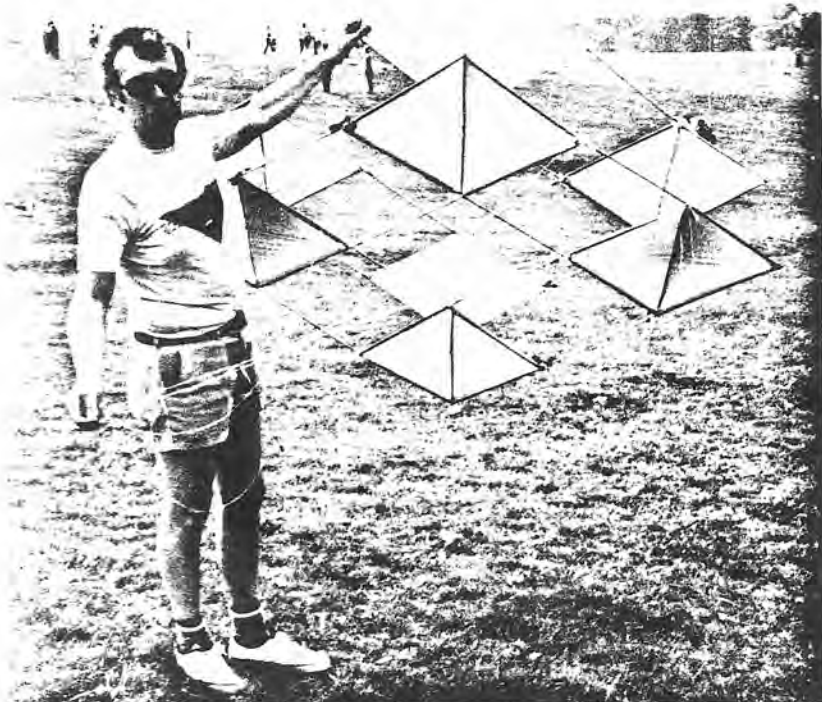
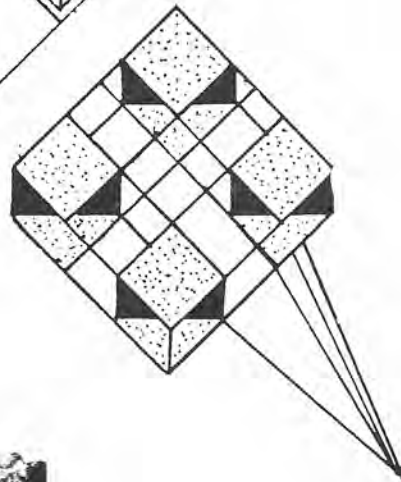
REQUIRES MODERATE WIND

BRIDLE FROM FRONT

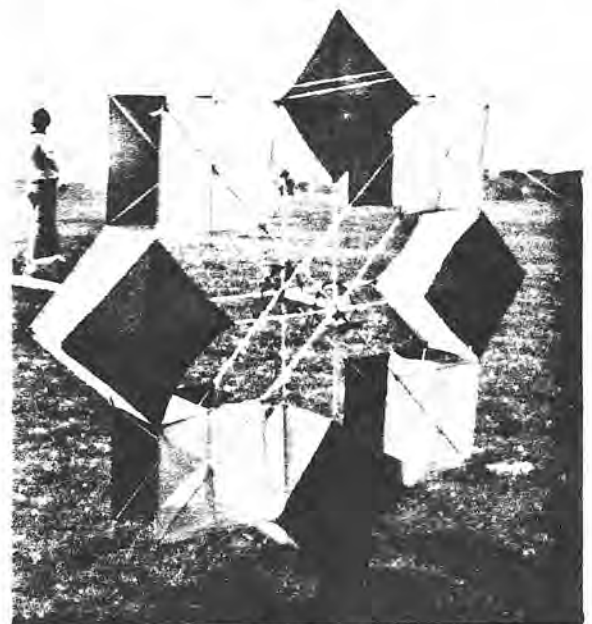


1/4" DOWEL USED

SPARS GO INSIDE RIPSTOP SLEEVE



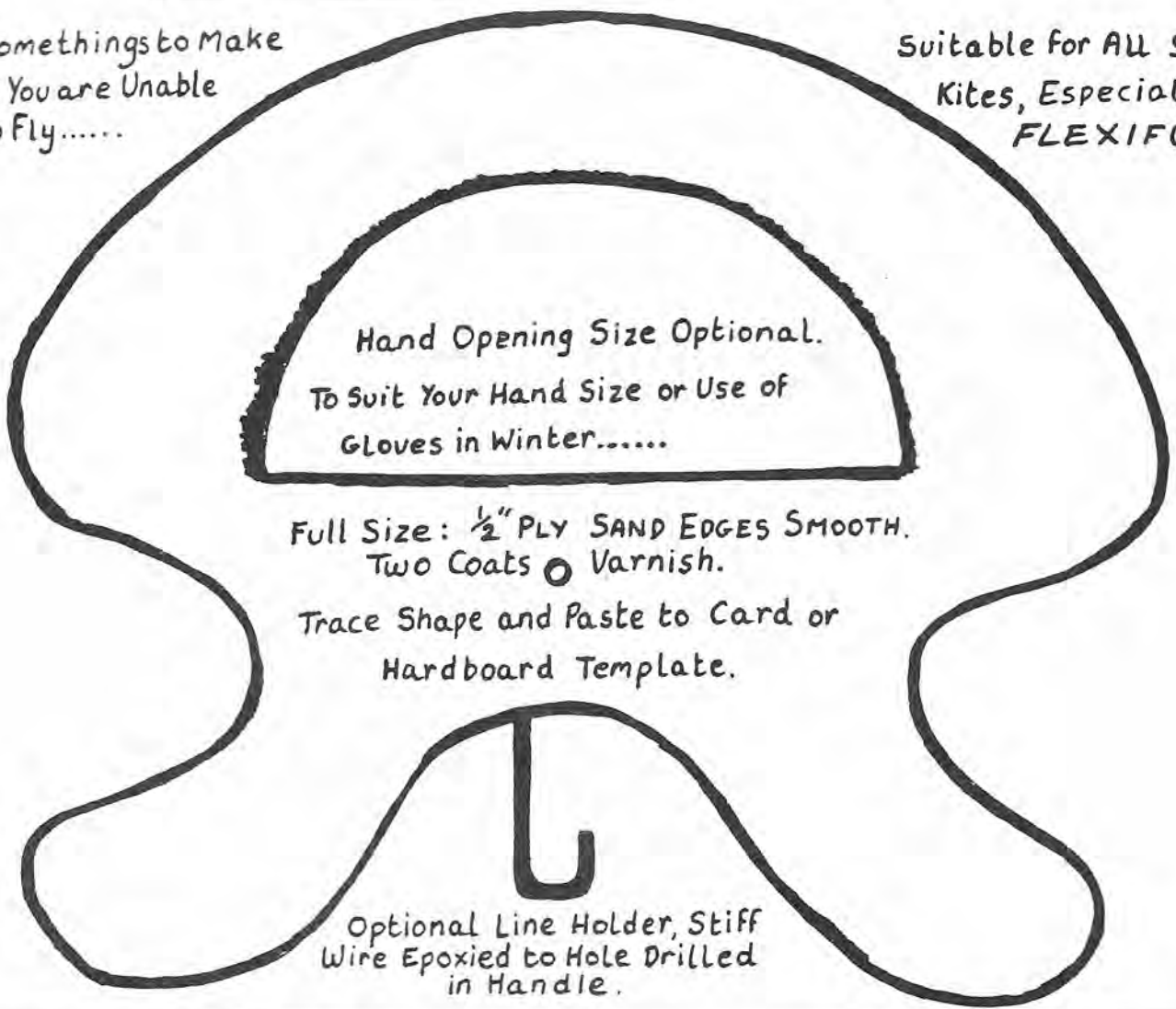
DESIGNER WITH KITE



VARIATION ON THE THEME

Some things to Make
if You are Unable
to Fly.....

Suitable for All Stunt
Kites, Especially
FLEXIFOILS



Hand Opening Size Optional.
To Suit Your Hand Size or Use of
Gloves in Winter.....

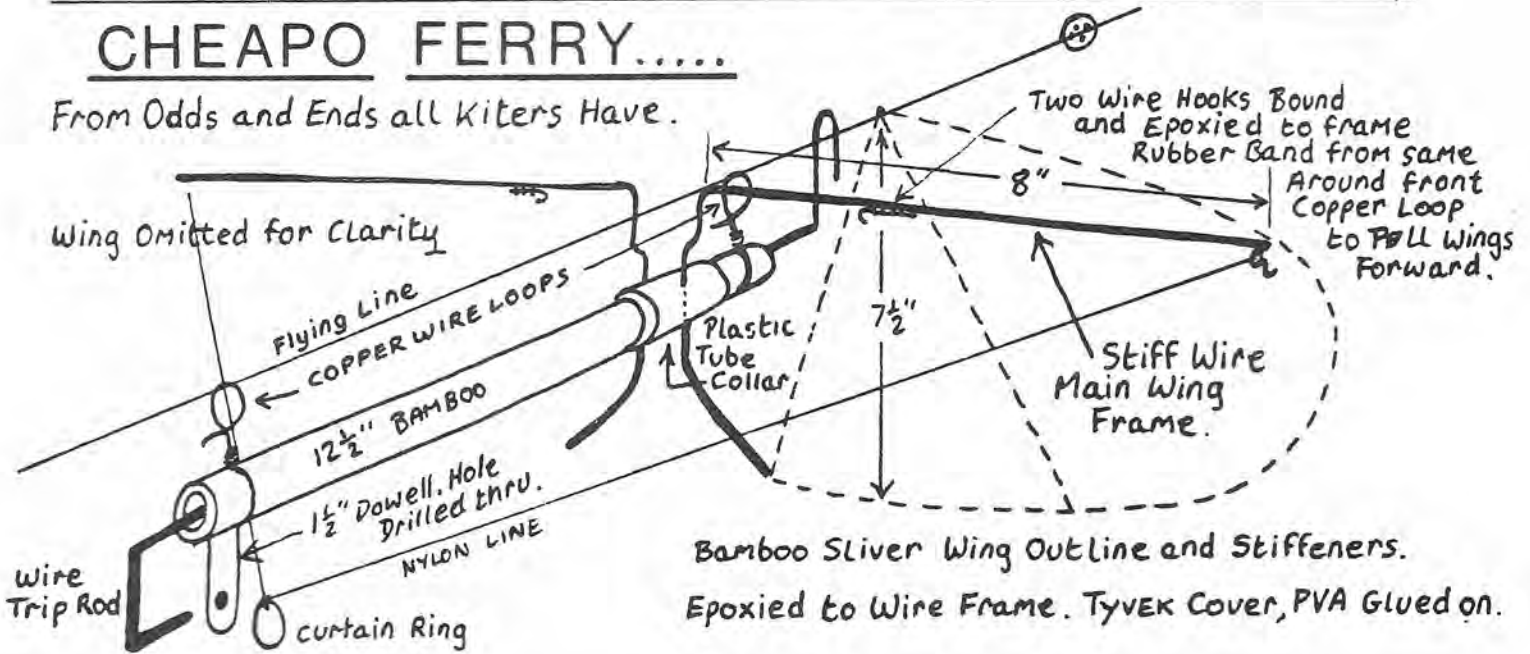
Full Size: $\frac{1}{2}$ " PLY SAND EDGES SMOOTH.
Two Coats \odot Varnish.

Trace Shape and Paste to Card or
Hardboard Template.

Optional Line Holder, Stiff
Wire Epoxied to Hole Drilled
in Handle.

CHEAPO FERRY.....

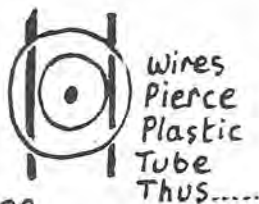
From Odds and Ends all Kilters Have.



Bamboo Sliver Wing Outline and Stiffeners.
Epoxied to Wire Frame. Tyvek Cover, PVA Glued on.

Looks Tatty, works a Treat.
Dimensions not Critical.
Comes down very Fast, so Use Glove
On Line to act as a Buffer.
Coat Button makes a good Ferry stop.

Weight of this Ferry is About 3 OUNCES.



Wires
Pierce
Plastic
Tube
Thus.....



ROUGH FRONT VIEW.....

OCTOSLED

=====

"Oooh look Dave is out flying his corsets again." a strange comment from Tony Slater to his wife one Saturday afternoon.

The "Corsets" were, in fact, two quadra sleds or multiple sleds flown linked, side by side. A sight which should have been seen at the Shrewsbury Kite festival in June, but unfortunately, prevented, due to an untimely gust lifting the kite base over apex during preparation and causing a jumbo line tangle among its TEN bridle lines.

The quadra sled (half of the octosled) is basically very simple, just four fairly small sleds like the one shown here, made of polythene bin bags, (mine was alternate black and red with a square, alright trapezoid) vent, which flew fine as a one off, still stable as a twin, and trouble free as a quad.

Joining was achieved using double sided tape all round one "ear" of one sled, to attach it to the next. Be careful, and think about what you are doing.

Sticky tape attaches the 1/8" dowel to the rear of the joined panel, not all the way down, but at the top, bottom, side of the vent and once more half way up.

Eyelets are fixed into all five "ears" and then starts the fun, fixing the bridle lines.

Cut five lengths of line about ten feet long, and attach each one to an "ear". (Suggest a bowline is best for this one, it does not work loose so easily.) Tie the extreme left line to a small split ring or key ring, using the 'round turn and two half hitches', and then the extreme right line, making sure both lines are the same length.

Now pin the quad sled to a board or beam, keeping it flat and fully extended. Keeping tension on the two lines already fixed, pick up one of the other three lines and attach it to the ring, preferably in its correct order. Repeat until all five lines are fastened with reasonably equal tension on all lines.

A piece of thick dowel or broom handle passed through the ring acts as an excellent centre to wind the bridle lines onto, and a couple of saw cuts on the ends keep rubber bands safely in the position when all the lines are fully wound on.

Even with this discipline. unaccountable twists still magically take place. To prevent the sleds beating in and out like an old accordion, slip a three foot length of 18 gauge piano wire through the eyelet holes with a rubber 'stopper' each side of the end "ears". The rubber 'stopper' is simply a 1/4" square of old car inner tube with a hole bodged through the centre with a slim, sharp spike. Pushed onto the piano wire, the friction is sufficient to stop the "ears" leaving the piano wire.

When preparing to fly your quad, use great care and adequate weights to hold the quads down with "ears" upwards, and allow unrolling the bridles, attaching the line and getting out enough line for the launch. (Don't forget a pin to anchor the reel end.) When all is ready, carefully remove the weights, control the set of sleds by holding out flat to the breeze, and when a slight surge comes, launch gently. Usually it climbs straight up keeping a horizontal altitude and adopts a good steep line angle. "Dirty" gusts have been known to make it do a slow loop, but it has very few vices and is certainly an eye catching novelty.

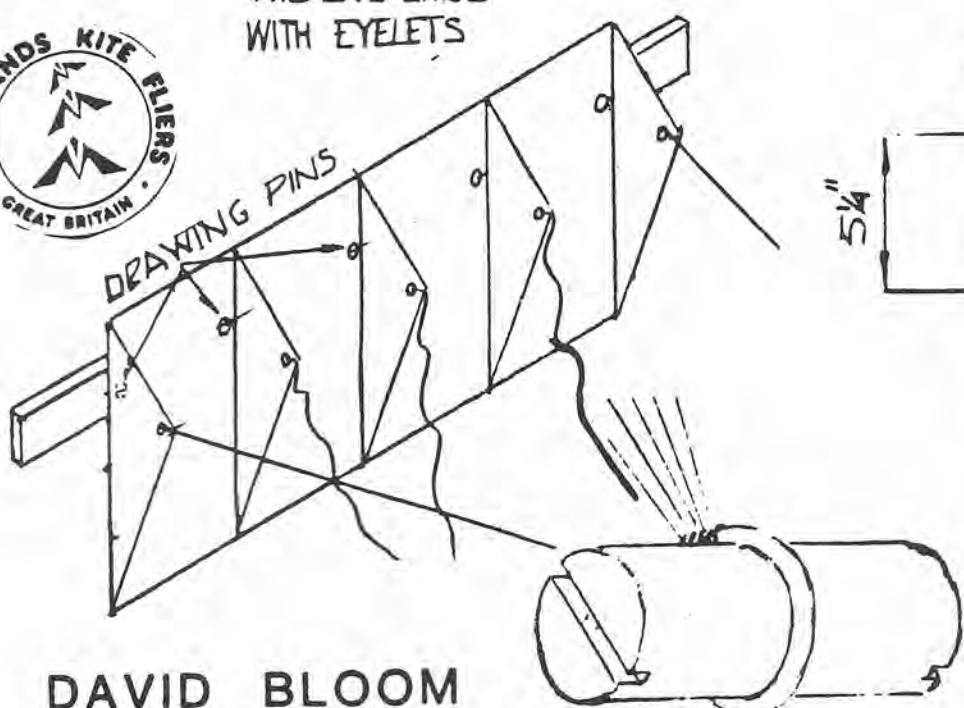
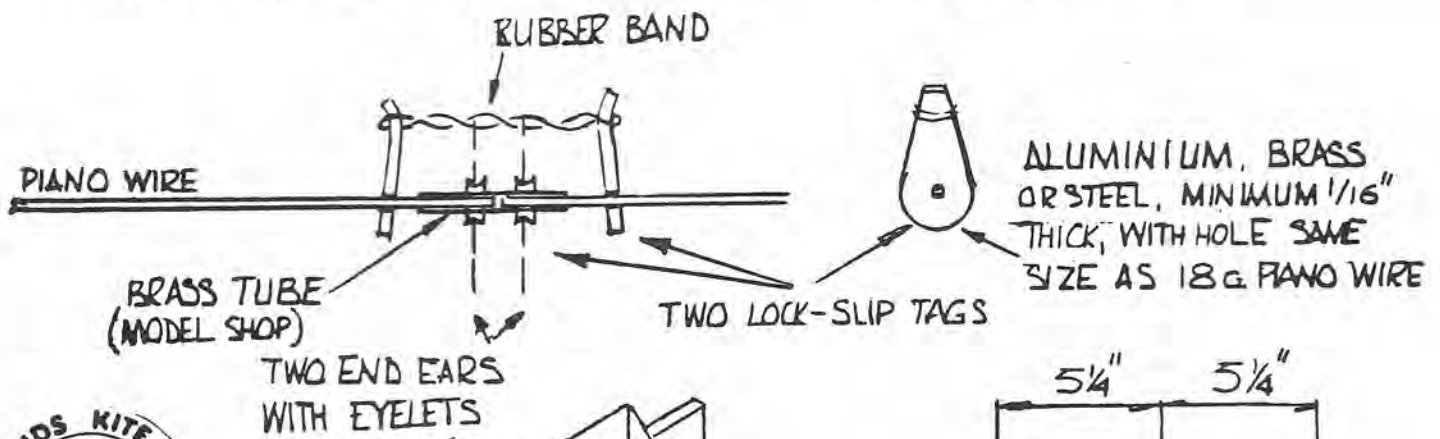
Now for the octosled bit. This is simply two quadra sleds clipped together side by side. Ordinary dress press studs are used for this.

Decide which ends are to be joined and place the two matching ends together. With a leather punch cut a 1/8" or 3/32 diameter hole through both thickness near the top and bottom of the "ear" and near the eyelet hole.

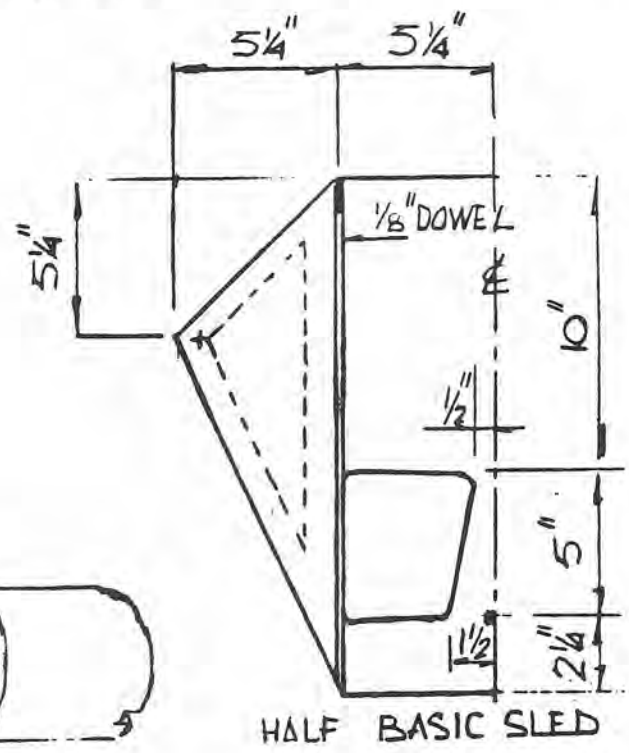
Put the mating parts of the press stud through the hole and snap them together. Put a patch of sticky tape over the back of both parts. Repeat for the two studs. The two quads can now be snapped apart whenever required, for transporting or flying separately.

The piano wires need to be joined as well to avoid a difficult packing problem. A short length of close fitting brass tube is soldered to the end of one piano wire and the two halves held together with a 'lock slip' tag on each half, and a rubber band pulling the two halves together.

Naturally, great care must be taken when dealing with ten bridles on two rings, or else a lot of patience is needed to sort out the tangle. This is where the split ring is invaluable, all lines can be slipped off the ring, untangled and slipped back on the ring again, held between the two halves of the split. Both bridle sets must, of course, be identical to be able to fly in the same single line. As an exercise in the control of temper and single mindedness in times of great vexation, this cannot be beaten ... go to it!!

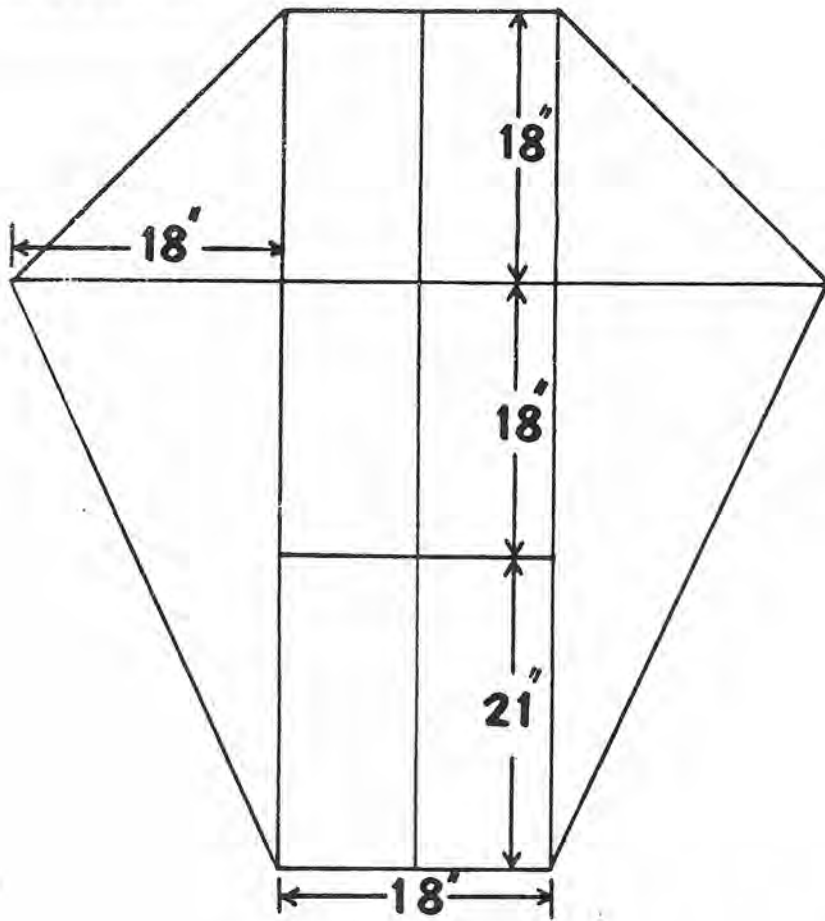


DAVID BLOOM



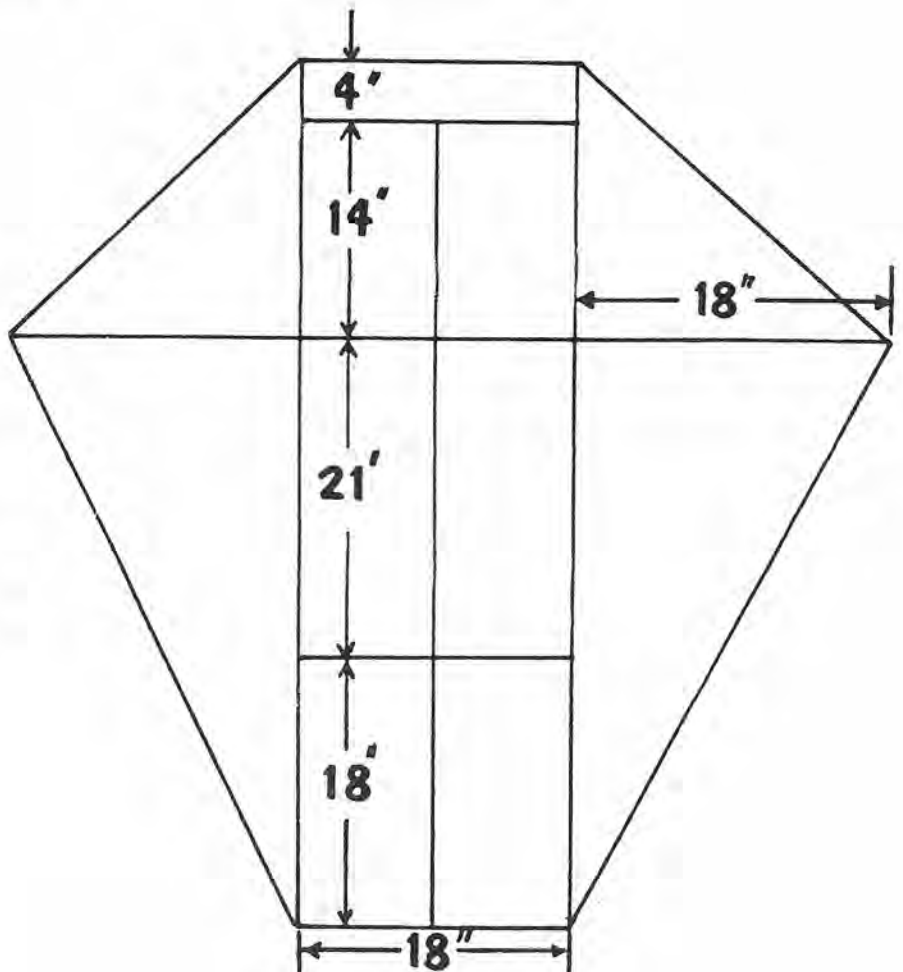
HALF BASIC SLED

DOUBLE CONYNE



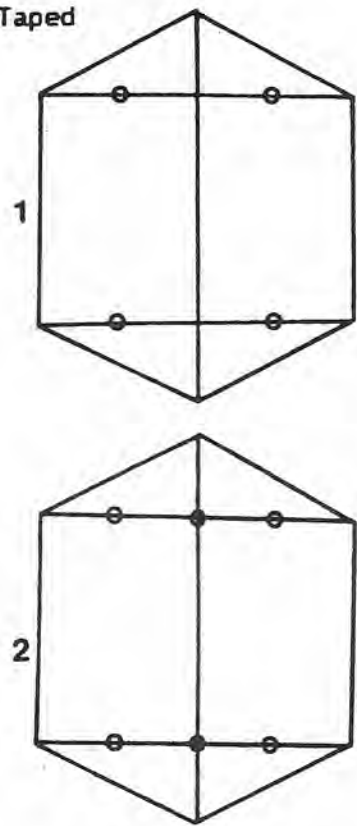
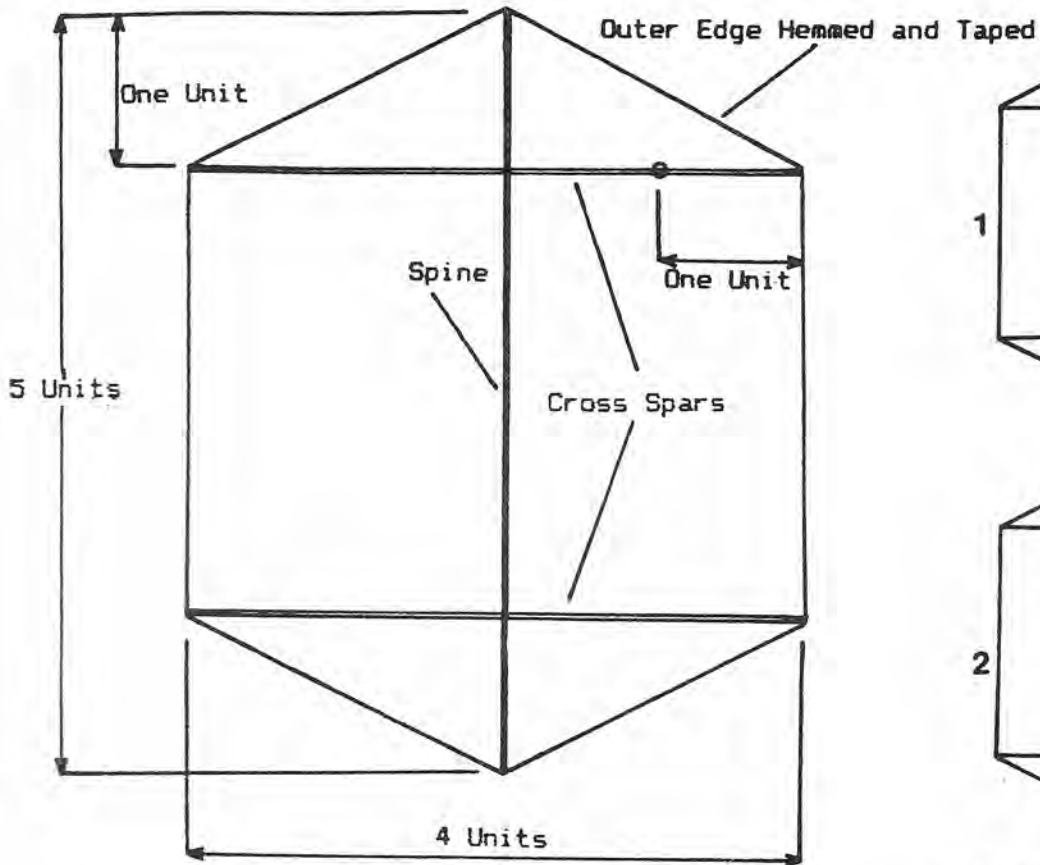
Design by Dan Leigh. He says in the accompanying letter he wanted to send something different. The top design is a Conyne from a 1908 publication entitled "The Boy Mechanic". Cotton Broadcloth or cambric is the recommended cover. The wing spar is set in pockets at the wingtips, passes in front of the longerons, and should be tight enough so that the resulting slight bow causes the spar to be just tangential to the longerons. This takes careful fitting but the results are said to be worth the effort.

It was this kite which led Physicist Ray Biehler into his investigations of relative cell proportions. Both cells are actually too large and the better proportions and locations (Bottom kite) will reduce drag and improve stability and overall performances, all other things being equal. I reckon the best place for attaching the bridle is at the very front edge of each cell.



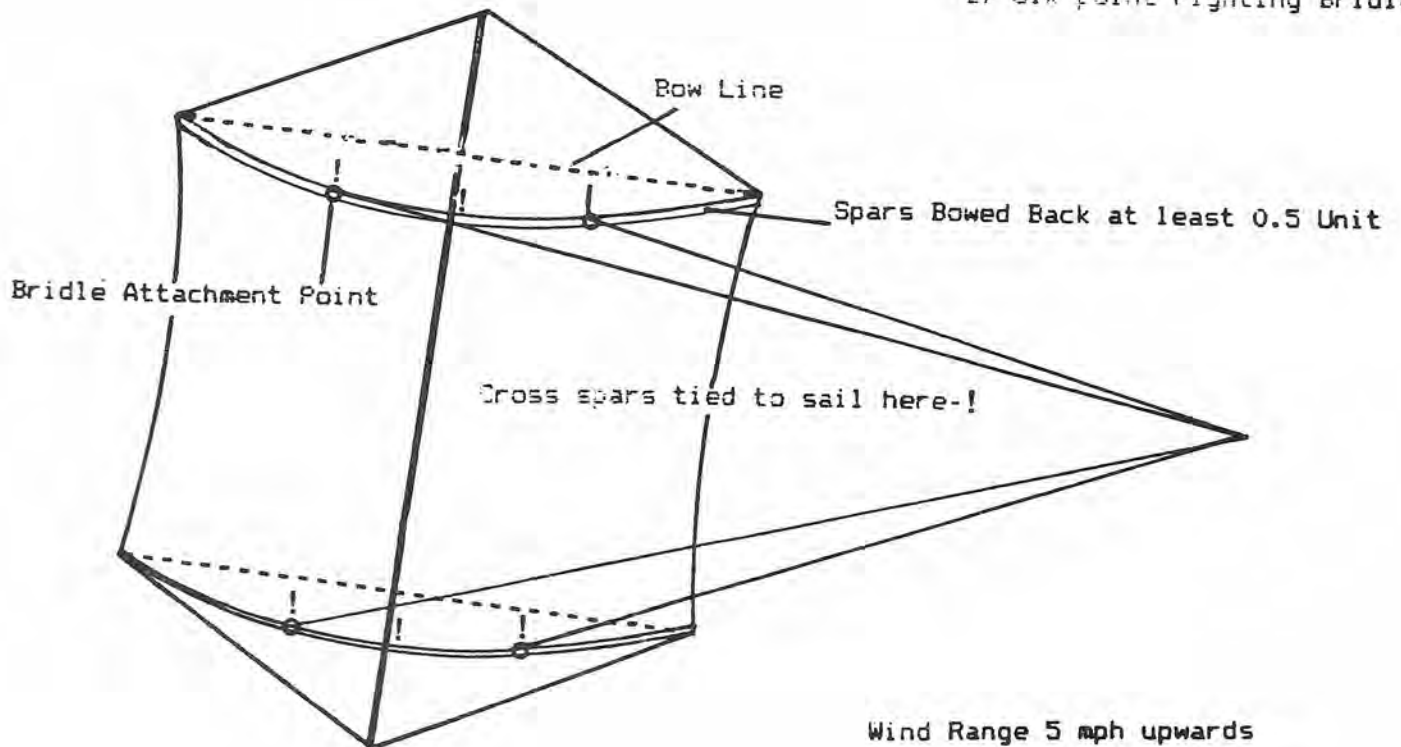
BASIC ROKKAKU DESIGN

Basic Configuration



Possible Bridle Configurations

- 1) Four Point Bridle
Best for small Rokkakus
- 2) Six point Fighting Bridle



Wind Range 5 mph upwards

ZEPHYRLITE '70

BY DAVID BLOOM AND TONY SLATER OF SHREWSBURY

The day dawns bright not a cloud in sight not a puff of wind to fly my kite. **BUNKUM!** If there ain't any breeze, you can make your own by walking, yes walking this one up to see if there is anything a bit stronger at 200 feet or more. .

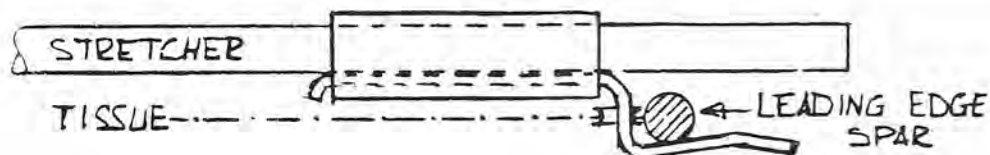
'ZEPHYRLITE 70' was developed in a roundabout way from the Bill Lee Special one sheet tissue delta. (Kite Lines Summer 1977) Tony and I both made this one and were encouraged by its performance to go a stage further. Tony scaled down his own hang glider and made it up in heavy weight model span tissue. It flew beautifully 'straight off the board', with no vices. So did mine. Thinks 'Why not make as large a delta as one can get out of one sheet of Model Span heavy weight tissue for the wings, and a bit extra for the keel and see what happens,' scaling everything up from Tony's mini hang glider. Once again it flew 'straight off the board'.

This one must be built light, not a gram of extra weight anywhere. Suggest you pre-shrink the tissue before cutting out and making, by spraying lightly with water all over, and leaving out flat to dry. Mine had to have major surgery to relieve heavy warps after only short contact with evening dew.

Use Pritt Stick or tissue paste (aero modelling) to stick 1/8" leading edges on top of wings, likewise the spine on top of the junction between wings and keel. (Don't forget to leave extra at rear of keel to stick to spine.)

The scallop out of the trailing edge was cut at a constant radius only 1.5" deep at the middle of the $\frac{1}{2}$ span and this provided all the stability it needed. The 4.14" was purely a scaling dimension and all the strange decimal figures are calculator approximations from Tony's mini hang glider.

The stretcher we frequently use now is simple and easy to make, fit and adjust. A piece of soft plastic tube near the end of the stretcher, slack enough to allow a piece of wire to be pushed in as well.



We fly ours with the sail almost tight, but **DON'T** be tempted to fly in anything greater than a very, very light breeze. It will wreck it!

It could also be an advantage to avoid the grain of the paper going lengthwise along the keel. A minor confrontation ripped my keel off very neatly parallel to the wings because the grain went fore and aft.

N.B. Check that your tissue is the larger metric size and not the old imperial 20" x 30".

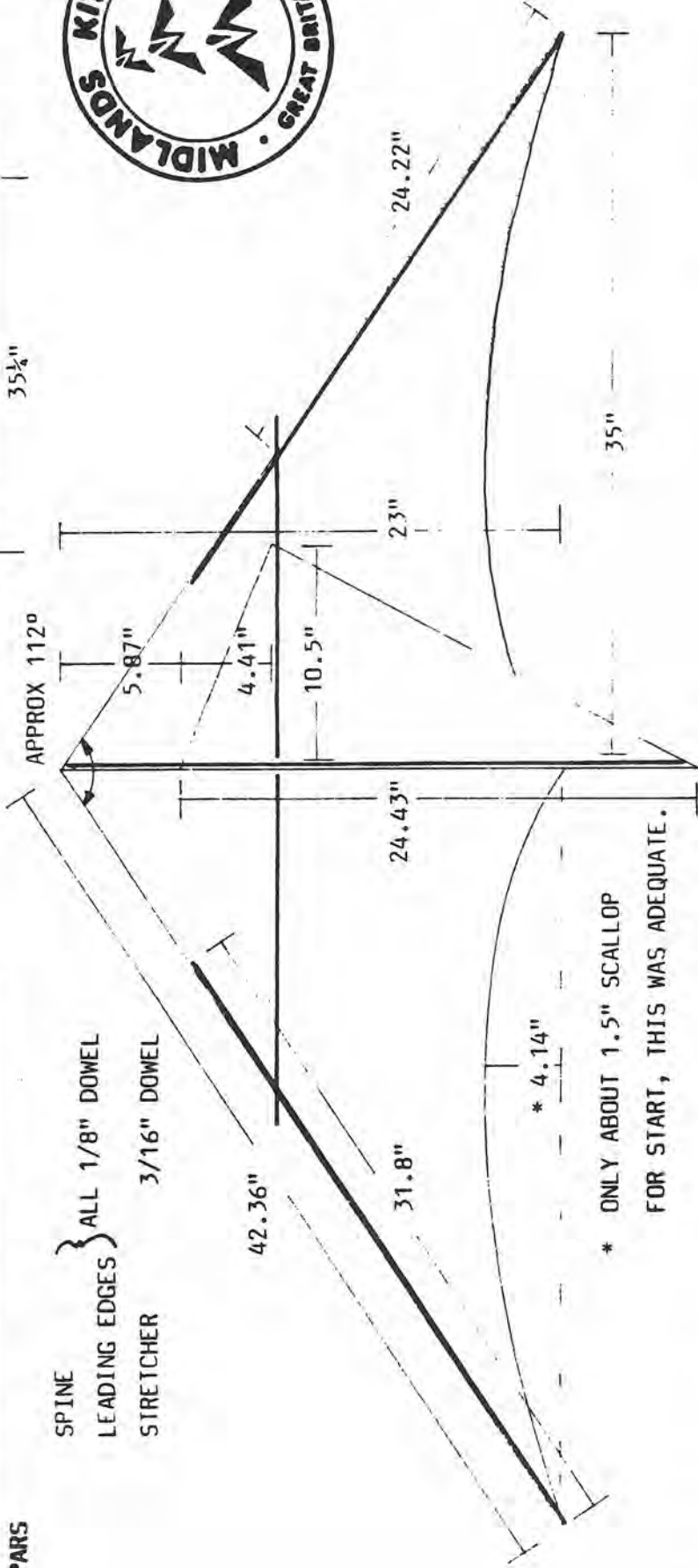
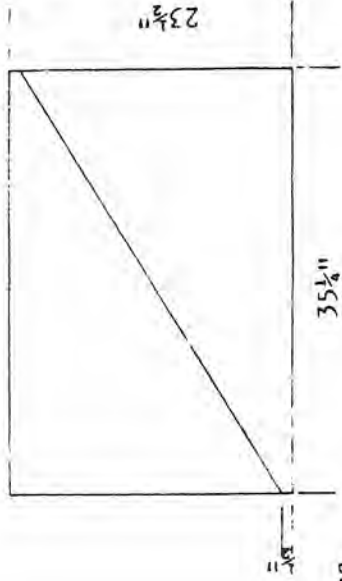
ZEPHYRLITE 70

SLIM TISSUE DELTA USING SHEETS $35\frac{1}{4}'' \times 23\frac{3}{4}''$
 BASED ON THE BILL LEE SPECIAL ONE SHEET TISSUE DELTA
 (KITE LINES SUMMER 1977.)

BY DAVID BLOOM AND TONY SLATER OF SHREWSBURY.

SPARS

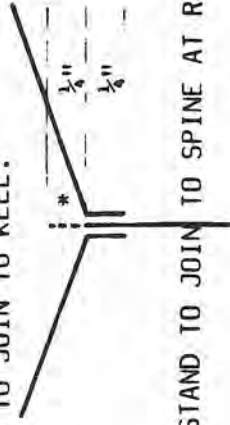
SPINE } ALL 1/8" DOWEL
 LEADING EDGES }
 STRETCHER } 3/16" DOWEL



NOTES NOTES NOTES

SPINE AND LEADING EDGE SPARS STUCK TO TISSUE USING TISSUE PASTE OR PRITT STICK.
 STICKY TAPE REINFORCEMENT AT NOSE, WING TIPS, FRONT LEADING EDGES, STRETCHER
 EYELET HOLES, FRONT OF KEEL, FRONT OF SPINE AND REAR OF SPINE TO KEEL.

HEM TO JOIN TO KEEL.



* UPSTAND TO JOIN TO SPINE AT REAR.

M25. (25 Minutes to make)

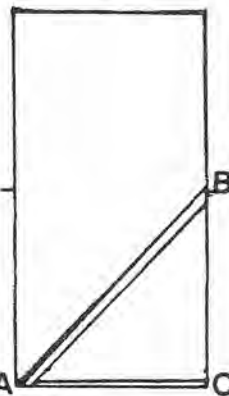
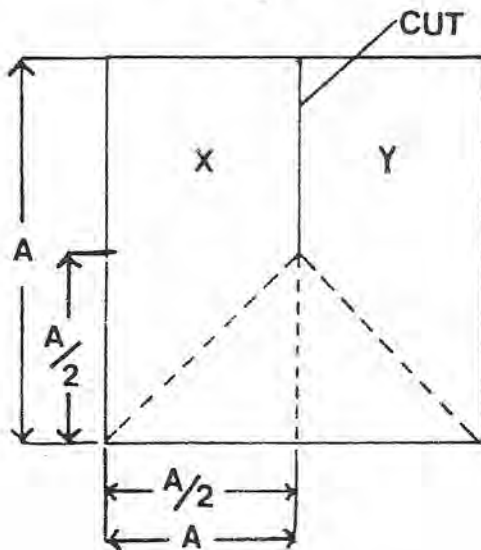
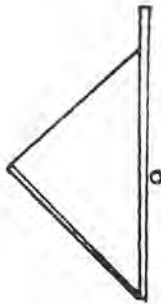
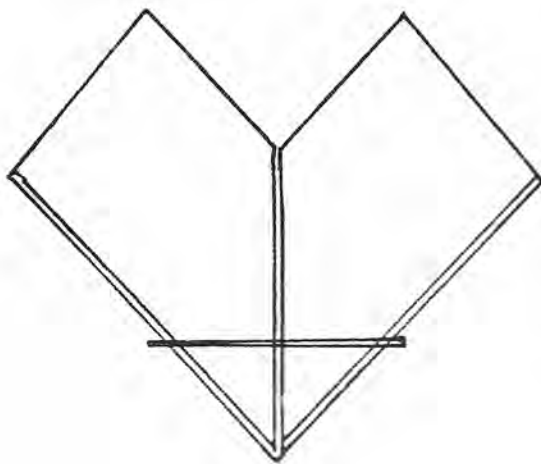
I recently made a small delta out of a left-over piece of ripstop. What else do you do with a piece too big to throw away and too small to make a real kite (!).

So I made a 25 minute kite, you take a square piece, make a cut halfway, fold it over, sew some sleeves and you have a good flying delta.

The keel is double faced but it does not matter.

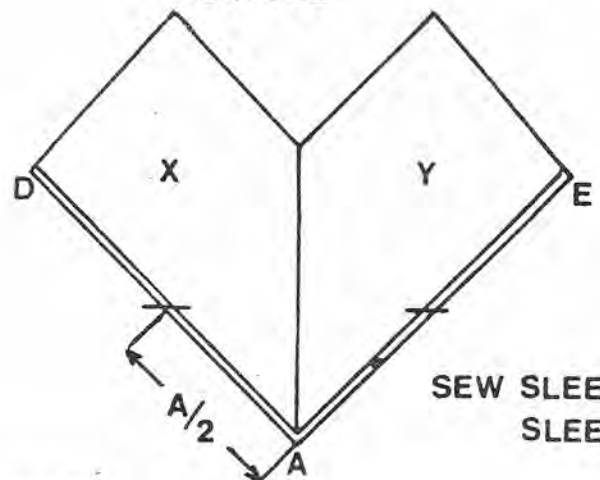
The M25 is inspired by Tony Cartwright's T shirt (sorry I mean ARROWHEAD).

Note there is a stick inserted in the leading edge of the keel, tow point is somewhere on the 1st fifth of the edge.



SEW SLEEVE AB
SLEEVE AC

UNFOLD



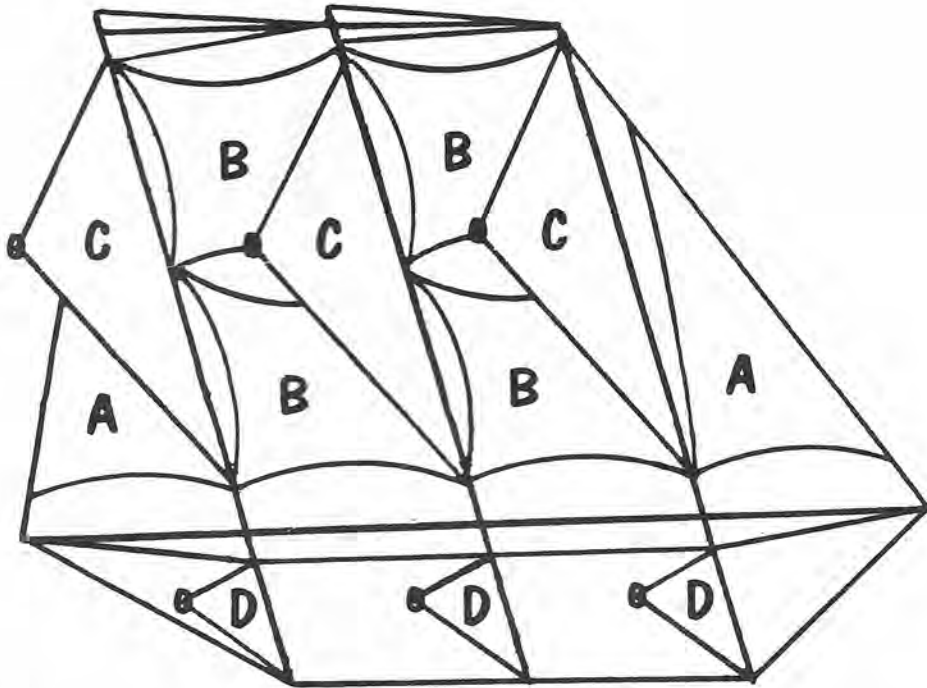
SEW SLEEVE AD
SLEEVE AE

Jean-Fierre Vandierendonck

KITE DESIGN

DRIEMASTER by JAN PIETER KUIL.

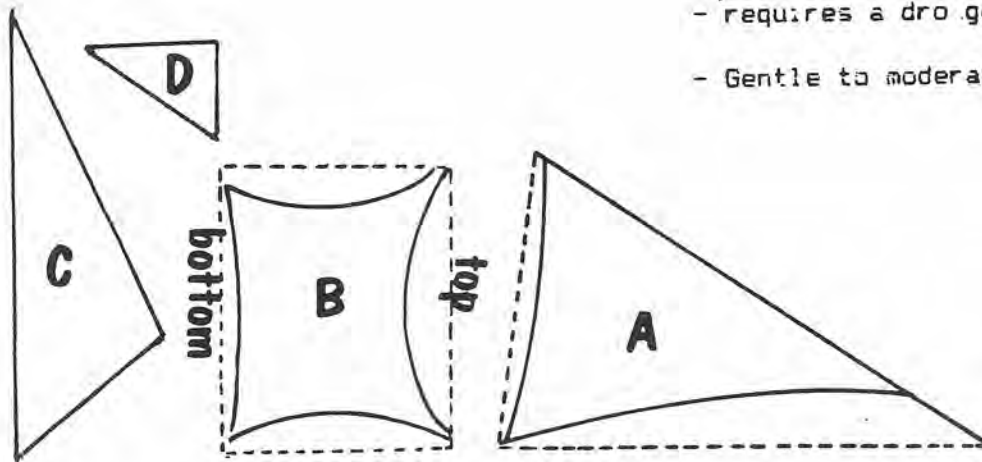
Reproduced from the Nederlands Vlieger Gezelschap magazine.



The Dutch loosely translates as follows:

- Because the flags are asymmetrical you may find that the left hand bridle will require shortening.

- A six leg bridle
- requires a drogue
- Gentle to moderate wind.



TOPSYTURVY

LED

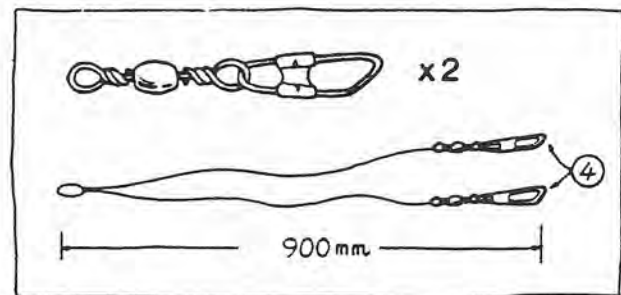
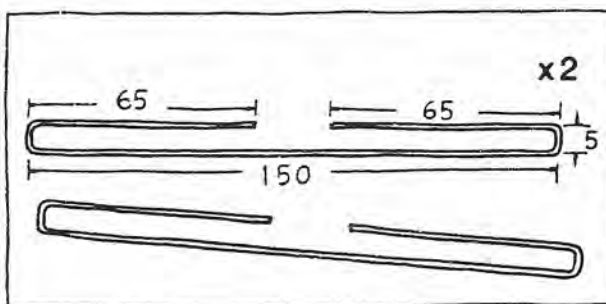
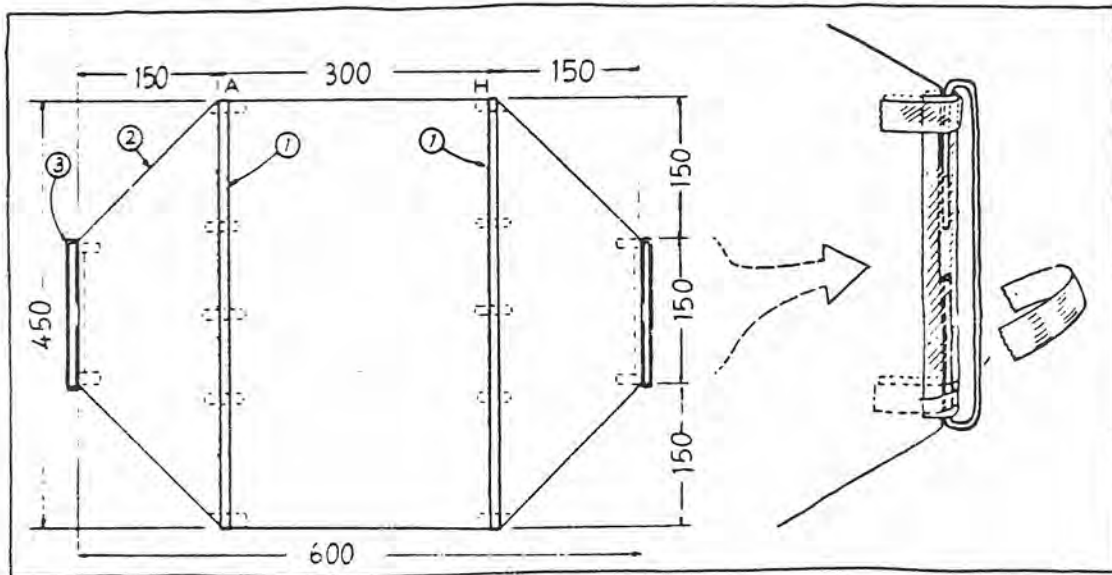
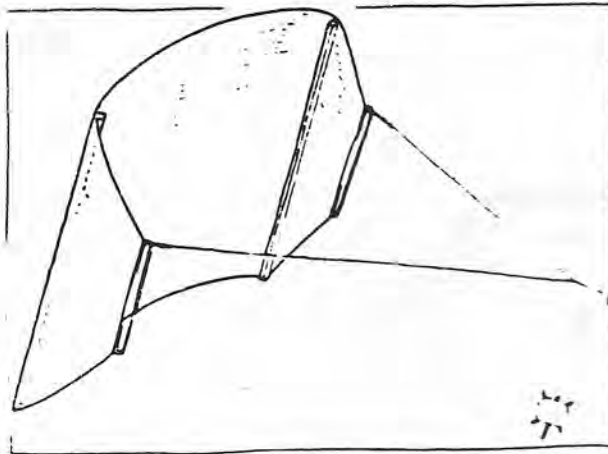
FROM

Magic Kites - Cubic Kites

by Takaji Kuroda

\$ 8.95 from

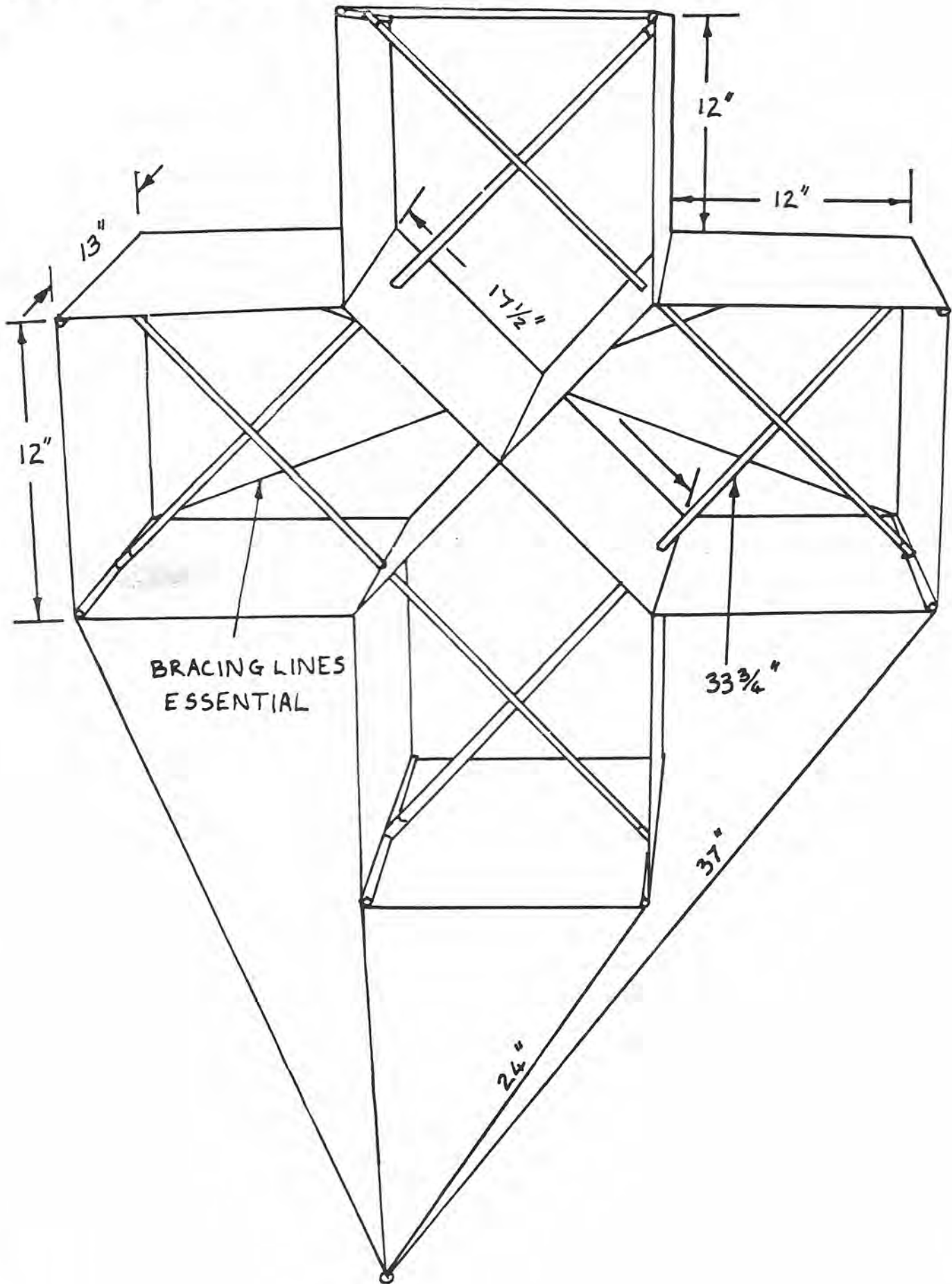
Kite Lines Bookstore.



- MATERIALS :
1. 2 x 3mm dowels 450mm long.
 2. Polythene sheet 600mm x 450mm.
 3. 2 pieces of wire 290mm x 1mm.
 4. 2 swivel clips.

This simple sled kite can be flipped upside down by a quick flick of the flying line, lending itself to changable decoration. Happy faces into sad faces. Kuroda's book, although written in Japanese, is filled with ideas for kites that change their form in mid-air. Well worth the effort in getting a copy from the Kite Lines Bookshop.

CROSS KITE by Denis Hawkes



CENTIPEDE KITE by P. SCARFE

MATERIALS (for a 30 disc kite)(10½ diameter discs)

200 feet of 2mm Fibreglass(from Kite and Balloon)
Thin wall-9 lengths of 12" Aluminium or Brass tubing -2mm bore (obtainable from Aero or Railway model shops,take sample fibreglass to check)
3½ yards of Ripstop.
Feathers about 300 required (craft shops sell them for artificial flower arranging,you'll probably need 5-6 packets,there's about a hundred in each but they're not all useable).
At least 60 metres of braided nylon (50lbs breaking strain preferably).
Super Glue,Polystyrene Cement,Uhu Contact Adhesive(yellow box).
4 swivels,1 Aluminium ring(from camping stores)

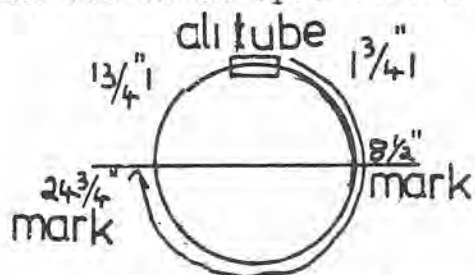
CONSTRUCTION DETAILS

First cut fibreglass to these dimensions:-

30 lengths 33"(to make rings)
30 " 12"(to make cross spars)
60 " 15"(to make stabilising spars)

Mark 33" lengths at ½",8½",24¾" and 32½".
Mark 12" lengths at ¾",from each end.
Cut Aluminium tubes into 1" lengths.

Join ring by pushing both ends into Aluminium tube,no glue is needed as the fibreglass holds itself in place (the ½"marks help centralising the tube)
Lash the cross spar to the ring with Drimca or any synthetic thread.



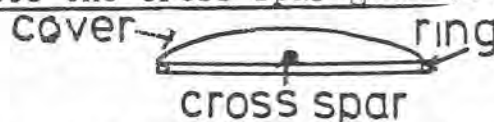
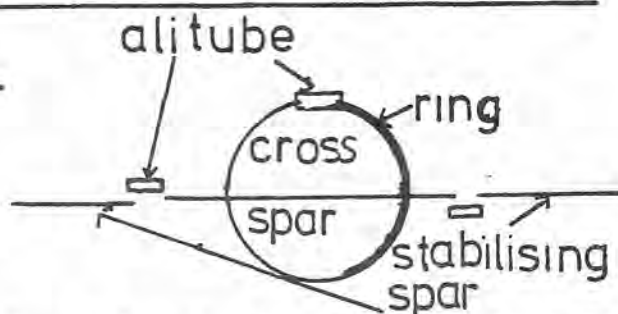
Adjust spar to marks as you're lashing and spread small amounts Polystyrene Cement on lashings when complete.

Bind 5 feathers to each stabilising spar. (balancing isn't important,so long as each tuft looks to have about the same bulk,I'm thinking of using wool from those rug making kits for one of my next centipede kites) and spread lashing with Polystyrene glue.

Cut 30-12" squares of Ripstop.Glue round the frame of the ring and across the cross spar with the Uhu contact adhesive. (Note the cross spar goes to the front or face of the kite).

Try to get a reasonable tauntness in the cover,(it doesn't have to be drum tight but it does make people wonder how

you sewed it on so well) Trim material to about 1/8-3/16 all round,slitting up to frame at cross spars and sew cover round by hand(hides the glueing technique).Now comes the worst job!.Measure off 18-20 metres of line and win onto a plastic kite handle (a la Peter Powell stunter handle).Pile the discs up in a stack so that you start with the last disc and work to the front (this is difficult to explain)but the idea is that any surplus of line ends u at the front of the kite to be cut off.Tie the first knot on one of the cross spars in a Clove Hitch and then a Reef knot to secure,leave about 6"-9" surplus at the back of the kite to attach curtain ring for tail.Measure 50cm along line and mark with felt tip pen (intervals between discs are 50cms). Repeat the Clove Hitch -Reef knot routine,note where the mark is (in knot, at start,at end this must be the same place every disc you tie off).Carry on till you've complete the 30 disc and cut surplus leaving about 6ft of line. Repeat for other side.Now measure another 18-20 metres of line for the top line (I think you should mark the top centre of the disc before you start tying any disc off,but I always seem to forget and end up doing it at this stage.Note the Aluminium tube goes at the top of the disc where the knot is tied so that any weight difference tends to tip the disc forward.This is important).



Now tie Clove-Hitch-Reef knot on the last disc, by piercing the cover with a darning needle, mark 50cms and looping the line through the eye of the needle, pull a loop through the cover and pass the handle through the loop and then adjust mark on line accordingly, tie off with Reef knot and repeat until the top connecting line is completed (careful on this stage of connecting it is easy to end up with the covers on the back of the kite looking down its length, you'll know if you make this mistake, I did twice!).

Make head (if you hopefully are going to make a head for your centipede I would suggest you use a plain $10\frac{1}{4}$ " disc for trail flight purposes, but the bridling I'll give you is for a $10\frac{1}{2}$ " disc, any deviation from this will mean using the pocket calculator or trail and error). Attach head again at a 50cms interval (head is the only disc with a vertical spar) and then bridle 24" side bridles and 21" top, using Aluminium ring (strong!) for towing ring.

Mark all free ends of stabilising spars a $\frac{1}{2}$ " from end and using carefully SuperGlue an Aluminium to each spar to $\frac{1}{2}$ " mark. Super Glue all stabilising spars to cross spars. Make either 2-6ft tails (3"-4" wide ribbon suffices) or 2-6" diameter -12" long drogues and attach to curtain rings using swivels at the horizontal point on the rear cell (a vertical spar on this disc eventually broke the fibreglass at the two points making a horrible rudder, much to my concern and disgust).

Fly it, a gentle wind is best to test fly, lay the kite out into the wind lift the towing ring raising the first disc or three and if the wind is right the discs will lift one by one and its flying. (Avoid strong winds). Fifty pound line is recommended for this size.

Tangles (inevitable) collect all the discs together before and after the offending twist so you have two stacks and just untwist (that took me two months of untwisting full length to work out)

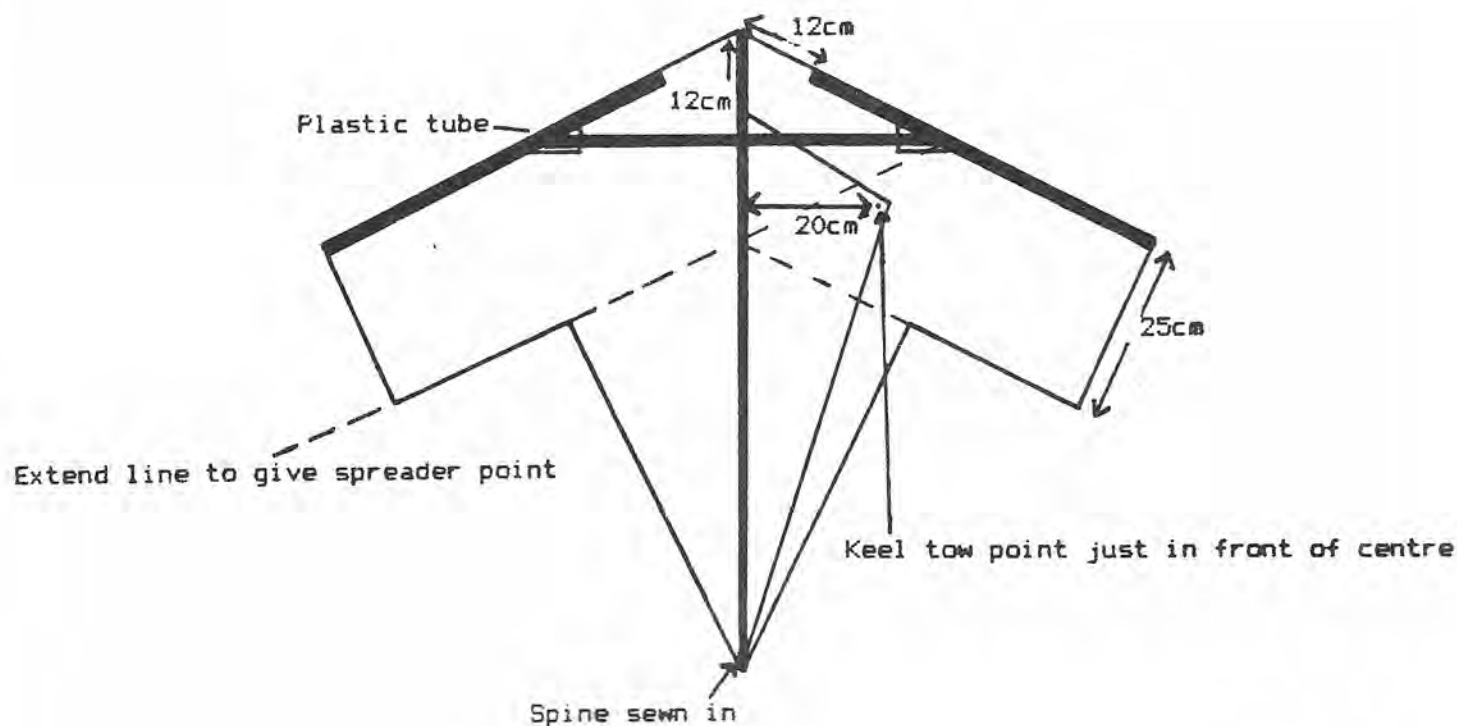
Damaged discs - it will fly with damaged discs, mine had eight before I took it apart to be lengthened.

Be weight conscious it helps in flying in light winds. I could (easily?) wind my centipede up in a light wind.

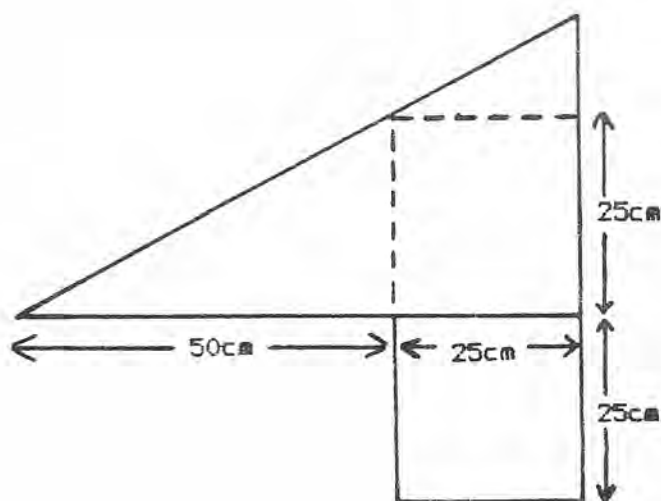
If you wish to make a larger (disc wise centipede) multiply all dimensions by $1\frac{1}{2}$ you then have a $15\frac{3}{4}$ " disc which I consider is the largest practical size useable with 36" wide Ripstop, and use 3mm fibreglass for cross spars, you then have your own problems with connectors for stabilising spars. I suggest only twenty discs at this size, you end up with twenty seven square feet of sail area, and use one hundred pounds line, N.B. don't try cross and stabilising spars in one complete length because the stringing together becomes somewhat difficult.

COMMENTS ON RUSSELL HALLS - NORMAN BRAGGER

In view of my own past experience and in conjunction with various comments both received directly and/or overheard at Old Warden or elsewhere more recently, I offer the following. It would seem that quite a few people have built Russell Halls and been disappointed to one degree or another with the performance of same, problems being encountered with both stability and flight angle. I built my first one about 18 months ago and experienced just those problems, to such an extent that I was of mind to write the exercise off as a total failure. The whole thing flew like a plate of rice pudding. Now however I seem to have found the answer. I had been irritated by my first effort and was studying not the construction details in Pelhams but the artist's impression, earlier in the book of a Russell Hall in flight and not until then did I realise that the kite as drawn by the artist had wing stiffeners, running the length of the leading edges, this is clear as a close look at the drawing will show. Also the 20% or so allowance for sail billow is not really adequate. 30% is nearer the mark. A further point in favour of the stiffener theory is the apparent derivation of the design which is almost certainly the flexible wing rocket recovery system. (ED note in Ron Moulton Book of Kites the Russell Hall patent clearly shows no wing stiffeners, but designs can always be improved upon.)



ARROWHEAD
by
TONY CARTWRIGHT

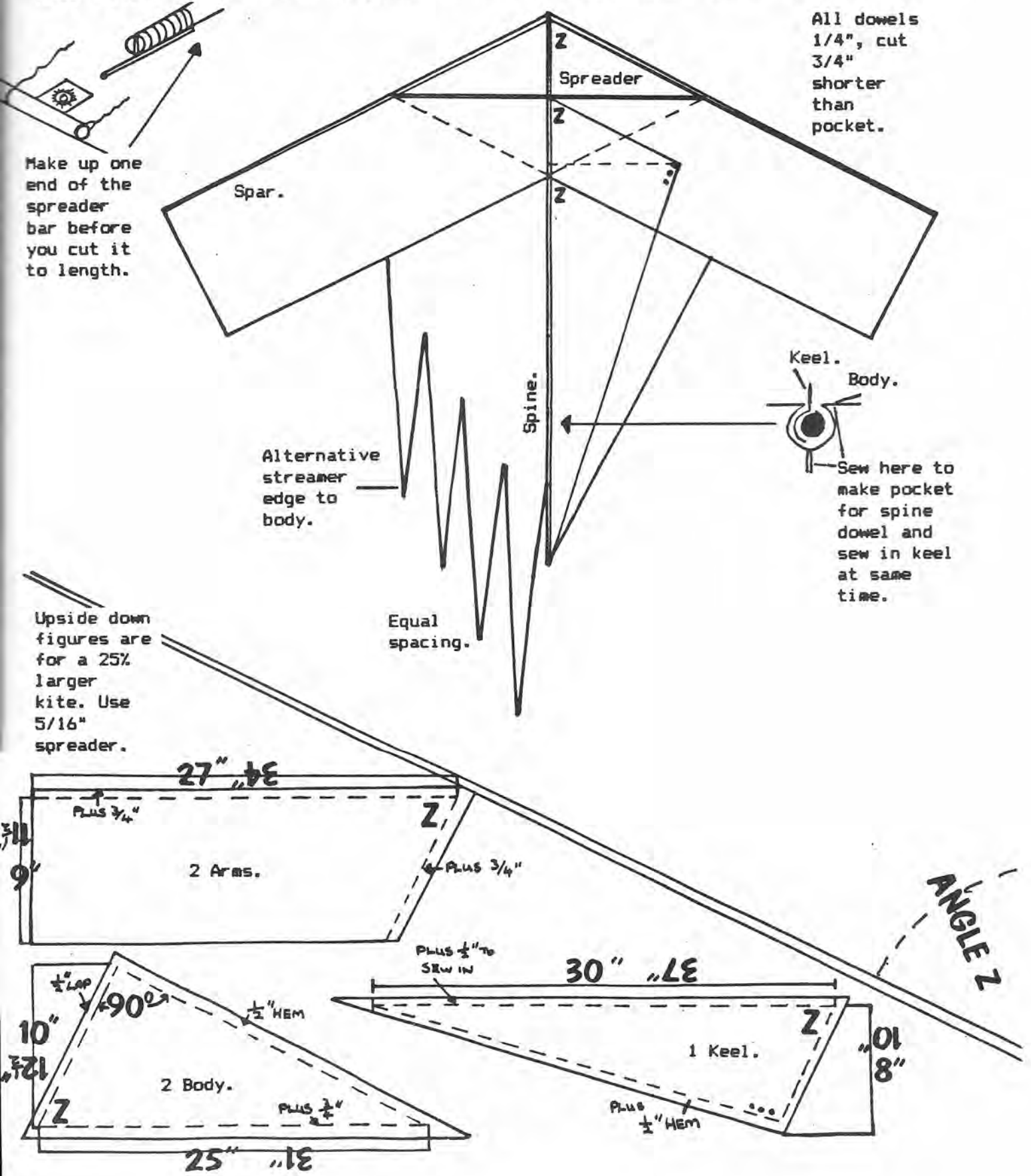


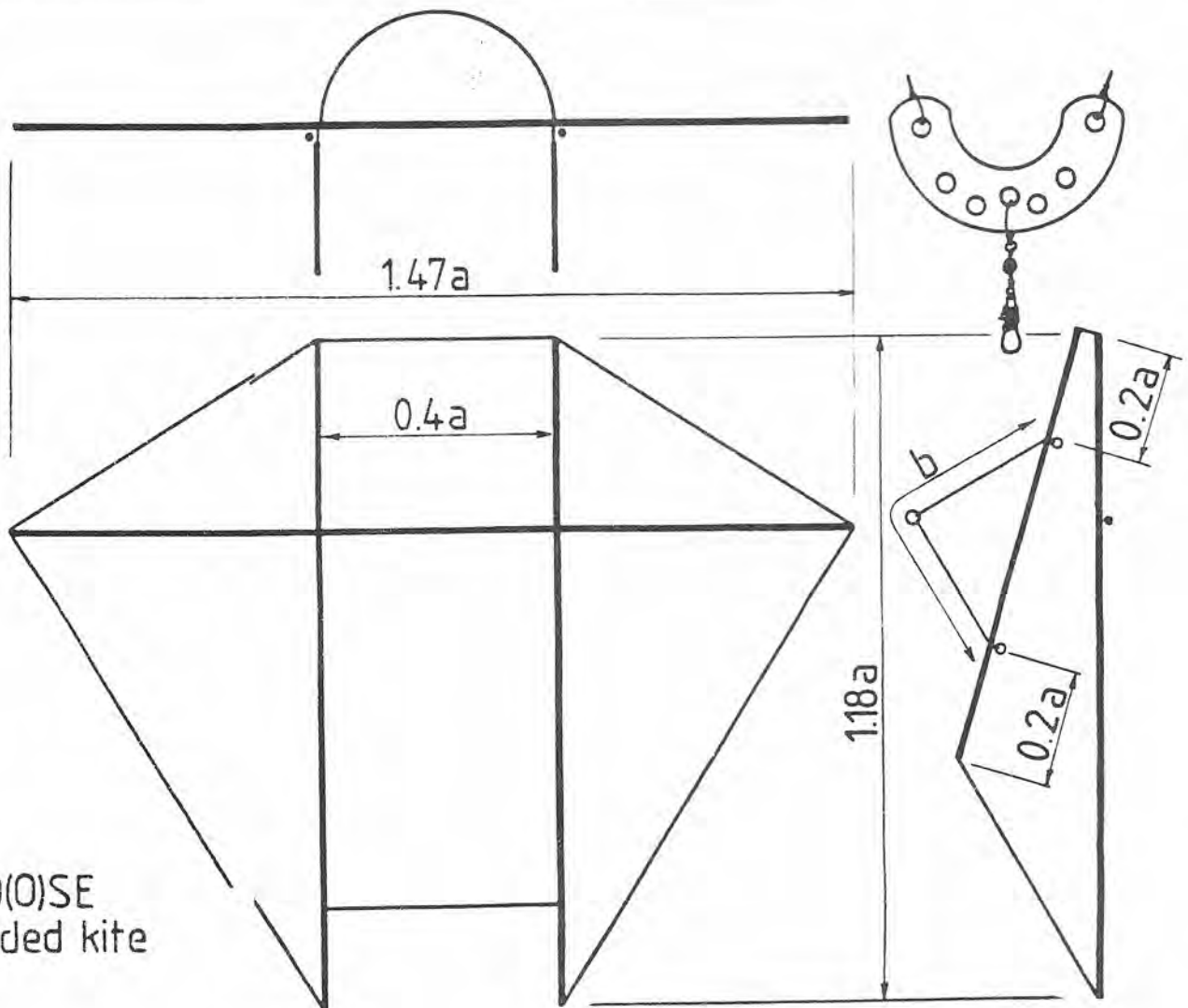
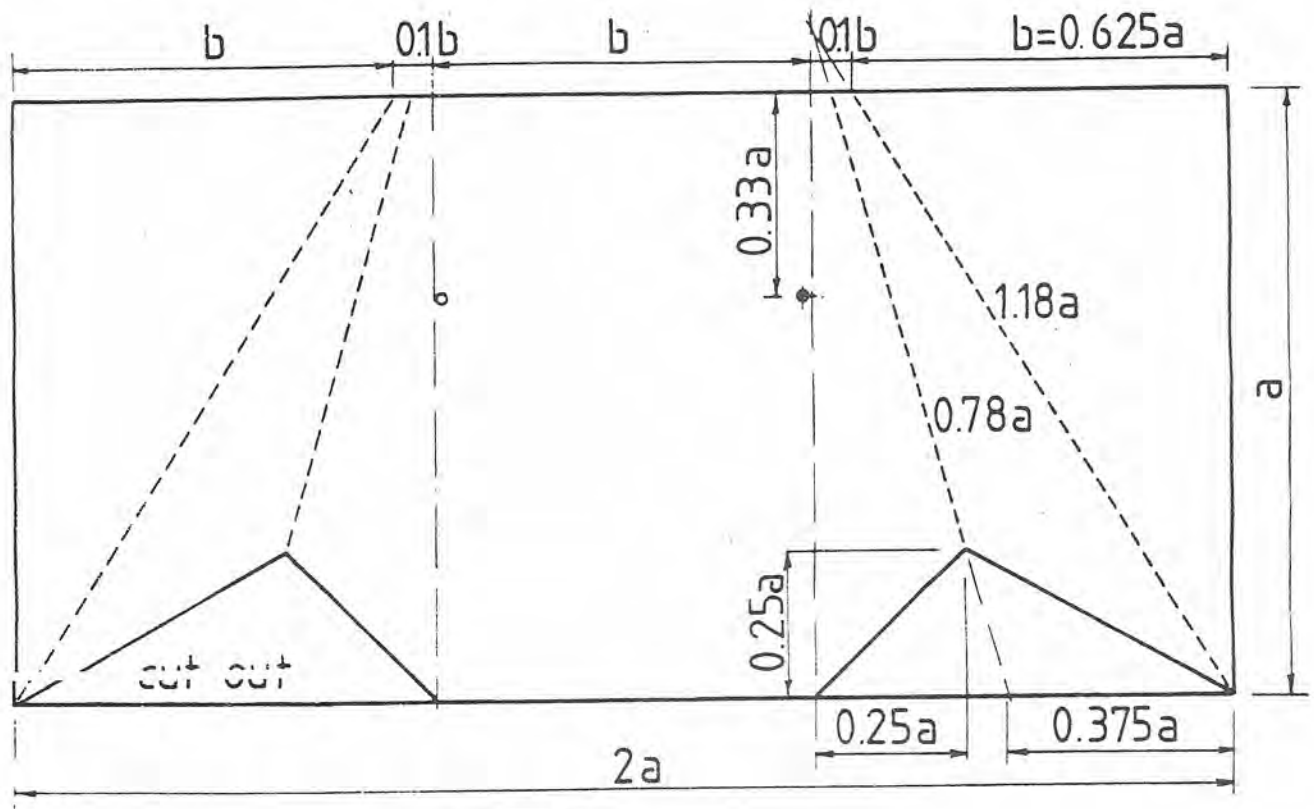
The arrowhead was born out of the necessity of requiring a quick assembly kite (especially with the recent weather conditions). The shape I had been doodling for many weeks, the first prototype was drawn up, cut and sewn up in one evening. It was based on a 25cm square. To scale it up is a very simple geometric exercise. I have just finished one on a 40cm grid and am planning a 100cm scale.

The flying angle is guaranteed to give you neck-ache.

ARROWHEAD REVISITED

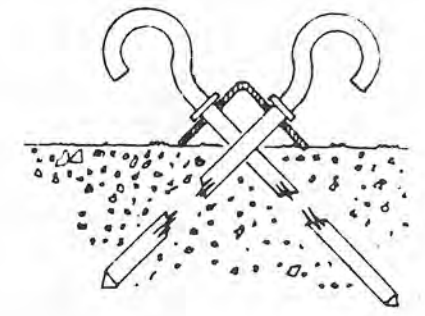
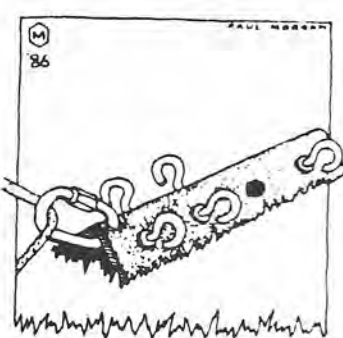
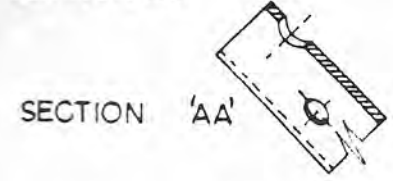
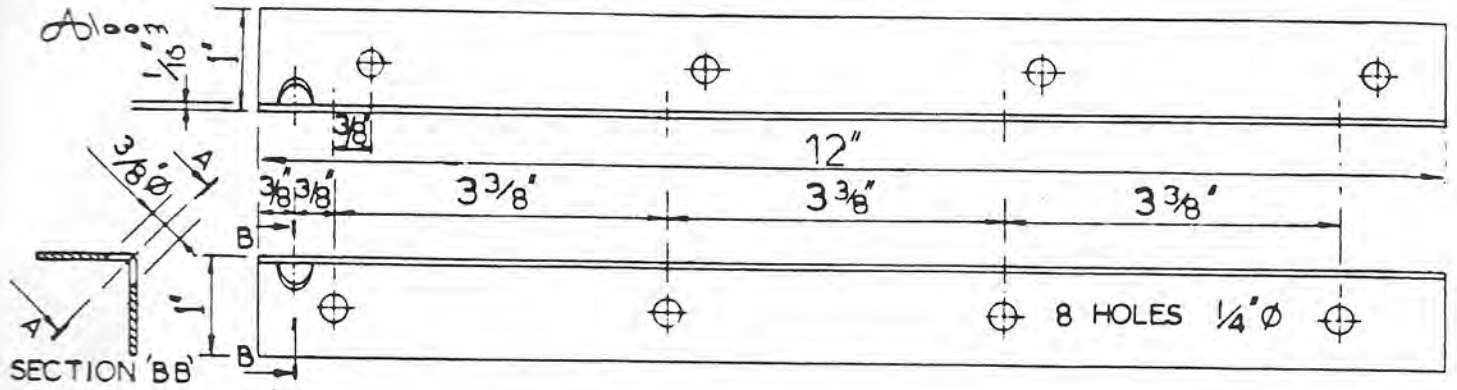
Here is a modified plan of Tony Cartwright's Arrowhead kite by Len Patten, who says:- A neat little kite with unlimited opportunity for "personalization" with your own colour scheme. It can be made from "odd pieces" and for that reason I have shown the arms and body in halves. It does not need a tail but can look attractive with one. Sizes are given for a 25% larger kite, but this design is not suitable for really large models. Make a paper pattern first. If you can't work in inches then 1 inch = 2.5 cm.



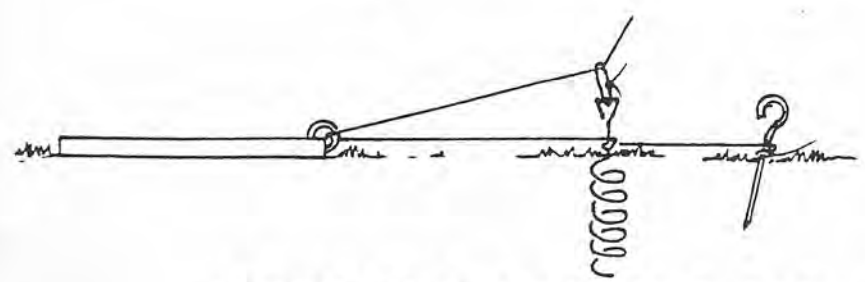
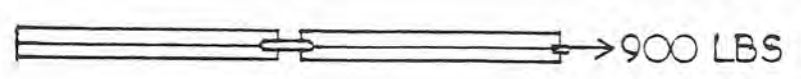
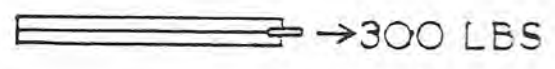
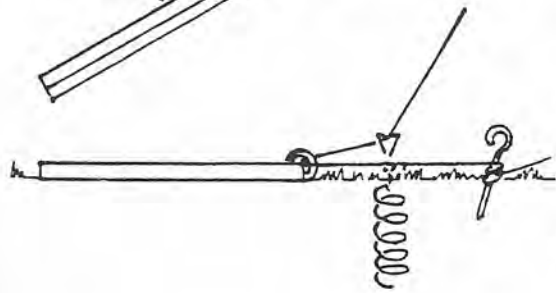
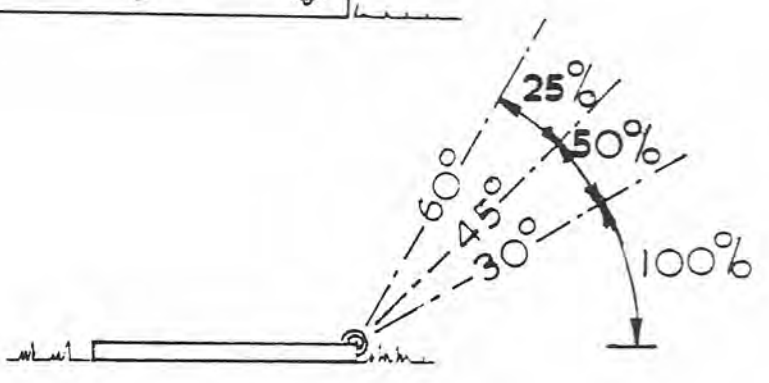
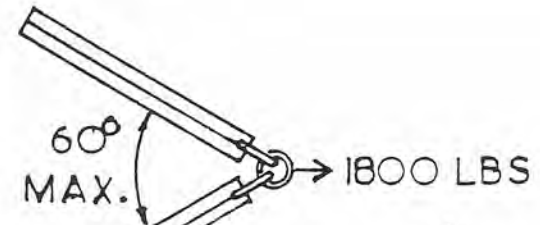
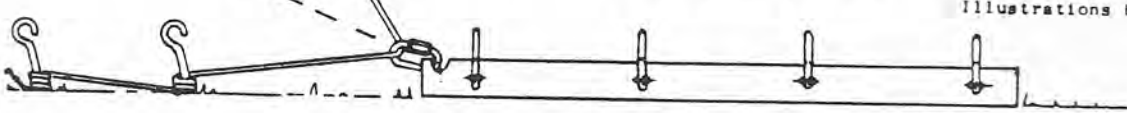


GO(O)SE
folded kite

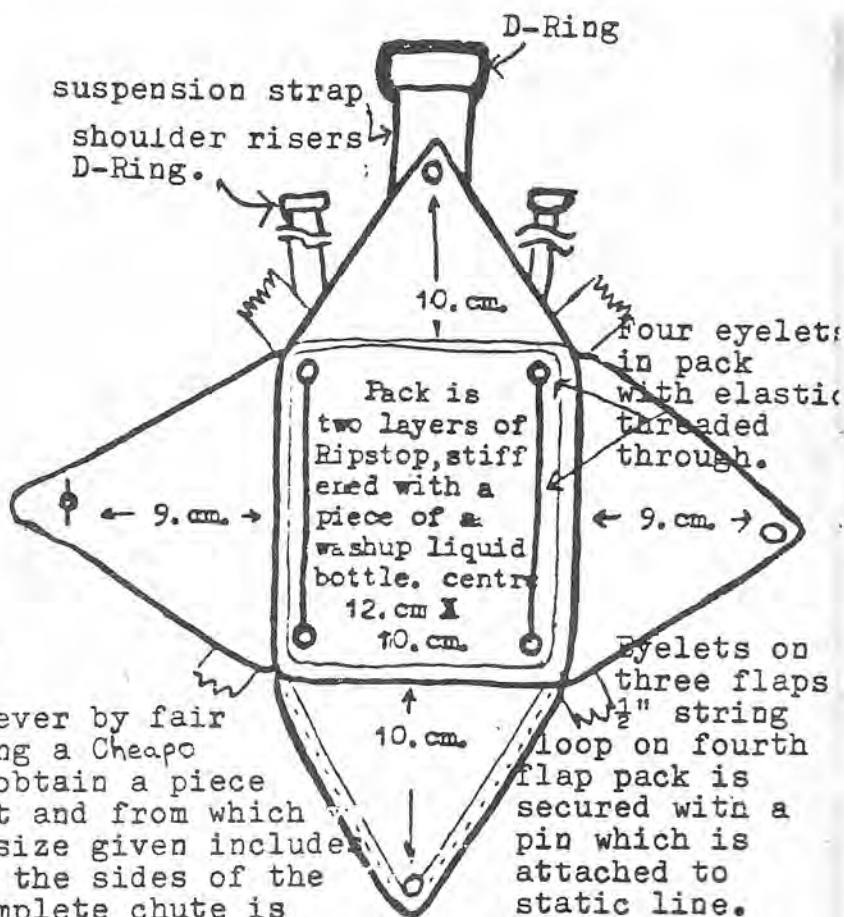
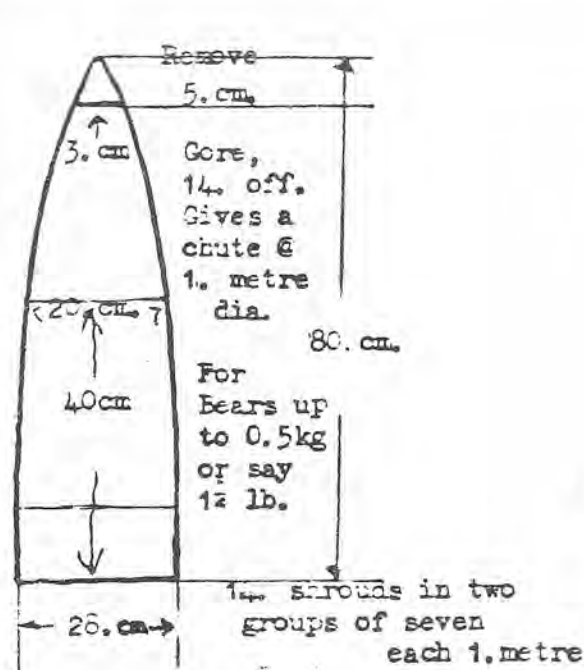
THE SHROPSHIRE HOLDFAST



Illustrations by Paul Morgan and David Bloom



SUGGESTED LOADINGS FOR SHROPSHIRE HOLDFAST



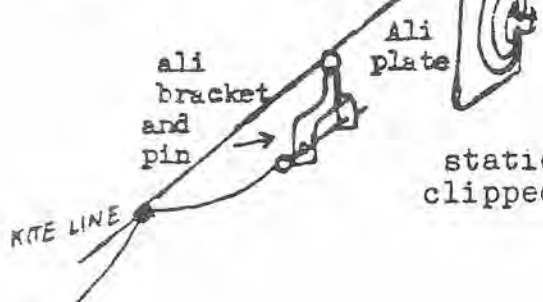
First procure your Bear or whatever by fair means or foul and for Parachuting a Cheapo version is an advantage. Second obtain a piece of card large enough to mark out and from which you can cut the Chute gore. The size given includes 1cm overlap. It is essential that the sides of the template are curved else the complete chute is distorted. Unproofed ripstop is best as it can be folded small. The harness can be made from webbing or proofed ripstop, and is in two straps which go from the hip over the opposite shoulder over the hip through the legs and back up to the hip. The harness with the addition of a waist belt is pinned on the Bear and the crossover point on the back is carefully marked, this is where the pack is sewn on. Whilst you were doing the harness with your right hand you were of course cutting out the chute gores with the left.



Bear can be suspended suction cup style or via a bracket and pin from kiteline.



1. Packing Sequence. Lay out chute nicely folded and with the static line down the middle.



static line is clipped ringwise.

