

THE KITEFLIER

Issue 102

January 2005

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**NEWSLETTER
OF
THE KITE SOCIETY OF GREAT
BRITAIN**

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Yes still popular as ever we have a huge collection of these items available so many that to list them all would need a Kiteflier magazine of its own to house them all. You can see most of these items at Kite festivals throughout the show season. We continue to update our website but with so many items its hard to keep up!

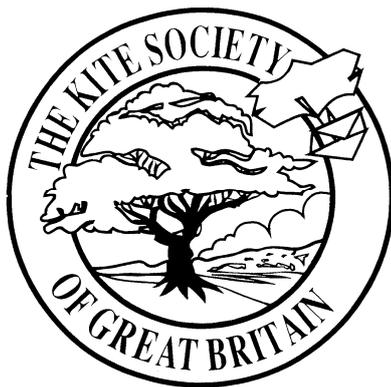
Dont forget our new Phone Number is 01525 229 773.
See you on the Flying fields.

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Front Cover

Two of Hilmar Rilling Dragon Edo kites. Hilmar is one of the featured guests at Weymouth Kite Festival 30th April and 1st & 2nd May

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.



Editorial

Dear Reader

We would like to thank people who have contributed to this issue: Eric & Sue Storey, George Webster, Bob Cruickshanks, Allan Pothercary, Simon Hennessey and John Barker. We can always do with more contributions so get writing! Kite plans are especially appreciated. As you can see we are also interested in multi-line articles.

We also run a private ad service. There is no cost for this, you simply have to send us your kite related ad before the beginning of the month of publication.

You may remember the Big One from Portsmouth. The Al Farsi

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family and Peter Lynn have decided to submit the flight that the kite took during the Portsmouth festival to Guinness for ratification as the new Worlds Largest Kite. We will keep you informed.

We have recently heard the sad news that Peter Hyde, a long time member of the KSGB and kite community, has passed away after a long battle with cancer. Peter's widow, Cynthia, asked us to advise you so that his friends and fellow kite fliers could be informed.

Membership Information

The main vehicle of communication between members is the quarterly publication 'THE KITEFLIER'. published in January, April, July and October of every year. 'THE KITEFLIER' contains news of forthcoming kite festivals, kite retailer news, kite plans, kite group news and a comprehensive events list.

Other benefits of membership include free, or reduced, entry into selected kite festivals in the U.K., special parking arrangements where possible, discount - from 5% to 15% - on all kite purchases from the majority of kite retailers in the U.K.

A membership 'year' runs for four issues of 'THE KITEFLIER'. plus other occasional mailings. Each member receives a membership card entitling them to free entry and discount.

If you wish to join The Kite Society please send your name and address (plus the names of any supplementary members) and your payment for the appropriate membership type, to the address shown above. All cheques, made payable to 'The Kite Society' and, for overseas members, should be drawable in the U.K. and be in sterling.

Membership Type	Fee
Individual	£10.00
Family - all members in the same household.	£11.00
O.A.P.	£8.00
O.A.P. - Family (Husband & Wife)	£9.00
Overseas - Europe and Surface Mail	£12.00
Overseas - Airmail	£16.00

The Kite Society and the MKF

Readers of The Kiteflier may have noticed that for the past three issues that there have not been any MKF Extra pages in the magazine. The reasons given have been that the MKF editor did not have any time to extract a few pages from the MKF magazine for others to read.

Recently the Midlands Kite Fliers voted at their AGM to break the relationship between themselves and The Kite Society. We had not been involved in any discussions about this prior to (or since) the AGM.

After the AGM there was some discussion on the MKF forums (all comments have now been removed!). Following on from some of the comments made there we felt it necessary to explain The Kite Society's point of view of some of the statements. We reproduce what we said below.

The arrangement has been for many years that we charge a fixed rate per copy per member, this is the same no matter the type of membership that person has with the originating club and applies to all clubs who have this arrangement with us. The current charge is £2.20 per household per issue. In return the club could publish a number of pages in The Kiteflier informing others of the happenings in the club and publicising themselves. Not all of the clubs taking advantage of this arrangement elect to publish pages.

In the main the clubs simply add an additional fee to their standard rates to cover this cost and send us this payment, together with the eligible addresses for us to send the magazine.

However, in the case of the MKF they elected to have a number of different membership levels classified under the Membership Plus category (which included The Kiteflier), but only a single membership level which excluded The Kiteflier. This was their choice to do so as at no time has the KSGB charged different rates for these members (different rates such as Senior Citizen are available only with direct membership of the KSGB).

With the decision taken at the recent AGM we now understand that the Membership Plus category has been voted to be removed and the arrangement with The Kite Society ceased.

[We should point out that we have never received any communication about this possibly happening before the AGM and the only communication since the AGM has been from Jim Cronin explaining the membership situation].

Without knowing the detail of the discussion or the reasoning behind the decision we can only make assumptions. One of which is that the perception of the cost of having The Kiteflier supplied together with the various categories lumped under the Membership Plus category has led to the feeling that the MKF on the whole have been subsidising memberships that are non-standard (for example Senior Citizens, unwaged, students and junior members).

Whilst this subsidy may be the case we want to emphasise that the Kite Society has had no influence on the membership categories or rates and it was the choice of the MKF to subsidise these categories.

We do feel that as a simple matter of courtesy the MKF might have let us know that the option of dropping The Kiteflier was being put forward to the AGM and that the outcome could be that the option would be dropped. Even several days after the AGM where it was decided we had no communication from the MKF about this and found out by reading various forums and web sites.

The MKF membership secretary (Jim Cronin) has dictated to us how this break is to be achieved—without any discussion. Fortunately for the MKF we are willing to go along with his diktat (after all we may have preferred an immediate break instead of slowly winding down)—but maybe he should have asked first!

We should emphasise that we do not know what was said during the discussions at the AGM. We hope that it was a fair presentation of the situation and not simply a case of blaming the Kite Society for the MKF's administrative history. But we will probably never know!

As was asked "Why did MKF supply the newsletter of another organisation to its members in the first place?"

The first MKF newsletter was included in The Kiteflier in 1984. The MKF asked to be included because a) they did not have the time and b) and they did not have the material to produce a regular newsletter - so for a while the KSGB was helping the MKF to have some sort of publication!

It seems a pity that a twenty year relationship should end without talking to each other!

The Gibson Girl Kite—Sue and Eric Storey

After making sled kites with our church Women's Group a few months beforehand, an 83 year old (not elderly,) friend, May Hopper had said "I've got an old kite I'll let you have sometime". When Cleethorpes kite festival was near I rang her to ask if she'd found it yet. "No. It might be in the shed - but I've no time to find it before I see you tomorrow." Imagine my delight when she produced it the next day and my surprise that it was in a yellow metal tube with a handle on top. She said "It hasn't been used since the boys were young. Take good care of it as I'm very fond of that kite as it reminds me of the 27 years Bob and I spent in the R.A.F. before Bob died."

I lost no time in gently easing it out. It was also yellow and in two parts - with instructions printed on it for putting it together. I followed them :- slotting the legs together and pressing on an ingenious device for tightening it up and a very light box kite appeared in my hands. Wonderful ! Closer examination of the instructions showed that it was for use in a rescue dinghy and it was to be attached to an aerial to use as a line and that it had two tow points, one for 7-25 mph and the other right at the top corner from 25 -40 mph!! It had some wadding sewn into the leading edge and it dawned on us that it was probably kapok to keep it afloat.

The next day we produced it at Cleethorpes kite festival and even before Eric got it out of the tube, a small crowd had gathered. " Is it a Gibson Girl ?" someone asked. We hadn't a clue. (I'd skipped the historical articles in the magazines) When it was assembled they said " It is a Gibson Girl!" WOW!! As it was a 'good flying wind' I lost no time in lofting it into the air. It took off from my hand and flew lightly away as I let out the line. It was a joy to fly.

Later in the day I flew her in company with Roger & Chris Sewell's replica Cody kite (which was made last year to honour the 100 years anniversary of Cody's channel crossing when he used his kite to tow a folding boat across and which was featured in The Kiteflier last year.)

The commentator had been to the Gibson Girl 'fly-in' near Swindon the weekend beforehand he was pleased to tell all he knew over the P.A. so we learned a lot. Apparently they were used during the second world war for U.S. airmen to use from their dinghies if they came down in the sea. The radio was shaped with a bulge at each end so that it could be held between the knees leaving both hands free to wind the handle to send an S.O.S. The radio got it's name from the curvy ladies fashion which fashion de-

signer Charles Gibson had made popular, The Gibson Girl kite/radio was quickly adopted by the R.A.F. and that's where this one came from.

May's husband Bob was stationed at an R.A.F.station in Co Down, Northern Ireland, when the station closed down. Everything in the base was disposed of and the R.A.F. men and women had first pick. May told me "They came home with all sorts. Anyway Bob came home with this kite for the boys. We flew it a few times when John was about 6 and David was about 8. It would have been about 1952. It's moved with us I don't know how many times and has been in the box since then except when David flew it with his son Peter in the early 80's." That would account for its (fairly) good condition - considering it's age. It only has a few rust spots and a few small holes, the largest less than 1 cm across.

The kite's next outing was at Dieppe in September where she was displayed one day alongside the Historical Kite Society's many kites including a Gibson Girl a lot newer with no instructions on it, and which was housed in what it's German owner said was a 'paper tube' (more probably cardboard - unless you know different) Incidentally, we already had a red dinghy sail - possibly part of the same life-saving outfit. It also has instructions for use printed on it in white. We 'rigged' the sail using the original hemp sheets and it 'sailed' well for the display. The Gibson Girl went for a few short flights on a 5 mph wind. She definitely needs at least 7 mph. Most of the rest of the week was too strong and blustery for her. I've now read a number of articles in Kiteflier back - numbers which I had previously ignored. October 2002 carried a 5 page article which I found very interesting.



Soft Kites—George Webster

Section 1

The first article I wrote about kites dealt with Deltas, which were identified as “one of the kites which have come to us from 1948/63, that amazingly fertile period for kites in America.” The others are sled kites (my second article) and now soft kites (or inflatable kites). I left soft kites until last largely because I know least about them and don’t fly them all that often. I’ve never made one and know far less about the practical problems of making and flying large soft kites—even though I spend several weekends a year near to some of the leading designers, fliers and their kites.

“Soft Kites” as a kite type are different to deal with, compared to say Deltas, as we are considering a relatively small number of designs mostly by an international group of highly talented designers/makers, rather than by adventurous club fliers.

So after a look at some definitions, section 2 is a chronology and section 3 examines design features. Thanks to Gill and Jon (and Tara for typing) for dealing with old-fashioned paper. Photos are all by G. Webster except: KSGB Numbers 8, 10, 15, 17 and 29, Mark Bowlas numbers 13, 14, 21, 22 and 24

Note

This is nearly the end of the series of articles. For the next issue I hope to have a short article on “Bits and Bobs” together with a note on how they all fit into a book. Every comment and criticism so far has been valuable.

Section 1

The fundamental soft kite is a parafoil (photo 1) in which there are no spars and the upper and lower surfaces of the skin of the kite are connected by risers. There is a gap along the leading edge through which wind enters and by pressure inflates and holds the kite’s designed shape. The shape flies i.e. produces lift greater than weight plus drag. Such kites have been called descriptively “ram-air”. The principles of ram-air inflation, not necessarily from the leading edge, and the kite’s flying surfaces being held in position by internal fabric risers (or later by cords) are common to nearly all soft kites.

There have been some kites which do not use ram-air for inflation. Of most practical importance has been the Kytoon developed over 60 years ago by Domina Jalbert and used for many years for lifting loads such as timber in isolated sites. Jalbert developed it as a response to the bending of the spars of large kites which affected their performance. The Kytoon is a snub-nosed gas-inflated balloon with two horizontal and two vertical planes at the rear. The horizontals provide additional lift which helps to reduce a tethered balloon’s tendency to be blown down in an-

anything above a medium wind. The vertical fins give directional stability (see Pelham, p87). It is worth nothing that in 1909 the airship “Baby” which was designed and constructed at Farnborough has horizontal fins and a single vertical fin. Overall it was a broadly similar shape although the fins were proportionately smaller. It used hydrogen to inflate bag and fins—unlike the Kytoon’s single skinned fin. The aim was to provide directional stability (P.B. Walker “Early Aircraft at Farnborough Vol. 1” Macdonalds 1971). It was a recognisable ancestor to Second World War Barrage Balloons.

At least two toy kites have been marketed which used inflation by mouth to produce the flying shape (a fat Eddy). One, the Stewkie Glida—kite is lost in the mists of the 70’s, the other the American Puffer kite (with an ingenious straw and simple valve inflation system) was still being made in ‘97 (Photo 2).

The absence of spars is not by itself the mark of a soft kite. Back in 1948 Francis Rogallo patented his flexible kite (see Pelham p83 and my article on Deltas) where the bridles determined the curve of the wing (i.e. no spars but no inflation). First sold by the Rogallos in 1949, the original design was produced commercially as a toy for many years from ‘54—I just can’t find a photo of my 80’s red mylar version.

Rogallo in his ‘48 patent application foresaw that a stiffened keel or spars might be needed in a large kite—he mentioned that they might be inflatable. So Rogallo could argue (see article in American Kite Fall ‘88) that the key invention was the idea of the flexible wing and in that sense Jalbert’s inflated wing section followed Rogallo’s invention. Hopefully Tal Streeter’s new book will help on this.

Ram-air tubes to replace the spars in the sled design were produced—Ed Gravel’s Bullet of ‘73 is a forerunner. I have memories of monstrous Eddys being produced for record—breaking purposes in the USA which used pre-inflated (i.e. not ram-air) spars. But most see Rogallo’s role as being the direct producer of the hang glider and being important in the development of the Delta—all using the single skin canopy. Jalbert is the father of ram-air parachutes and the modern soft kite. Photo 3 shows the first commercial “toy” kite, the J-7.5 of the ‘70’s.

Designers have used ram-air combined with spears to great effect. Undoubtedly the leader in this type of kite has been Martin Lester. His shark of ‘83 is still a wonderful wriggling creation when correctly sparred (photo 4 is an artistic shot). The bird kite article shows his goose. I managed to get a pre ‘88 space shuttle at a recent auction (photo 5). Few other designers/craft men seem to have used this combination

Soft Kites—George Webster



Photo 1.



Photo 2

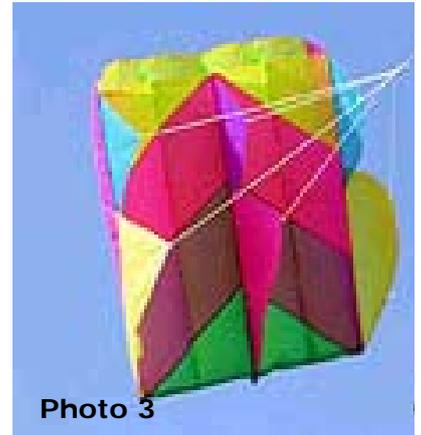


Photo 3

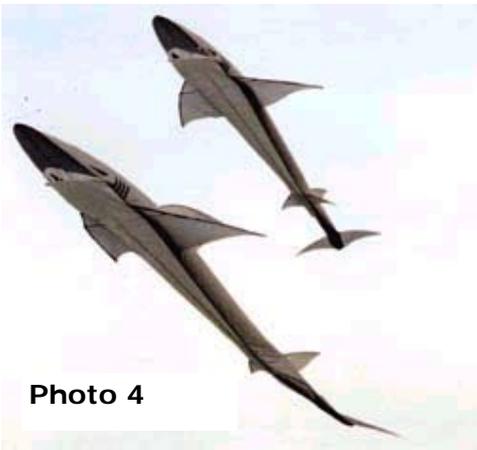


Photo 4



Photo 8B



Photo 8A



Photo 6

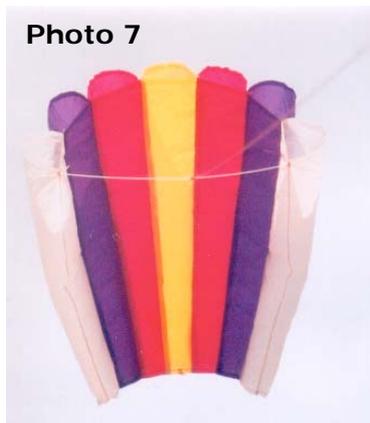


Photo 7



Photo 5



Photo 7A



Photo 10



Photo 9

Soft Kites—George Webster

although in recent years there have been “toy” kites using air to give a 3D body to aircraft and birds.

One last look round before we get down to the chronology—have soft kites existed before or elsewhere? Interestingly one of the candidates for the earliest European kites (see article “An Outline History of Kites in the West”) was a wind-sock. I doubt whether it was designed with lift in mind but perhaps the stubby dragon wings helped. Incidentally it is suggested that they had fire in their mouths, which, with smoke, frightened the enemy. Apart from the problem of fire-proofing, flames might have been very spectacular as presumably air (and therefore flames) flowed in and out of the mouth with changed in wind conditions. I don’t know of oriental designs which used wind pressure to form a 3D shape – while whistles, hummers and mechanical devices are of course common.

Section 2—Chronology

1930’s—Domina Jalbert develops the Kytoon

1948—Francis Rogallo patents the “flexible kite”

1951—Rogallo writes in Ford Times—“If we could combine the shape of the supersonic airplane with the unbreakable structure of the parachute, we would have a fine kite indeed!”

1964—Jalbert looks at his Beechcraft plane wing and decides to produce a soft cambered airfoil. He starts by removing the gas tank cover and measuring his plane’s wing chord.

1974—Steve Sutton, a parachutist, having seen trials of the Jalbert parafoil in 1965, patents his Flowform parachute, which in 1979 becomes the Sutton Flowform kite. He claims to have been influenced by realising that a drogue is more effective with a hole at the downwind end. The Flowform (photo 6) with its distinctive cut away trailing edge is still used at kite festivals as a lifter. It uses a thicker section chord than a typical parafoil with a much larger front edge intake linked with air exiting along the trailing edge. There are also holes both between risers (shared with some parafoil designs) and on the upper and lower skins to allow air movement in response to local changes in pressure. Claimed to be better in fluctuating winds it has the practical advantage of requiring fewer bridles.

1978—Richard Lewis produces the flexible pocket kite.

1981—Jalbert takes unsuccessful action against the Sutton Flowform on the grounds that it infringes his patent.

1981—The Ferrari Ram (photo 7) is advertised in the UK. Still being made, it uses ram-air to stiffen a series of tubes—the bridling makes it clear that this a type of sled.

1981—Scheveningen –a Dutch team flies the world’s largest kite (50 ft, 550m²) - photo 7a shows it at Scheveningen.

1983—Martin Lester’s Shark created, it is his

signature kite and is still part of his logo.

1987—Peter Lynn, a New Zealand designer hitherto best known for his Tri-D box kites, takes up kite sailing using a steerable parafoil parachute given to him by the American John Walters.

1988—Martin Lester’s “Legs” kite. The origins of the kite are Martin’s response to the advert on the back page of The Kiteflier, published by the Kite Society of Great Britain, Jan ‘88 (illustration right, see also www.aeolian.co.uk). While Martin’s own legs were widely seen at the time, no such kite existed. This, his first totally soft kite was produced later in the year. Looking at the advert it is obvious that a soft kite was not envisaged and one wonders about the significance of the bridling. This remains, to my knowledge (photo 8A and 8B show legs and top half), the only kite developed as a response to a joke. Subsequently the “Chorus line” appeared (photo 9)

1989—The German designer Peter Rieleit designs the Superfly (photo 10). Flown on two lines for basic control rather than stunting, this is for me, among the very first “radically different from a parafoil” designs, having six legs and shaped bi-plane wings. Peter’s other designs of the period included a large, curiously doomed looking, bird and an asymmetrical banana (so is a real banana). See his article in Kitelines Winter/Spring ‘96 and book (in German) “Lenk drachen” Otto Maier 1993.

1990’s—Peter Lynn has developed the first practical kite powered buggy (but remember George Pocock) and designs the Peel kite to provide traction.

This marks the point at which soft kite design splits to follow two fundamentally different paths. We will follow the largely single line kites designed for appearance or their aesthetic qualities. But sometimes old forms were used e.g. Tal Streeter’s artwork “The Flying Red Line” is a Doug Hagaman built 700 sq.ft. Red ripstop parafoil with a 5 mile long 1 ft wide tail, which I understand has flown to 1 mile (see T.Streeter “The Philosopher’s Kite” 2002 p48).

The other development path, of course, is that of 2 or 4 line kites designed for traction. While Peter moved to buggies as being easier for testing traction kites than boats, power kiting in the last



Soft Kites—George Webster

10 yrs has made spectacular advances in the water—kite surfing which emphasises different kite qualities compared to buggying e.g. ability to re-launch from water.

1988—Peter produced the first of his single line soft kites—the Manta Ray. (photo 11 shows him launching it at Dieppe).

1990—Jim Rowlands has great success at the Dieppe Kite Festival with his whale (photo 12 – the example shown is 60ft—Roly built by the Avon Kite fliers). His frog is a further step away from the parafoil (photo 13 shows a group). Both are still in production, together with new designs such as Humpty Dumpty and the Clown.

1992—The highest soft kites—to my knowledge—are used for scientific purposes flying at 11,400 ft above Christmas Island in the Pacific (Kitelines Spring/Summer '92). Interestingly, recent world altitude attempts have not used soft kites.

1992—A good year for new designs. Peter Lynn's Octopus is a very popular design, widely seen and widely copied (photo 14). Two one-off designs; Wolfgang Schimmelpfenning's Jake the Snake and Jürgen Ebbinghaus's The Frog.

1995—Peter Lynn's Trilobite (photo 15) - based on the Palaeozoic Arthropod. Developed in size to hold the largest kite record.

1996—Martin Lester's top half (see photo 8)

1998—Marco Casadio's Mermaid (photo 16). The first glamorous face, plus other attributes which would probably mean it couldn't be flown in the southern USA.

2001—Peter Lynn's Kitty kite (photo 17 and 18). Two photos of this remarkable kite. Look at the back view and explain how that generates lift.

2003—Peter Lynn's flag kite (photo 19 and 20) - The world record sized version will be launched in Kuwait in Feb '05; here is a smaller Union Flag from '03. "Toy" versions are now made.

Section 3—Some factors in the development of soft kites

3.1—Shape

3.1.1 Early ram-air kite development was largely by the use of new airfoil sections (or chord shaping). Some were obtained through knowledge of technical data about their performance, others were clearly "eyeballed".

Diagram 1 A) shows "classic" airfoil shape. Often designers (of parafoils) have to use B) due to the use of a leading edge air intake.

This changes a vital part of the airfoil. It can be modified by using gauze which holds the shape but still adds to leading edge turbulence. Another approach is to have air vents in the lower surface, allowing an A) type nosed chord shape. N.B. invert A) and you roughly have the chord shape of the Flexifoil. Not quite as strange as it seems as the "flexi" is only bridled at the leading edge and shapes A) and B) are held to a flying angle by a system of bridles.

3.1.2—Aspect Ratio (defined as span divided

by area).

This was also the subject of experimentation together with a range of flat shapes (e.g. pointed trailing edges). Many "ordinary" or club kite fliers who made their own kites and who would happily borrow (say) a delta plan, make some changes and build it, were conscious that ram air originals were legally protected, required excellent sewing skills and very time consuming to make.

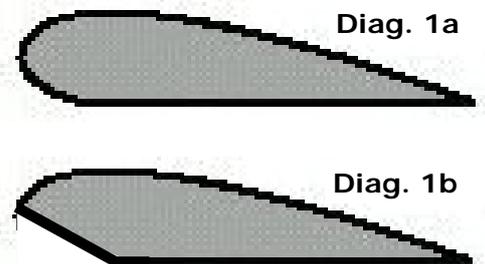
Magazines had plans—this was pre-internet—and makers then got involved in the other obvious variables as follows.

3.1.3—Location of air intake. Jalbert had foreseen that this was not necessarily at the leading edge.

3.1.4—Use of gauze covered intakes and fitting simple "flaps" to provide valves (pioneered by Robert Ingraham as early as 1970).

3.1.5—Size of intake. Some early ram air derivatives e.g. soft sharks, which looked closely related to drogues, had over-large intakes. For most purposes 1ft² intake will serve a 15ft³ kite.

I remember Martin Lester explaining that the size of the mouth on his semi-soft shark, was as small as possible but had to allow a hand to be inserted to assemble the spars.



3.1.6—Frequency of ribs. Given that fabric ribs were required there was a trade off with more ribs adding weight and building complexity but fewer ribs allowing distortion of the flying surfaces between them (diagram 2).

3.1.7—The use of holes in ribs to allow air flow between cells to balance pressure and in particular to cope with wind changes.

3.1.8—The size and nature of fins and the number of bridling points required. Whereas originally fins were used not only for lateral stability but to spread the load on the fabric, techniques such as cording helped to allow fins to be "designed out" of the kite e.g. the flag kite.

3.2—Bridles

Apart from the physical difficulties of bridling a large parafoil there was the problem of identifying stretch. I remember Doug Hagaman, a greatly missed builder of superb parafoils, telling

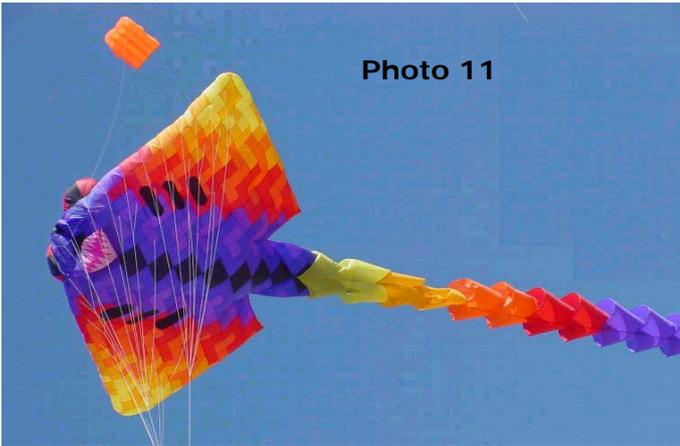


Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 20



Photo 19

Soft Kites—George Webster

us that he might re-bridle every 2 weeks.

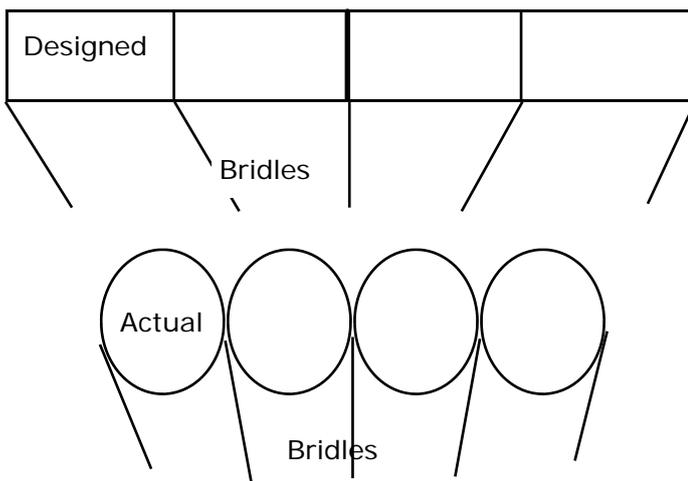
Kitefliers experienced with framed kites knew that it was often possible to sort out flight instability by adding fins, adding a tail or adjusting the bridle. Soft kites however seemed to fly stably for some time before suddenly needing considerable stabilisation i.e. tail. Mares tails and drogues were both used and a form of drogue is now universal with large kites which have to fly stably in reasonable wind conditions.

It became clear that the bridling was often the key e.g. the Peel's bridle is copyrighted. The reason is basically that bridles (sometimes called shrouds in reference to the back to parachutes) do not simply hold the kite in its desired angle to the wind as with, say an Eddy, but determine the shape of the airfoil which is responding to the air flow. Re-bridling to improve flight when all the bridles are tight in the air is a complete job.

3.3—Essentially 3.1 and 3.2 covered the type of development up to the late '80's. Jalbert parafoils were the main type seen, augmented by Sutton Flowforms, marketed as being more stable and with less pull. Dave Green of Burnley's Stratoscoop was the main English variant.

There had, of course, been attempts to use the ram-air principle in more "interesting" shapes. I remember an American hammerhead shark which was a fish body attached behind a Flexifoil

Diag 2. Front Elevation of 4 celled ram air.



head. Martin Lester's legs of '88 and indeed his top half of '96 looked at closely, are ramfoil shapes with legs or head and arms attached.

However, the Manta Ray of '88 is, to me, the first produced for sale soft kite which really visually concealed its parafoil origins. Jim Rowland's frog was another example of new commercial shapes

which owed little to the parafoil —except the all-important notion that a 3D shape could be inflated by wind speed enough to fly. Complex bridling could be designed to allow stability and at least these new shapes often provided enough depth to achieve sideward stability. About this time asymmetrical (left/right) shapes were produced—I remember a Grand piano—but development has settled down to symmetry.

3.4—Size

From 1978 there have been small pocket kites on the market using ram-air effects to give unsparred kites; often sleds, sometimes foils. A market is hikers/walkers— "climb the peak and fly your kite off it". There was an attempt at one time to claim that such kites would be useful in an emergency, Day-Glo orange, but mobile phones and GPS availability stopped that. Initially many club fliers were attracted by larger kites and for a period amateur kite wrestling was a feature of festivals.

However, the major implication of soft kite development was that extremely large kites were now possible and they were easily transportable as no cumbersome spars were involved. As a result 10m+ kites have become common in the last decade. Essentially this is possible because multiple bridles spread the load over the material. Simply put, a 4 celled, 5 walled ramfoil is bridled from each wall and can increase size by extra walls with no increase of bridle pull on the material.

Size did bring problems with the material used. Before the widespread availability of ripstop makers used fabrics designed for other purposes. For sparred kites lack of stretch is often very important and ripstop is treated in such a way that porosity and stretch are reduced but a cost of weakened fabric. Material with some stretch is desirable for large soft kites, partly because designs involve curves and because strength is helpful when a large kite hits the ground at speed.

Peter Lynn discusses the problem (see bibliography) and has moved to, as far as possible, specifying the material which meets his needs, given that even he is a modest buyer by the standards of his Chinese and now Korean producers.

Other things that Peter discusses are:

- Using cord rather than fabric ribs to give the wing cross section.
- Most importantly, adapting techniques used by makers of sails and balloons to use spectra line stitched to the fabric to reinforce points of stress and to spread load diagonally across the weave of the fabric. This is a cheaper and, more importantly, lighter solution to a problem which would

Soft Kites—George Webster

otherwise demand a stronger, heavier fabric.

3.5—The current situation

The development of very large soft kites has transformed many kite festivals in recent years. There is great popular appreciation of large, invariably colourful and often ingenious designs which being 3D are visible from all angles. However, size has created safety issues for single line kites—obviously the issues are still greater for those involved in kite traction. Although there are no spars, big soft kites can easily knock over a spectator and being caught and lifted by a bridle line has led to death in the USA. Large kites need space and have pushed at the limits of some kite venues. Designers and fliers have responded by using header (or Pilot) kites (photo 21). These are relatively small ram-air kites which are used to stabilise the flight of the main kite and may help wind intake in unsettled or low wind conditions, for example by holding up the top surface of the air intake.

Section 4—Conclusion

As usual as I get nearer the end of one of these articles I start to think more of the short comings and omissions. In this case I'm very aware of the Eurocentric selection of the kites mentioned. I'm even more aware of creative kite makers who have been omitted. So here is a set of photos of great kites not otherwise mentioned.

4.1—A remarkable designer/maker over the last decade is Rolf Zimmerman of Germany. The sea seems to be his theme and the lobster his signature kite (photo 22). I prefer his soft star fish – appearing in a group photo but also in a solo shot (photo 23). There is a temporary inflation problem but such a look. While many of his sea-horses are drogues, at least one has flown. Also shown is a break from tradition and a recent success—the Blue Owl (photo 24).

4.2—I don't know the name of Team Vulandra's designer. Here a shot of the 15m spacecraft, the centre piece of one of their displays, showing the steps down which a little green man (allegedly) comes to earth (photo 25)

4.3—Wolfgang Schimmelpfennig Basking Shark (photo 26) but the sucker fish (or remora) are a wonderful asymmetrical touch.

4.4 —The hand appeared at Bristol '03 (photo 27)

4.5—I've mislaid the name of the designer of Bertie Bassett—which was best kite at Weymouth '03 (photo 28)

4.6—Dave Hill's thunderbird kite keeps the English tradition of semi soft kites flying (photo 29)

So many types of artist/designer have been at-

tached to the development of soft kites since the J-7-5 (six bridles on such a small kite!) - while some such as Tal Streeter have primarily been interested in efficiency and lifting ability, many have been 3D designers. Here I think of Peter Lynn who combines invention with the most profound technical knowledge operating today. Then we have Martin Lester, in some senses nearer to the "pure" designer who is fascinated by the 3D shape of the kite. But how do you respond to someone who produces one of the best designs of recent years (Zimmerman's Blue Owl—It's wings shake) from a toy bought at Cleethorpes? And none of this is meant to down-size essentially 2D designs of those such as Stretch Tucker, who have applied great designs to foils.

Bibliography

Much of soft kite development has been too recent to be included in the sort of book published recently—check the internet.

Pelham and Maxwell Eden—both have plans of a Rogallo Flexikite and a Jalbert Parafoil. Pelham has the better brief history.

Jim Rowlands— His best book "Kites and Windssocks" Batsford 1992 has the widest range of soft kite plans and building instructions. "Flying Modern Kites" Dryad '88 also has plans.

Peter Lynn—Currently writes for Drachen magazine. Three important articles were The Kiteflier Oct '90 (Current Trends), the July '96 (Cording and No-Rib Construction) and Kitelines Summer '90 (Future and Power Kiting at the start).

Plans may be found:

M.Cottrell—"The Kitestore Book of Kites" - Ramfoils

Stretch Tucker—(Famous for excellent parafoils) - Kitelines Winter '91/2

Martin Lester—The Top Half – Kitelines Fall/Winter '96

Fred Broadhead—"Fredform". Kiteflier Jan '02

Soft Kites—George Webster



Photo 21

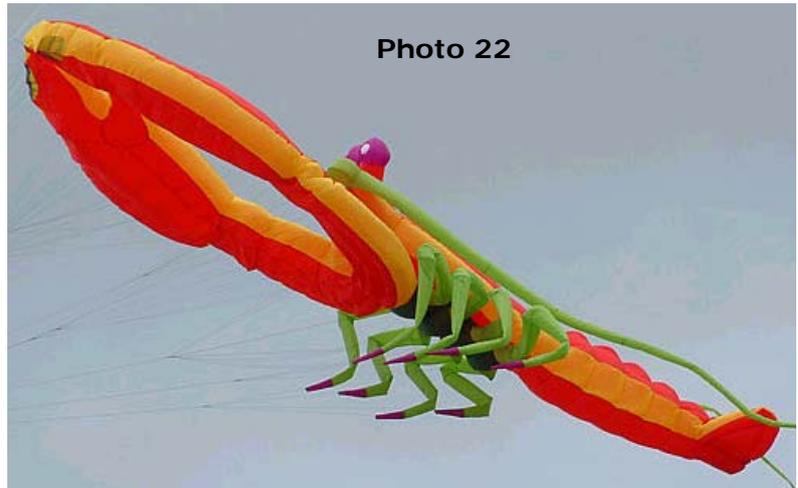


Photo 22



Photo 23



Photo 24



Photo 27



Photo 25



Photo 28



Photo 26



Photo 29

Soft Kites—George Webster



CLEETHORPES 8th INTERNATIONAL KITE FESTIVAL

SATURDAY 14TH & 15TH MAY 2005.

LOWER PROMENADE, CLEETHORPES

10AM-5PM BOTH DAYS WITH NIGHT FLYING AND FIREWORKS ON SATURDAY EVENING

OPTIONAL MARITIME THEME TO CELEBRATE SEA BRITAIN 2005.

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01472 323352 / 323004

Vane or Vanity—Bob Cruickshanks

Having spent the last two years on a virtual sabbatical from kiting activities and festivals whilst we –sorry we meant I – refurbished the house and more latterly the garden, I'd often thought about getting a weathervane to top it off; with a kitey theme of course. "Where would you put it" she said. Several ideas came to mind not least chopping off the legs, inverting and shoving it in the bottom!! The thought of N, S E & W plus a spinney thing sticking out of a torso conjured up all sorts of visions. However, wishing to stay in the good books I shelved the thought and suggested the top of the gazebo that I had built at the bottom of the garden. Getting the thumbs up from the boss I started looking.

Who needs Yellow Pages when you have the wonder of the internet at yer fingertips? Having scanned countless web sites etc, I found a few promising ones so in order to gauge what was available and/or what they could do I fired off emails to them with the question "What about kite related weathervanes?" Yes, very sad you might think but it's my hobby and I like it. Some responded that adding a kite to make it look like it was flying might be difficult and some didn't respond at all – either too difficult or didn't need the business! One or two needed both arms and yer legs or an off-shore account to finance the deal. Finally, I came across a company that already had a vane with a kite but was willing to consider my own design. Notwithstanding that, it just so happened that they were not too far from my doorstep – Dorset – so I wouldn't have to rely on emails or telephone calls, I could go and see some examples for myself. Their own design of weathervane that had a kite was with three fairies one of which was flying a kite.

Given that it is oft said that I am away playing with the fairies I thought that this design was just right and, the boss liked it as well. Not only that, she even offered to buy it as an early Christmas present – double bonus. So, off we went for a run down to Charlton Marshall near Blandford Forum to discuss requirements. The designer/creator of the vanes is Graham Smith who has been making them since 1986 and since then he has produced over 7,000 vanes of one sort or another and all are handmade using sixteen gauge mild sheet steel, which is then zinc plated and powder coated to make them very hardwearing. Not like the tinny ones you see in B&Q or some garden centres. The fixing bracket is made to suit your particular situation/location, which in my case was atop the gazebo. Want-

ing to be slightly different I enquired about colouring the kite, Graham suggested gold-leaf (an option usually offered for the N, S, E & W) which should not tarnish and would catch the sun – when it comes out. Sod the expense – she's paying. (With 23 carat gold-leafing does that mean I have to fit it with an alarm in case someone pinches it to melt down the gold?) So, with that agreed and the angle of pitch of the gazebo roof confirmed the order was sealed.

Two weeks later I got the call that my weathervane was ready for collection. This just happened to coincide with a works trip that went past Graham's workshop – very handy. That was Friday and, just like a kid with a new toy, an hour on the Saturday saw the gazebo suitable topped off with a bunch of spinning fairies – I was still there. Well not quite; topped off yes, spinning – no! It's just like when you make a kite and you go to test it. Make a light-wind kite and it's blowing a gale, make something that needs a good blow – yes, you've been there – not a puff. I appreciate that a weathervane doesn't exactly spin continuously but it would have been nice to see it move occasionally when the wind varied. Coaxed by hand the movement was smooth.

So, am I a bit sad or is my vanity in the neighbourhood being tested – don't care – I love it and so does the boss!

Should you consider or know someone that wants a weathervane why not have a look at their web site www.dorsetweathervanes.co.uk, I can vouch for the finish. Price from £165.00.



Bits & Pieces

Karl Longbottom Winter Workshop

I am sure some of you will have been to the workshops we organised in the past and following many requests and discussions I have decided to organise another Kitemaking workshop weekend.

For those of you who are interested in attending the details are as follows:- **Saturday 26th & Sunday 27th February 2005**

The idea of the weekend is to start at about 9:30 on the Saturday morning and make the Papillion Kite, and on Sunday make the Basket & Ball. This is not however set in stone, and I'm sure that if you want to make the Papillion and can't make Saturday then we could do one or two along side the Basket & Ball and visa versa.

For those of you who want to do both classes, there is plenty of local B&B available, or alternatively there is the village hall floor, just bring your sleeping bag.

Meals are normally organised on a bring and share basis for lunch, and if we twist Sara's arm, a cooked meal on the Saturday night for those staying over.

Alternatively there is a good local pub not too far away for those who need additional food and refreshments.

You will need to bring with you your sewing machine, scissors, thread and any other basic kit you can't live without.

The Kites.

Basket & Ball Kite.

This is originally a German design which has been made more recently by Gruppo Velundra the Italian Kite Team as seen at Portsmouth for the past few years.

To quote Paul Chapman "it can be thought of as a circular delta and is best suited to gentle winds". It is made up of 4 major panels which form a distorted cone shape 4ft in diameter, and a circular spar around the open end of the cone. The tow point is the point of the cone and there is a stabilising ball shaped drogue attached to the trailing edge. Once the kite is made the idea is to try to catch the drogue of other kites in the cone of yours.

The workshop "kit" comprises of all pre-cut 3/4oz fabric panels, carbon spars with fittings and any other parts required to complete the

kite.

Papillion Kite.

This is a design by Didier Ferment the brilliant French kite designer. The kite is made up of 2 triangular sails joined point to point and three spars. This gives a light weight kite with a span of about 4 1/2 ft. It is bridled to fly as a steerable single line kite, not as manoeuvrable as an Indian fighter, but quite remarkable in the hands of an experienced flier.

The workshop "kit" comprises of pre-cut 1/2oz fabric, 4.0mm lightweight carbon tube with fittings and all other parts to complete the kite.

Location: Dorstone Village Hall, Dorstone, Herefordshire HR3 6AN.

The village is in west Herefordshire, not far from Hay-on-Wye, about one hour drive from the M50 or M5.

Cost: Each Kite kit will cost £40 based on a minimum of 10 people. Numbers will be limited, so please send a £10 deposit along with your contact details to book your place.

Contact Details: Karl Longbottom, School House, Dorstone, Herefordshire HR3 6AN
Tel. 01981 550326
Karl@longbottom.org.uk

Helen Howes (Raindrop Kites) Workshop
Saturday 5th and Sunday 6th February - 10 am to 4 pm

Kitemaking. One or Two Days.

Suitable for beginners to either kites or sewing. Ripstop nylon kites are durable, colourful and fun to make and fly.

We will make a different kite each day, and will find time to fly at the end of the day. All materials provided.

£40-00 - one day, £70-00 - two days

Classes take place at Raindrop, 4, The Raveningham Centre, Beccles Road, Raveningham, Norfolk. NR14 6NU. 01508 548137 for more details on any class.

Sport Kites News. 2005 looks to be a good year for enthusiasts with two major events happening.

Bits & Pieces

First is the **World Sport Kite Championship** which for the past three years has been held in conjunction with the Berck International Kite Festival, France has, for 2005 shifted continent to the U.S.A. The event will be held on the grounds of the Chinook Winds Casino Resort in Lincoln City, Oregon. Competition will be held on June 21-23, with June 24 held as a reserve day in case of inclement conditions on one of the scheduled competition days.

The WSKC event will be held on a bluff overlooking the beach... the beach will hold a spectacular display of show kites. Not a sport kiter? Come and be part of the extravaganza on the beach! The WSKC will be immediately followed by the annual Lincoln City Summer Kite Festival!

For more information check the web site at <http://www.worldsportkite.com>.

Scratch Bunnies and Flame are the two teams from the UK for 2005.

For those who cannot travel so far—do not worry. The event will return to Berck in 2006.

For those trick fliers out there we have the **Freestyle 2005 World Cup** to be held at Le Cap d'Agde, France. (On the Mediterranean Coast).

From the Fractured Axel forum:

"After almost two years of talk, meeting and work, this is done!

Four years of competitions and following few rounds of Tricks Party, in collaboration with the Office tourism of Cap d'Agde city, the first Freestyle World Cup will take place.

More than fifteen countries and a hundred competitors will meet on the beach of Mail de Rochelongue, from the May 5th, 2005 to the 8th from this event.

The competition format is already known, timing is set and staff is ready for these three rounds of individual, pair and team categories.

The list of qualified pilots will soon be available on the website www.freestyleworldcup.com.

We hope to see lots of you on this event.

Come to support your pilots and your country, to support stunt kiting!

In parallel, single line kite flying are scheduled, the unavoidable Awita and Eolia will come to fill the sky and on the beach Jean-Paul Richon will create a labyrinthic scenery with his 2 000 petals and aeolian mobiles. Downtown, demonstration of urban flying will be performed by the best pilots.

TV, radios and written press will be present for this Freestyle World Cup from the May 5th, 2005 to the 8th. Do not miss this event! No excuses are accepted! "

UK Kite Museum—Help wanted

Malcolm Goodman writes:

As you may know for the past 35 years I have been collecting traditional kites from every corner of the world and have accumulated one of the World's largest private collections of Oriental kites many of which have been exhibited in museums and galleries throughout England.

My aim is to open Europe's first Kite Museum and through kites explain how from the humble leaf this led to the development of one of mankind's greatest inventions that of the aeroplane along with the following: -

- Display kites from all corners of the world.
- Audio visual aids to show the history and culture of kites.
- Provide kite workshops and educational tours for Schools, other interest groups and the general public.
- Preserve and promote kite flying as a healthy pastime.
- Have exhibitions and workshops by some of the worlds best kite makers.
- Have local Kite Festival each year.
- A library of kite books, magazines and memorabilia.
- Help local tourism.
- And anything else I/you can think of.

Jeanette and I have bought the building and now that the living accommodation is in place we are working very hard converting the lower floor into the museum and are in the process of applying for planning permission and some funding to help with the alterations that are needed.

Bits & Pieces

To help our application I need some support letters from people like yourself to give credibility to this idea and wonder if you could spare a few minutes to write a few lines to help support my application. E-mail will be OK. A attached Word Document with a heading and your full title would be best.

It would also help if you could add that you have known me for how ever many years and that you think I have the knowledge and integrity to pull this off – in fact anything you can think of that will help will be very much appreciated.

If you would like more information please visit my website www.kiteman.co.uk
or e- mail me malcolm.goodman@virgin.net
Tel No 01833 640584
Address - Bluebell House
Market Place
Middleton in Teesdale
Co Durham
DL12 0QG
England

Blunkett Strikes Again

Ex-Home Secretary has finally set the record straight recording dangerous "armed anarchists" who were searched by Gloucestershire police under anti-terror legislation at RAF Fairford, which is used as a B52 base, last year. Pride of place in the armoury of the drug-crazed Trotskyite crusties, apparently, was an airborne terror weapon, a *kite*.

Asked whether swords were seized from protesters and whether any weapons were seized, Blunkett replied that a range of items had been seized under section 60. " Contrary to my understanding at the time, I now understand that these did not include swords. During the security operation at RAF Fairford, police took items from 28 people as a result of searches that were conducted under section 44 of the Terrorism Act 2000. These included a kite, white powder, controlled drugs, cameras and camera equipment, and a scanner".

So David, about the kite...

Kite Book

Ezequiel de Souza Gomes writes: We'd like to inform you that the 2nd edition of the book "The Traditional Brazilian Fighting Kite" is ready and, as told before, for a lowest price. We made a great amount of books this time,

then, the total price of the book + with postal expenses included will be 25€.

I'd like to remind you that this price values for any place in the world. The postal expenses won't change.

The postal expenses are included on the price above.

About the book: This is the most complete and, I'd say, the first complete guide about the Brazilian kite, presenting our 25 models available. It's a wonderful book for people who want to learn the techniques of flying and fighting and, also the construction and some clues which will make you an expert on Brazilian kites. It's a great book for collectors, as well.

It's important saying that it's a HARDCOVER BOOK with many pictures (high quality).

If you're interested or have questions, please, send us an e-mail informing the quantity. If you have a store, contact us, and we'll make a special price.

We have books in English and in Portuguese at this special edition.

ezequielsg@uol.com.br

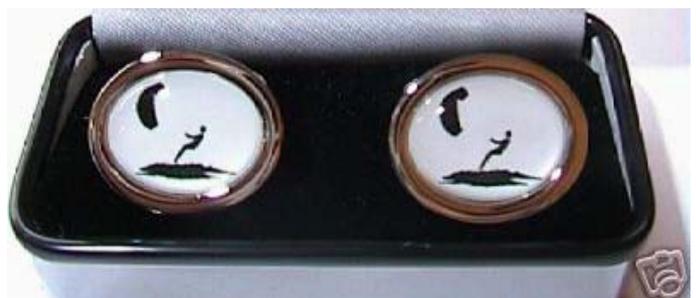
From Ebay—Keep Looking!

Ideal for the Kite Surfer in your life! (Who would wear cufflinks???) . They sold for £7.00.

Attractive set of cufflinks finished in chrome, with a beautiful crystal dome enhancing the design.

These cufflinks come complete with a matching chrome effect presentation box. Approx 18 X 13mm. Brand new.

This is an original Flash Gordon kite still in the box. It has never been used and is still at-



Bits & Pieces

tached to the paper template.

The kit is complete with two supporting ribs, the paper kite itself, and the box it was originally sold in. I tried to take a picture of it unrolled, but was afraid I might damage it by unrolling it to much. The condition is very good, with only some minor ware on the box from being opened. The kite is thought to be from the 1930's.

Hook" aerostat uses a combination of both helium and wind to provide exceptionally reliable lifting up to 2000 meters in wind speeds of nil to 30 m.p.h., at a fraction of the cost and trouble of other methods and using minimal helium compared to normal lighter-than-air designs. "Sky-Hooks" can be stacked one above another to multiply their lift. Also they can easily pull objects or sensors over difficult terrain and water with the operator staying at a distance.



Matted color lithograph with a very impressive close-up of a smiling boy with his kite and kiting equipment. In the background is another boy with his kite in the air. This is an original color lithograph from "Belford's Annual 1889-90"; the lithographer was Henderson Achert Co. Color lithograph is 5 3/4"x8 3/4".



Allsopp Helikites AHAAD consists of large numbers of helium filled, aerodynamic tethered "Skyhook" or "Stealth" Helikites permanently hauling extremely strong, loose lines high into the air. They are designed to wrap around helicopter rotor blades without breaking and then to pull up thicker rope resting on the ground. The thicker rope in combination with the long lines wrap and tighten around the actuator arms of the helicopter until the actuator arms or the rotors are jammed. This causes loss of control, loss of lift and the aircraft to crash.

They claim to have many other uses as well. Go to www.helikites.com for more information.

Allsopp Helikites

The revolutionary Allsopp Helikites "Sky-

Sports Kite Roundup—Allan Pothercary

Skyburner are just about to release a new, trick-able team kite. Not even the colour schemes have been confirmed yet but having shown pictures around to some interested flyers at the recent Luton winter league, a consensus of opinion agreed with my earlier conversations with kite maker and designer Jon Trennepohl.

The kite will be called the “Delta Drive” – it’s not going to be a cheap beginner’s kite, as the specification suggests - it certainly looks interesting – full review as soon as mine arrives!

The specifications:

- Wingspan—8 ft. or 96 in.
- Height—43 in.
- Weight—10.75 oz.
- Sail—.06 Icarex
- Frame—leading edges and spreaders 5pts. P300 spine.
- Wind range—3mph. to 25mph.
- Bridle—300lb spectra - type - 3 point

Special features:

- Appliquéd sail
- Adjustable leach line
- Adjustable wingtip/leading edge tensioners
- Built in weight compartment for coins in tail
- YoYo stoppers

There are so many other features on this kite such as the one piece, snag free leading edge, a special way of adjusting the tension on the leach line and a very special way of tensioning the sail at the wing tips with an innovative way of concealing everything that all of the other manufactures are sure to emulate.

I know that Jon has been perfecting this for some time now and he classes the kite as

“Freestyle with great trick-ability”

By the time you read this – the ultra light version will be ready too!

The Floater: This time courtesy of TKC and kiteworld.co.uk comes “The Floater” (perhaps an unfortunate translation by HQ kites).

For an inexpensive kite, this is going to be the most pure fun you have had in a long time!

This little gem has been tried by experienced retailers, mid range flyers and complete novices who all said the same thing – “I just couldn’t put it down!” (No pun intended)

This kite needs next to no wind at all (Oh I give up!) When you first fly it down the window it won’t belly out away from you until master what it needs according to the conditions.

Most tricks are possible – if a little quickly – and any tangles nearly always unwrap before you hit the ground. On grass, dead launches are no problem, so you spend 99% of your time enjoying!

Already a best seller you would be forgiven for thinking that this is a £30.00 kite



Floater

when , in fact, it costs just over £40.00 putting it in the same class as the more sporty looking Addiction from the Skyburner family. However, if you can wrest one from a current owner to try, you’ll probably



Delta Drive

Sports Kite Roundup—Allan Pothercary

end out having one in your collection and actually start looking forward to a low wind day.

The Floater comes in a strong bag and includes lines, winder and handles.

Specifications:

- Wind Range—1 to 4Bft
- Sail—Ripstop Nylon
- Width—63 ins
- Height— 31ins
- Frame— 4mm Carbon
- Rec. for—12 years and over
- Price—£42.00 ish

The Yukon: The Yukon by HQ Kites is a good choice if you keep on getting asked “What can I buy to start out with?” and you know the person who is asking is the sort that believes all kites cost about a tenner.

It's a reasonable size at 65 inches by 33 inches, it's made from 4mm carbon with a deep, nylon sail and sells for about £35.00.

I whacked the one supplied to me by kite-world.co.uk (courtesy of TKC) in to the sand at Weymouth a few times (when there was some wind) and it either stayed in one piece OK or went back together undamaged.

Part of why I didn't like it that much though was that I did find it quite hard going below 6mph.

You do, however, get a surprising amount of stuff for your money, including bag, lines, straps and even a video.

Don't expect too much from the video although it does show the beginner that the kite will do lots of tricks (but not how to do them) and fairly neat landings which is something I didn't get much of a chance to do.

To be honest, it looked very nice and is a great bargain but it didn't excite me enough to spend much time with it although I have to say - it was much better than my first ever kite!

Most of the traders stock this model and speak highly of it – I still have it in the bag so send your novices over!

Tim's new kite: Flyers who got glimpses of the new kite which Tim Benson has been working on have been wondering - what has happened?

I have been lucky enough to have spent some time with Tim recently, during my work trips to Cornwall.

I can tell you that I would have been happy enough to have taken away the kite in its present state – and to see the way the 'Master' was making it behave so would anyone else.

But Tim ain't happy with it yet, so it's not going to be released just yet – which is why you don't get a bad Benson kite.

I am sure when he and Andy Wardley have got through a couple more prototypes we will all be harassing our favourite kite shops.

For those of you who have been telling me what the new kite will be called – Tim hasn't officially decided yet – apparently all the different prototypes get a temporary name so that he and Andy know what each other are talking about – must be difficult when you live so far apart!

Hey Tim – what do you do with all the old ones?



The Yukon

Dieppe 2004—Sara Longbottom

Dieppe 2004 – A Different Viewpoint

I'm sure you will all recognise the feeling when you read a report of a kite festival and think 'that's not how I remember it'. So, with apologies to everyone who was there.....

It was back in February that our personal invites arrived and I am eternally grateful to the powers that be that allowed me to take two days off school to spend just a few days in Dieppe, Karl of course was there for the duration.

My last visit was back in 1996 but when I recognised those same familiar faces of the White Horse Kite Fliers at Newhaven early on the Thursday morning it seemed like it was only two years ago.

I was travelling with Alan Holden; it was to be his first visit. As we approached the Dieppe harbour the sky was already full, we had arrived, well apart from the rather long walk around the harbour because we had no Euros on us to catch the bus!

Alan and I walked up to kite village and almost immediately I was greeting fliers from all around the world; fliers who knew me and had probably already asked Karl 'where's Sara?' Karl was totally underwhelmed by my arrival – no change there then. Within the first few minutes Alan had drifted off but throughout the whole weekend we kept meeting up, when he was not with us we knew where he was, at the end of Archie's line.

For me the atmosphere was wonderful, I was continually meeting kitefliers, some I knew, some I recognised and lots of others. Within hours of arrival I was helping Derek Kuhn to organise a reception for all the kitefliers from around the world; ask Derek about our high-speed trip around the French Supermarket, he looked a bit shell shocked. With grateful thanks to all the helpers, particularly Gary & Sarah, Avon kitefliers, it was such a success that the organisers asked if the fliers could return to the field as there was no-one left flying.

Friday was just as hectic as Thursday, plenty of coming and going in the 'Royame Uni' tent; alphabetically placed between Allemagne and Australie. Our spot for the day was to organise the French contingent of the World Record attempt to get the most kites flying at any single time. At about 6:20 fliers arrived in the main arena, each one with their single kite, the sky filled up. Karl and I were there to record the fliers and to act as observers, there had been a build up to this event throughout the day and we did not disappoint the crowds. It might have been for only ten minutes but the sky was **full**. We had to pack up smartly because the banquet was the same evening. The buses were laid on for 7:30pm, a few of us were still in the bar at 8:00pm. We weren't worried about missing the bus though because we had Laurent, the organiser, with us and we knew the buses would not leave without him.

We started Saturday by paying a brief visit to the excellent street market in Dieppe, I only wish we had markets that good in this country. Once we arrived at the kite village it again proved to be extremely busy, busy with French families and loads more British fliers arriving for the weekend, including the Blooms of KSGB, Andrew and Kathleen Beattie to name just a few. We answered as many queries as possible, from all nationalities and did occasionally find time to fly.

That afternoon Karl made a bee in the Master Class; a spectacle for all to watch, but not well publicised.

Sunday arrived too quickly, as did the rain, by this time we were getting quite good at impromptu wine parties in the tent (we were in competition with George and Jackie Penney). That was the morning that Karl's marconi went for a wander, it flew very well off an overhead wire for a few hours. The marconi was recovered, without getting run over this time, ready to fly another day. For me there was only one more thing before I left, this was the kite making competition that Karl had entered. It was two years since he had received a prize for his swarm of bees; his entry with the theme of woman was quite different to anything he had made before and anything that was there. It was a montage of newspaper cuttings collected over a few months depicting women and children, famous or not in various situations with words to match. For some it was morbid, others emotional, certainly it was thought provoking. It must have caught somebody's eye because he was awarded first prize for the best newcomer (by French rules you can enter for two consecutive festivals as a novice).

With a few goodbyes I disappeared off to the ferry terminal, hoping Alan would catch up with me there, yes, you have guessed it, another load of fliers arrived too. When I discovered Nick James was heading back to Bristol, as was someone else, I had a plan. Little did Alan know that I was hoping to change his travel arrangements and send him home with someone else? It was then I learned that both Nick and Sara (Fred Apperley's daughter) were travelling by train and that we were running late, too late for the train. So all four of us set off together from Newhaven to Bristol. I dropped Alan off first; he was tired but happy, followed by Nick then Sara. I left Bristol at midnight and arrived home just before 2:00 am; back at work six hours later. Karl rolled home late the following night.

It was later I discovered that we were all on the last fast-cat out of Dieppe, we had a bit of a rough crossing but there was worse to come. Fliers who had decided to wait until the Monday had to go up to Dover to catch a crossing; I guess the foot passengers would not be pleased.

I believe I was extremely honoured to be invited to Dieppe to represent 'Angleterre'. To all those who feel the slightest twinge of jealousy I would say that it was really hard work and none stop from early morning to late evening but we were well fed and watered (even occasionally tiddly) courtesy of the organisers. I certainly enjoyed myself and felt that it was an excellent festival.



Kite Altitude Attempt—Bob Moore, Sydney, Australia

In the last four years I have had the time and money to pursue my hobby which is high altitude kite flying. I am planning an attempt on the world altitude record for a single kite on one line. Richard Synergy who flew to 13,609 ft above ground level in Ontario, Canada in year 2000 holds the current record. My target is 18,000 ft but I will be happy with 15,000. For the last 2 years I have been testing various designs at low altitude (2 - 3,000 ft) and using a variety of materials and construction methods. At the beginning of November I completed a weeklong test session in a remote part of Australia. The testing was plagued by difficulties culminating in a splice separating in the Spectra line (U.S. factory splice!). The kite was at about 7,000 ft and drifted for over 7 miles before the line snagged a tree. I managed to get the line secured to the winch and got the kite down to 1,000 ft or so then the line broke. The kite was lost for a week in thick bush. The kite and GPS was found a few days ago by the station (ranch) owner.

Despite the hot weather, flies and the loss of 2 GPS units, I managed to fly several kites to 4,000 ft +. I have various small to medium deltas, Conyne Deltas and Hargraves Box kites ranging from 10 sq ft to 127 sq ft. The best performing kite for its size has been a winged box of 25 sq ft.

The winch consists of an 18" diameter reel driven through pulleys by an electric motor supplied by a 2 kw generator mounted on a box trailer. The line is 10,000 meters (33,000 ft) of 0.7 mm diameter, 200 lb Spectra. There is an onboard GPS unit, which measures position within 1 meter and altitude within 10 meters. The data is downloaded into a laptop where its flight is displayed in tables and graphs. I will also have 2 theodolites and a surveyor to verify altitude.

At the recent tests the 12 sq meter (127 sq ft) modified (full cell) Conyne Delta I intend to attempt the record with, flew at an angle of 52 degrees at 7,561 ft AGL. The line droop was about 10 degrees below that. The maximum line pull was 36 kg or 79 lbs. This kite, as are all my kites, is built from fibreglass tube and Rip stop Nylon. The big black Conyne Delta is 3 kg (6.6 lbs) without instruments and 3.6 kg with. I sometimes use a small drogue to prevent it over flying. It flies in winds from 6 - 30 knots. I recently flew it at the Festival Of The Winds at Bondi Beach near Sydney. It took 4 people to get it back down following unexpected high winds. I will attach high intensity LED beacons and a radio transmitter next year during the record attempt. I have the cooperation of a local weather station who do daily balloon flights and provide me with live atmospheric soundings. I also have permission from the air safety authority who clear the air space for my activities. I had a 10,000 ft ceiling for the test sessions. I will have a 20,000 ft ceiling for the record attempt next April. There is a relatively narrow window of opportunity which will see the kite fly to record altitudes. I have studied the atmospheric records for this site and come up with the best time of year to attempt the record. The air temperature has a significant influence on the air density and the lift the kite will generate. There is a sweet spot for all kites where the lift and drag are balanced at the highest angle. For this kite it is 14 -15 knots but it has the widest wind range of any kite I have flown. The air density drops with altitude and is only about 50% of the ground level density at 18,000 ft. The wind needs to be double that of the ground speed at 18,000 to have the same lift. Not only that but the line drag is the biggest factor to overcome. The line weight will only be about 8 lb and this is not a problem for the kite to support. The profile of the line has an area of about 60 sq ft so this means substantial wind drag.

The airstrip I fly from is 27 miles northwest of Cobar. About a quarter of the days would be suitable for 10,000 ft + flights. Cobar has a fairly harsh environment for flying in summer with temperatures sometimes exceeding 110 deg F. I will be flying in autumn when the temperatures are between 75 and 85 deg F. There is also the added benefit of denser air, which provides more lift. If your not sure about my view about air temperature and lift, go to some of the aircraft sites, which give far more detail about runway lengths and engine power and how this relates to air temperature and pressure. Some of the factors effecting high altitude kite flying are not clear and it s a bit of a black art. I can theorise to the cows come home but ultimately I don't know what will happen until I do it. I've never been past 10,000 ft and a lot of what I believe is based on research and some of it is intuitive.

Some experienced kite fliers may have different ideas about what kite designs are suitable for high altitude flying. I'd be interested to hear some views. I have trialed deltas, Conyne deltas, both full cell and split cell, winged box kites and Hargraves box kites. The most successful so far has been the Alex Dunton version of full cell Conyne delta. I built this from a plan in the Magnificent Book of Kites and made some minor variations after building and flying smaller replicas. The one I have been flying has a 20 ft span and is 8' 6" tall. It has a total lifting surface of 127 sq ft. It is made from 75 wt-coated rip stop. It has a three-legged bridle with a steep angle of attack on launch. I have flown it in winds ranging from 6 - 31 kts. it doesn't become unstable in higher winds. The spars are all 0.6 " fibre glass tube. The spreader has bow limiting loops attached to the rear vertical spars. It is a very graceful kite in light winds and soars at very high angles with a tendency to over fly as is common in many deltas. I often fly it with a small drogue to tame it a bit. When the wind picks up it takes on another character and becomes a real hard puller but maintains stability. It is exceptionally well balanced. I think this is a bit of luck as well as good design and construction. The other candidate is a full size Hargraves Box Kite. It pulls equally as hard, if not a bit harder, flies at about 10 degrees less and requires a few more knots to launch. It drops rapidly if the wind drops below its threshold whereas the Conyne Delta backs down gently. The Hargraves box has been difficult to construct and get the sail tension correct. It tends to be steered by loose leading edges on the vertical faces. It is also very difficult to assemble on the field in moderate to strong breezes. Definitely a 2 or 3 people kite. I have trialed curved wing surfaces using aluminium strips sown in pockets but I need to work on these a lot more before getting the shape right. I may, if I get the time someday, trial built-up wings similar to model aircraft or even inflatable wings as with some Para foils.

I tested a delta box kite of about 25 sq ft during a recent test session at Cobar. This is a great performer, is very stable, compact and strong. It flew in wind ranging from 5 - 30 knots and at angles between 50 and 75 degrees. It reached 3,200 ft easily. I don't know if this design can be scaled up to around 125 sq ft and produce the same type of performance. Not many kites can be scaled up successfully.

I am confident the Conyne delta will do the job but I can never be certain. I suppose that's the attraction of flying on the edge. The adrenalin of releasing the big kites with 10,000 meters to play with is great. The risk of line breakage is high. Anything can go wrong. The screaming line is unreal.

Weymouth International Kite Festival, April 30th & May 1st & 2nd

The 15th Weymouth International Beach Kite Festival will this year be held on Sunday 1st and Monday 2nd May. Saturday 30th April is reserved as a free flying day with no organised events taking place but the beach is free to be used for flying. As usual a number of overseas visitors will be there flying their kites as well as many UK based kitefliers. Included are two of the winners of the German Kite

Club (DCD) annual competition, Al Sparling from the U.S.A. plus one of the competition winners from Dieppe.

The festival will run along the normal lines with a few competitions, many



Lothar Marx—DCD competition winner.



Hilmar Rilling—another DCD winner.



Al Sparling with Giant Barrel

demonstrations and free flying. Whilst on the subject of demonstrations if anyone who is thinking of attending wants to do something in the arena as a demonstration can they please contact us in advance so that we can plan it in. A childrens kite workshop will also be held on the beach.

As with last years event ALL participants who require access to the beach flying areas MUST register and collect an access badge from the control point situated on the Esplanade. This is located opposite Bond Street.

One of the events during the festival will be mass fly of Serpent Delta kites or similar (like standard Serpent kites), organised by TC. So fish them out and bring them along to Weymouth.

Sunday evening has the usual Civic Reception with the Mayor followed by the fireworks display at 9:30pm. There will be basket meals and light snacks available for those who want to eat and a pay bar. Everyone is welcome to come along to chat and entry is free! The reception is at the Weymouth Pavilion from 7:30pm. The bar will be open until 11:00pm.

We will also be having a show of some classic kite festivals courtesy of Tony "TC" Cartwright.

For those who wish to there is a slot for night flying on Sunday evening, from 9:00pm, which is followed by the usual firework display.

Accommodation

Accommodation can be booked via one of the following routes— The Accommodation Line on 01305 785747. Or via the Weymouth web site at <http://www.weymouth.gov.uk>. Email: tourism@wpbc.weymouth.gov.uk.

Reservations can be made for all classes of accommodation including caravan and camping.

Car Parking

Once again there is free parking available but space is limited and restricted to Kite Society members. Once the tickets have gone we cannot get any more. Tickets are valid for three days, Saturday, Sunday and Monday. One ticket per car for all days.

The car park is situated behind the Pavilion and spaces are available on a first come first served basis—it is also a general public car park! Please send your request to the address below and remember to enclose a stamped addressed envelope and your membership number as passes will NOT be sent without one.

Traders

Kite traders are very welcome to attend and ply their wares. The charge structure this year is:

- Up to 15ft (4.5m) frontage: 3 days £185, 1 or 2 days £160.
- Over 15ft (4.5m) frontage: 3 days £215, 1 or 2 days £190.

Payment and booking must be in advance and should be sent to the address below. Please make all cheques payable to the Kite Society. Note that only 15 sites are available so book early.

If you require a car pass then please send an S.A.E. and your membership number to the address below. Indicate the number of passes required. (One per car).

*The Kite Society
P.O. Box 2274
Gt Horkeley
Colchester
CO6 4AY*

BEFORE the 14th April. Please remember to enclose a Stamped addressed envelope.

Encounters Too Close For Comfort—Allan Pothercary

During the '04 summer season Marilyn and I were pleased to accept several invitations to fly demonstrations at shows and festivals.

This served to give us more arena experience and helped us to get our name, Close Encounters, our sponsors Kiteworld.co.uk, the kites we fly and review, all better known to the kiting public.

With the help of Michael from Kiteworld, we have also been giving two and four-line lessons and answering lots of questions about kiting, clubs, competitions and other events and festivals.

I suppose we have converted around 15 to 20 semi-interested people to becoming much more serious flyers with many more that we don't know about, hopefully on their way in to the sport too!

So what is arena experience? Well, having demonstrations to prepare for certainly keeps you focused. Sometimes we would put in most of the weekend before and perhaps an evening during the week, just to polish up a couple of fifteen minute slots – the rest of the hard work having been done during the winter!

A lesson quickly learned at Weymouth was that our lines were too long, too thick and too heavy, so an investment in the thin, orange lines of 50lb, 100lb and 150lb was necessary to give less resistance to the lower winds and improve the range of our kites.

Shorter lines not only reduce the weight and drag but were a must when we found that at some events flying arenas were very small and often oblong in shape – which *could* be OK if only the wind stayed in that direction!

Ballet routines are carefully choreographed to show off both the technical skills of the flyer and allow interpretation of the music and the music dictates where the kites should be in the sky and exactly when they have to turn.

Shortening the lines means that you can't go as wide or so high before turning and therefore necessitates the requirement to move about more to maintain synchronisation. This is one of the reasons we like arenas to be kept clear – we are not looking at the ground!

The minimum length that most pairs fly on is 125 foot (145 feet for some of the teams) otherwise there is just not enough room in the sky.

Imagine an opposing ladder down – that is – at the top of the window both kites fly to opposite sides and turn down, flying around the bottom wing tip, then level, back across the window.

Each kite mirrors the other, but one of them is one (and a bit) kite width's lower, obviously, so you don't collide. If the ballet is written so that there are four of these moves- by the last one - the bottom kite will be skimming the ground or, when the arena is too small we could be doing something we do not like to do, which is flying over the heads of the crowd - it's a feeling a bit like going past a speed camera at 32mph – it probably won't flash – but you are never quite sure.

In a low wind it's easy to make adjustments as we go (you build up an understanding of each other over the

years), but landings, of course, are the biggest problem and can cause all your hard work and the public's enjoyment to come to an unscheduled end if there is not enough room and your kites tangle up in the boundary rope or get punctured by the poles.

Individual flyers do not have this problem because the changes they can make as they go along are not noticed - there is not a partner to communicate to, or compare with, therefore, making improvisations is much easier.

Four liners rarely get these problems due to the manoeuvrability of this type of kite and the shorter lines they use.

Once the crowds have thrilled to a successful pairs demonstration their expectations are lifted when they see the team flyers setting up. These guys fly best on 145 foot lines and are even more restricted with impro. Anyhow – the audience want to see the best of the routines – the ballets that made them champions or high finishers in Europe and the World Cup.

In the interest of safety, Close Encounters have now re-written some of the routines as a contingency, minus some of the landings or the bits that take them low over the crowd in high winds, but it does mean that sometimes you miss out.

During the '04 season there were a couple of times where both us and the British team champions, Matrix Management were unable to fly at events simply because the wind was so strong and the arena so small that public safety would have been at serious risk. We do apologise for this - we felt bad about it too – we didn't travel all that way *not* to fly!

If you attend a festival where a STACK event is taking place, public safety is always the highest priority. The arena will be a minimum size of 110 x 110 metres (very comfortable) with line judges warning of impending infringements by either kite or pilot.

The penalty for crossing the boundary, even from the outside when you are not actually competing, is immediate disqualification.

If you are a festival organiser and are intending to put on the spectacle of team flying, please remember that they will have everything carefully rehearsed with long lines and will require additional space to walk back to get lift and to run forward to slow down or land in high winds, Give them the chance and they'll give you the best.

We look forward to seeing many more of you in 2005.

Safe and happy flying – Allan and Marilyn Pothercary.

Close Encounters are the current Winter League Cup Holders, Winter League Champions and STACK UK Experienced Pairs Champions.

Circoflex ©



GRUPPO AVIONISTI VULANDRA
Via Padova, 240 - 44038 Pontelagoscuro - Ferrara - Italy

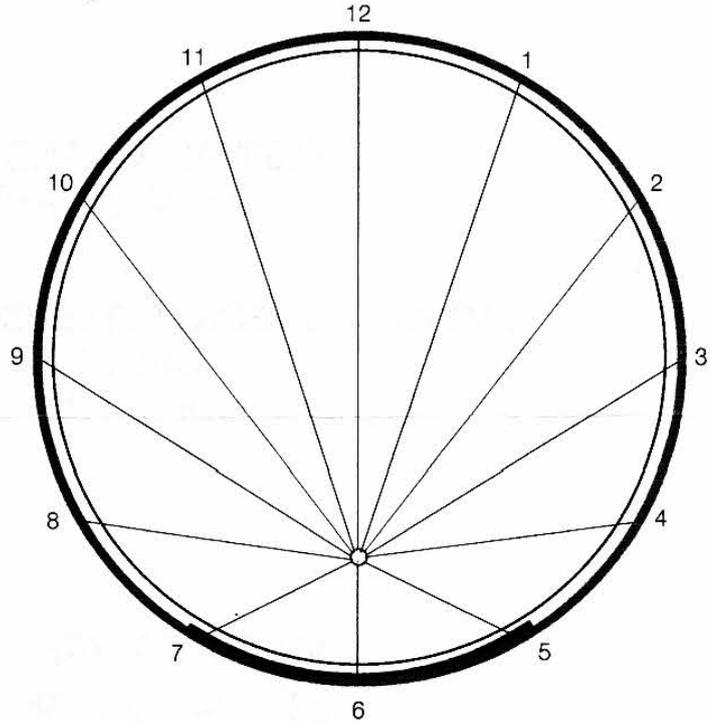
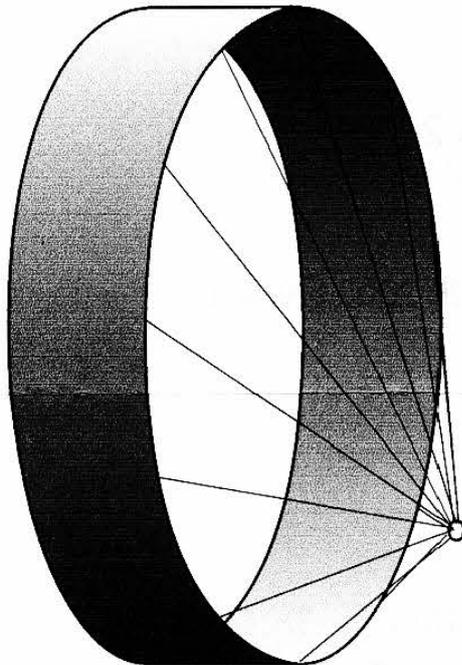


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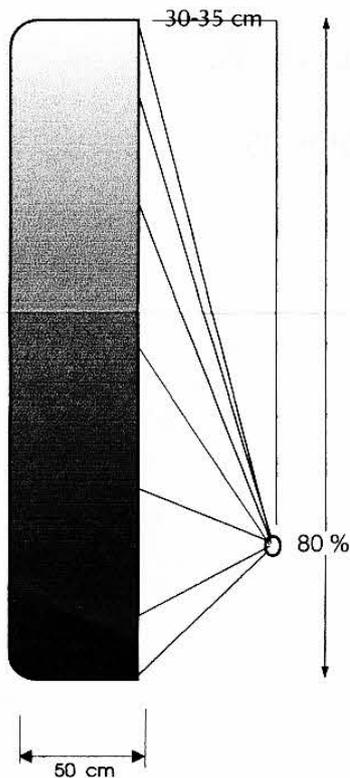
CIRCOFLEX ©

Circoflex/Ringvlieger
design: Helmut Schiefer, Ton Oostveen (NL)



— = gewicht/weight ± 30-35 g

omtrek/circumference	750 cm	1000 cm
aantal toompunten/bridle points	12	12
positie toompunt middenlijn/ position bridle point centre line	80%	80%
positie toom / position bridle	191 cm	254 cm
hoogte toompunt boven vlak	30 cm ±	35 cm ±



toom/ bridle	circoflex 750 lengte/length cm	circoflex 1000 lengte/length cm
12	198,3	269,3
1/11	192,3	261,3
2/10	174,4	237,5
3/9	147,4	201,7
4/8	113,3	156,0
5/7	79,0	107,4
6	61,4	78,6



I went to the BKF Xmas bash and all my Dad got me was this chip. He had 3 Puddings.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

Well back in the latter part of the year talk went around about having a Xmas Dinner, joining forces with Team ELF, but with us based in Brighton and them in Ashford it could be hard to find somewhere to suit both. We looked at halfway, but no one knew the pubs or restaurants in those areas (not even the Manky Badger, hard to believe I know) and if we had it halfway we all had to drive or pay for a Hotel so a coin was flipped and Brighton chosen for the 1st ever ELF-BKF Xmas bash.

Where to have it, we have had the BKF AGM in the Badgers Watch for a few years now and the food and service has always been good, so a phone call and it was set for the 4th December. E-mails and letters went out and replies came back and it looked like there would be a good turnout.

The 4th soon came around and we all duly met up at the Badgers Watch. In total 34 members of the clubs turned out. Orders were placed and food was soon served, one person who we will not name, but for now we will just call him a friend of Robin's went to town and ordered 2 starters, one main dish (the largest they did) but the mixed grill was sold out so he went for the second biggest dish, once eaten he then finish it off with two puddings, and I must mention he still pinched some of my sausage as well, not to be out done by this Colin had 3 puddings in front of him. A good time seemed to be had by all. Most people once the sweets were seen, opted to have one as they looked so

TEAM ELF
AND BKF
MEET
FOR
XMAS
BASH



3 pudding Colin

good, even Big John who said no at first but when Alan said he would, thought he better have one rather than pinch Alan's.

It can not go without saying a big Thank you to the Badgers Watch for the great service and to Barry, the duty manager, for making the evening go off so well.

Talk went around the pub about Sunday being the club fly-in and with good byes being said and a promise of meeting for a fly the next day, we all headed off home.

The next day arrived when the kids were encouraged to play their recorders to wake everybody up (Thank you Manky Badger, just you wait), At 11.00 we headed off up the Tye, (I managed to fly my new Rombus Amun after owning it for 2 months, the wind and rain never being right) - but the wind was light and after struggling to fly kites for a couple of hours the cry went up that people wanted food, after not much talk it was decided where to go. A quick trip to Eastbourne was in order, to go to the Ice Cream Parlour, This was a great way to finish a great weekend, with a great group of friends.

Next year Ashford, here we come.

Simon Hennessey

See some of the photos on page 5 of Aerodyne.



CERF VOLANT DIEPPE

Was it really 2 years since the last Dieppe Kite festival, well with the, what is fast becoming a customary, meal at the Tai Elephant on the Wednesday night with Kiteworld and Kiteworks and anyone else who wanted to come, this year Dave and Tracy came along. Kiteworld and Kiteworks set off early on Thursday morning for Dieppe. Following a stop over at our house by Paul Chapman and an early start for my Dad, the crew of K17E GB set off to Dieppe Kite Festival on the early Seacat from Newhaven on the Friday, A nice crossing was in store and even Corinne although head down the whole way failed to feed the fish on this crossing. We arrived to an emptier sky than normal as the wind was very light although there were still some fantastic kites on show.

Well it was Dieppe and Ray Oakhill was there already so off down the prom I drove, again this year to be flagged down and pointed into a very nice car parking space saved for me right on the seafront. A round of hellos and a cry of where are the kites I set about along with Ray putting up some of the clubs display kites. The Sherpa, oops Corinne offered to take the cloths etc off to the hotel and have a nap with the kids (is this possible with 2 young girls) while we did this. Teddy and Manta were put up and people knew we had arrived.

The wind was iffy but soon the sky



filled up with some fantastic kites of all shapes and sizes from Peter Lynn's large display kites to kites made from feathers.



As the day progressed we wandered around the field and bumped into more and more old friends who we have met over years from all corners of the world. (Kite flying just seems to take all the stress out of relationships as if you have a string in your hand people are much more relaxed talking to you). What to do next was Lets try our new friend the Blue Meenie, but the wind was a little too light and the only way to keep him inflated was to walk him up the Prom, tapping the odd passer by with his hands as we went, some people jump, by the time we had got to the area between the arenas the wind had picked up a little and the Meenie flew without us moving. So we found an area of grass and played bump the public. Soon a rather large crowd had gathered and were enjoying the Meenie and the kids loved to be chased around by him and screamed even more in delight when we managed to creep up on the odd parent (yes, you have to be odd to be a parent) and make them jump. Where the day went, I do not know, but soon it was off for dinner at a small restaurant on the harbour and off to bed for an early start the next day.

The wind was no better on the Saturday and it was threatening to rain a little but we had gone to fly kites so that's what we did and put up

some of the large kites. The soon threatened rain came and big kites were put away. So what do you do when it rains at a kite festival? You go public running with dragons and no, I don't mean the wife (I'm not that cruel). I mean the small puppet kind in the shape of Dennis and Puff. Dave H and I set off down the row of kite stalls with puppets in hand and had great fun with joe public (don't tell the wives but a puppet in the hand is great for getting kisses from young Brazilian girls, but that's another story not to be told here). We carried on playing until the festival seemed to slowly come to an end and so did our second day. Another meal and another night's sleep and another day's kite flying to come what more could you want. I must say that food seems to have gone up in price since the Euro came in, or is it just me.

Sunday dawned and I got up early and went out and flew some of my kites before the festival started, it's so nice to fly when no one is around some times, just the sound of the sea and wind to keep you company. Soon the field filled up again and off I went to take some photos of the kites,



having had my camera knocked out of my hand by someone in a hurry on Saturday and hitting the ground (it is now repaired) but I struggled all weekend with it so not as many photos as usual. George Peters had put up lots of his kites which filled the sky with colour and movement. There was then a Dragon fly, Jerry and

JANUARY 2005 JANUARY 2005 JANUARY

INTERNATIONAL DE L'AIR BASE NATURE FREJUS FRANCE.

The Theme for this year's festival was the country of Portugal; there were 380 invited guests from 18 countries from all over Europe plus flyers from Canada, USA, Singapore, Brazil, and Cuba, this is also Europe's last kite festival for 2004, I arrived in Nice France on Friday and was picked up by my friend and the owner of the hotel where I have been staying for there last 6 years, and the rain was pelting down, his car windscreen wipers could not keep up with the down pour, but by the time we arrived at Frejus which is about a 45 minute drive from Nice it had eased off considerably. I was very pleased in a way that because of the rain there would be no one at the festival site, it was great to sit back and relax sipping on some of France's fine wine after a long flight.

On Saturday the first day of the festival was a beautiful sunny day with a perfect 8-10 mph wind, and the sky over the huge festival site was a mass of kites of every description from the giant Mega Ray to the smallest diamond kite, and the Sport Kite demonstration arena was on the go all day, some great performances were given by pairs, team and individual sport kite flyers, which was greatly appreciated by hundreds of spectators, just like all of Europe's kite festivals it was well supported by the local people.

Sunday, the 2nd day of the festival was just like Saturday until around noon and it clouded over the wind stopped and it started to rain a little but enough to make the spectators disappear and all the single line kite flyers to pack up there kites before they got soaked, but all was not lost as it was a great day to catch up with old friends and make new ones. This

festival is great for that, especially with all the Italian kite flyers, as they always seem to come prepared for days like this, being well stocked with all kinds of goodies, wine, cheese, etc to share with everyone,. As I have mentioned so many times in my other articles about this festival, that it is very family oriented. In fact it is much more than a kite festival it is a huge family gathering and the kite flyers all over Europe are one big family, it is like Thanksgiving without the Turkey.

This year there was a misunderstanding with the organizer of the festival and myself, I had accepted the invitation last July to his festival but for some reason he said they never received any of the 5 e-mails I had sent, so I could not be reimbursed for the cost of my air fare but they did offer food and lodging, ...But no worry!! Two people who had heard that there was a problem who wish to remain nameless paid fully for my air fare, and the owners of the Hotel L'OASIS sponsored me to stay at their Hotel not only for the 3 day festival but for as long as I wished to stay, it was indeed a offer I could not refuse after such a very busy year it was a great opportunity to relax so I stayed on for another 7 days, the Hotel is owned and run by a husband and wife, two very beautiful people Isabelle & Gabriel Specht and just like the last 6 years that I have stayed at their hotel I was treated like one of the family, The Hotel is pleasant, warm and very friendly, the same people return year after year, it is also perfectly situated in a very quiet area surrounded with shady trees yet it is only a 5 minute walk to the beach and just a short distance to the town. It is an ideal hotel to stay while vacationing in Frejus, as I have said

this was my 6th year staying there and I highly recommend it. Relax I surely did as Frejus is on the French Riviera which is 120 mile long from Bandoc all the way to Menton the drive, which I have done many times, is stupendous which follows the continuous winding road of the coast line, the brilliant Blue Mediterranean is never out of sight, it is no wonder the rich and famous choose The French Riviera to relax and do their thing.

I really liked the old town of Frejus



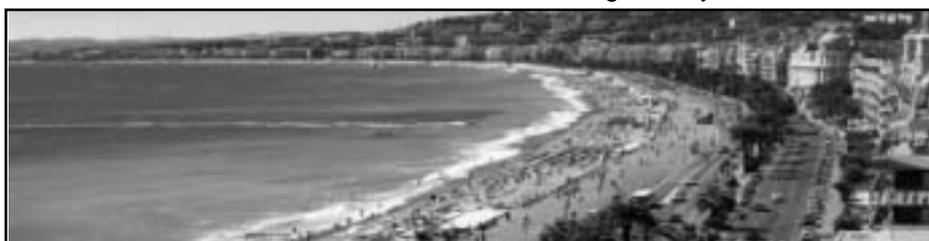
because it has a beautiful charm of its own with its narrow streets and pastel house fronts; ancient Romans erected some of the buildings. History is evident around every corner.

The market places are filled with the scents of every kind of fruits and vegetables abound, The brilliant coloured stalls are piled high with garlic and olives, which is the basic ingredients of the local cuisine

One of the things I liked was while strolling through the town it is a great reminder of the Roman past, which was founded in the 1st century.

I would like to thank the two people that so kindly sponsored me with airfare and my two very dear friends for not only inviting me stay as a special guest at their Hotel but also for their Hospitality and friendship.

Thank you for listening,
Ray.



WHAT DID YOU DO IN 2004

Although we have been keen kite flyers for many years, we have never had the time to spend a summer flying almost every weekend. With the arrival of our daughter last year, our usual summer ritual of riding our bikes all summer long, are making way to accommodate our new arrival. We like a full life so after a quiet spring we decided that being BKF members we would give more time to helping out at club events.

We made a start at Haywards Heath Rugby Club on May bank holiday, had a great time & met some new friends. Newhaven & Tonbridge followed this the following weekend.

Having bought a trailer tent earlier in the year we then went on to Teston Bridge in the middle of June to make a weekend of it. Here we met the Kent division of the BKF, aka ELF (the nicest bunch of nutcases you will ever meet in a field).

After that we needed a weekend break. Then on again to "Eastbourne fun day" and we had some real fun with the club donut. Then it was time for the big one Stanmer Park. Having taken a couple of extra days off work we were able to give up almost the whole weekend to the festival.

I spent the best part of the weekend on top of the hill either trying to keep kites up or preparing to buggy down it, whilst Tracie spent the weekend

managing to juggle baby, stall and relatives. The weather mostly stayed fine & we only broke two Manta's (it wasn't me).

The following weekend the BKF road show hit the sleepy Sussex town of Petworth.

This is probably the best kite flying field we know, not for it's wind but for the stunning surrounding's that we are allowed to fly in (come along next year & find out why).

A couple of week's rest then back of to Teston again, this time to celebrate our daughters first birthday, & to do some more flying of course.

Capstone Park followed the weekend after. This is a lovely site, unfortunately under the threat of the bulldozer. "KEEP KITES OVER CAPSTONE".

August bank holiday was looming fast and another long weekend was in order.

With our daughter at her Nan's for the weekend we could let our hair down, for a while at least. The wind started with just a breath, not even enough to lift the worlds largest kite (We had to Charlie Brown it).

The wind built during the weekend into a real howler, dragging kites, cats, and people into town.

So what to do, ahh, Team Flic, these guys are a marvel to sit and watch, especially when the winds up, then

they can fly their G string Revs. September already. Bristol, Oops. Sorry guys maybe next year.

Back to the plot, a local fun day at Telscombe in the middle of September. Well we had fun holding down the Gazebo, Brian, and the Mayor!

By now you have probably realised that we have not had time for a proper summer holiday. Well as luck would have it, Dieppe were holding their bi-annual kite festival.

So we book into the best hotel only to find it already full of the friends we had met during the summer. We had a great weekend, next time we are booking in for the whole week.

There was just enough summer left for a couple more local events before winter started to raise its head and end our fun.

Thanks to all of you who have made us feel so welcome, a lot of you now feel like family.

If your thinking of becoming more active within BKF or any other kite club, then come and find us in the spring. We always need help with all aspects of what makes BKF tick. And we can only keep doing this if we keep getting new people involved.

All the best, we are off to hibernate now.

The Green Man & Red Haired Woman.

SOME PHOTOS OF BKF - ELF XMAS BASH



BRIGHTON DO OSOW 2004

Taba Heights - Egypt. Well, we knew this would be a typical OSOW wind, but not how much. We arrived at Taba Heights 5pm Thursday 7 October; four hours later the Hilton Hotel in Taba, just a few clicks down the road, was bombed. Thirty four people were killed, but fortunately none of the sixteen Brits involved, who were moved to our hotel, was seriously injured.

So early(ish) next morning off to the beach to inspect for flying sites. The first thing you notice is the wind, gusting about Bft 5 and up, beautiful blue skies though. Having found a suitable anchor point for my new Gomberg lifter it almost destroyed the

Friday and Saturday. Come OSOW day, it was gusting up to Bft 7, but despite this we managed to fly eight kites. We've not had a lot of experience flying in this sort of wind, so it was all a bit trial and error. We couldn't get the lifter up, winds close to the ground kept flipping it over, and there wasn't really enough space to try a long launch. A little pocket sled from M&S flew well, but after 2 hours in the wind had had its non-ripstop tail reduced to a knotted mass of fabric that is beyond hope of redemption. Two 6ft flexis got the adrenaline flowing for a while, and a short lull in the wind after lunch tempted me to get out the Rev. Silly boy - up came

A small Symphony 1.4 flew well and dragged me about a bit, as did the Jam Session (thanks for the bridle



roof of the beach bar when the winds suddenly changed direction. Perhaps it was for the best, as soon after a helicopter gun-ship came over very low from the direction of Jordan. The high winds continued through

the wind, and the Rev disintegrated in mid-air. The spars are ok, but 5 of the six plastic spar sleeves came off and are somewhere in the Gulf of Aquaba. I'm sure that 'active' bridle it came with isn't right.

adjustments Dave). The Xtro was very skittish and lumpy and not much fun to fly, but the star was a little freebie Energy promotional diamond from the last BKF festival, which flew amazingly well considering the strength of the wind. After about six hours on the beach we were feeling a bit battered by the wind and, as all good kites do, retired for a frosty brew or two.

The next day of course was all gentle breezes, up went the lifter and floated gently at fifty feet, and so it continued for the rest of the week.

For next year's OSOW we think we'll hang out on the Dyke with BKF, less chance of getting into trouble, unless, of course, the Ramblers Association decide to dynamite the ground anchors!

Terry & Irene Golding

WHERE CAN I FLY IN THE GARDEN OF ENGLAND

Simon's been nagging me to do an article for Aerodyne for some time now... And I keep saying yes, I'll do something. Well that is I actually say out loud "Yes, I'll do something". What I actually think is that I'd like to do something, but I haven't the faintest idea of what I'm going to do.

I was standing in a cold field this weekend flying a kite for the first time in months, marvelling at what fun it was, and wondering why I hadn't done this for months when I

realised why.....

What's the most important part of kite flying after having a kite ?

Having somewhere to fly it!!

And that's not so easy, is it! All you need is a flat field somewhere with no overhead obstructions. Does it have to be a field? - I hate flying on a beach. Sand gets everywhere. I once flew a super-10 on a beach for ten minutes and got at least a pound (in

weight) of sand in the kite. So we want a field..... Easier said than done. My mate's got a farm. So you would think Sorted!!! Have you ever flown on a farm? The animals have churned the ground up so much that the moment you take your eye off the ground to look at the kite, you daren't move. If you do it's either a boot full of cow poo or a twisted ankle, and then a boot full of cow poo.

So we're talking public fields & parks. There are places, fields in my county

JANUARY 2005 JANUARY 2005 JANUARY 2005

MEMORIES DE DIEPPE

It was very doubtful if I would be able to visit the Dieppe International Kite Festival this year even as I was taking the very large Peter Lynn kites owned by the club in my camper van and despite e-mailing and writing a letter to see if it was possible to park on the seafront, there was no reply. However, at the last minute I discovered that The KSGB had been offered a passage on Transmanche by the festival organisers very late on, but as they had already booked, it was going free. I got in touch with them, and in turn the organisers, and booked the reservation which came through by e-mail from Transmanche, except that I had asked to travel out on Sunday, but they call that Friday! I was due to return on Saturday, but they call it Monday, although my dates were correctly entered. Just one more thing, it appeared that my first sailing was from Dieppe to Newhaven and I was returning from Newhaven to Dieppe! Are these guys really organising an international kite festival?

At registration I requested a pass for a camping car and was very surprised to get one very easily, thanks to Simon Hennessey asking for a pass on the BKF application. So there I was for the rest of the week in the place of my choice, just to the rear of the Alternative UK Kite Pavilion, kindly organised by The Beccles Bunch, who proved extremely hospitable throughout the week and it was nice to be able to invite my friends to have a bite to eat and a glass of wine.

I chilled out for the first two days,

because the wind was rather extreme and not conducive to flying kites, but things improved on Wednesday with a clean onshore wind and nearly everything must have been flying - just nailed to the sky - WOW! The wind for the remainder of the week continued as it had begun, but not as strong and it was flyable. Peter Lynn had the usual problem with ground anchors being in the wrong place most of the time and the organisers were not very amicable about moving them, so very large kites were relegated to the beach and anchored to the promenade wall - not the best of situations considering that parties of school children were picnicking on the beach with teachers, who appeared to ignore the possibilities of an accident when a kite fell out of the sky! At least one of the BKF kites is smeared with jam sandwiches!

It was very enjoyable to meet up with old friends from the USA once again - Marla Miller, Don and Jean Mock, George Peters and Barry Nash of Bay Area Sundowners fame, who gave me more advice on tuning Hyperkites. I was surprised to learn that Randy Tom is making them again in the States, so if that guy in the North East (sorry but I have forgotten your name) still wants some, now is the time to buy. I met up briefly with Ray Bethell once again and he tells me that he will have flown in twenty four countries this year. Is this guy ever at home?

I also gained another signature on my Revolution kite - Charlie Sotich of the USA, World renowned expert maker of miniature kites. Eighty eight people

have now signed this kite since I bought it at Washington State International Kite Festival at Longbeach in 1993. Only twelve more to go to get to a ton!

Meeting Ceri, Jan and Sian Jones from Barry, South Wales was good too, after a long absence and it was pleasant to talk over a leisurely French meal.

Of course The White Horse Kitefliers were there in force and too many to name, but they are always so friendly, especially when we get to the bar! Need I say more? I hope you recovered Phil.

Finally - the Friday night banquet - well what can I say about that? The Malaysian dancers were extremely good, but did they have to dance for nearly two hours before we could eat? The first course arrived at 10.30 and main course at 11.00! Most people could not wait for the sweet - if there was one. The white wine was virtually undrinkable and the rose was probably similar judging by what was left. Most French folks drink red wine - so where was it? I always vow to give these events a miss, but seem to end up there despite all my intentions. I really must be stronger in future.

So, there it is, another Dieppe festival over for another two years. All there is to say is that it was extremely enjoyable both from a social and kite flying point of view and if you have never been, think seriously about it in 2006 because you must go at least once in your life if you are Tako Kichi (Kite Crazy).

Ray Oakhill

WHERE CAN I FLY IN THE GARDEN OF ENGLAND CONTINUED

where I've found that I can fly kites. I say that I can fly kites - what I mean is that they aren't totally obstructed by overhead cables & football goals. Six - not many - I've counted them. But of them: One is on a forty five degree slope with barbed wire half way up. One is in a swamp. One is an hour's drive (involving two motorways). One (the closest) is no good for the lone kiter. I tried it once. Never again. You

need bodyguards to stop the illegal immigrants trying to take the kite from you. One has never ever had any wind in the area. And the last but not least is OK provided the wind blows from the north or the south, as the field is ten times longer than it is wide.

If you know anywhere in the middle of Kent that I can fly my kite, please tell me.

Manky Badger
Team ELF



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Fly - in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. These are held on the 1st Sunday on Telscombe Tye, East Sussex, 2nd Thursday at Stanmer Park 6pm. Remember that during the summer members may well be attending kites festivals, but the fly-ins are still on.

See you there



OSOW

While Terry and Irene were off in Taba Heights, which sounds great fun, some of the club met at Devils Dyke for OSOW. The wind was as always for OSOW strong and very gusty with the threat of rain. This did not stop us getting out kites of all shapes and sizes and then putting them away in the "To be repaired over the winter" pile. In the end we resorted to tying string to a carrier bag and in some cases attaching tails, by the way thank you to M & S who's bag flew the best. A total of well over 100 kites were flown including the bags.



When was the 1st kite and what was it.

Since the beginning of time, man has dreamed of bird-like flight; a dream that is manifest in texts and illustrations dating as far back as 500 B.C. It is not known precisely where or when the first kite was flown, but it is popularly held that the Chinese led the way with early aerodynes copying the form of birds. It is certain, however, that more than two millennia before Isaac Newton discovered the force of gravity, the invention of kites was already fueling mankind's desire to defy it.

One popular belief about the beginning of kites is an old Chinese legend telling of a farmer whose hat was blown off so many times by gusts of wind as he toiled in a paddy field. He retrieved it again and again and was eventually intrigued by the ability of his headgear to fly, that he attached it to a length of twine, thus creating the first kite.

We have a range of sizes in all club t-shirts and hooded tops for sale T-shirts £10 hooded tops £25.00

Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible Ray Bethall, Manky Badger, Ray Oakhill, The Green and Red people and Terry & Irene Golding for articles. I must also say a very big thank you to Anne and Alan Outram who have been editing the text of Aerodyne now for over 2 years quietly in the background unnoticed but not forgotten.

Please contribute to your club newsletter - even the smallest of items is welcome. Anything sent to the 'Editor' will be considered for print unless marked otherwise.

Contributions should be sent to:

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Deadlines dates;
January issue - 1 December
April issue - 1 March
July issue - 1 June
October issue - 1 September

Whilst every care is taken to get the details correct in 'Aerodyne' the Brighton Kite Flyers cannot accept responsibility for any errors or omissions that may occur. Opinions expressed are not necessarily those of the Editors or of the Brighton Kite Flyers.



ROMAN SANDLE



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. Shortly to be banned in Pubs where they serve food and not to be carried in a public place unless inside a brown paper bag. There, there, Nanny knows best, didums get Mindless drivel?

Charities help to rescue India's dancing bears

MANY MOONS AGO THEY DANCED EXCLUSIVELY FOR THE DELIGHT OF MUGHAL EMPERORS AND RAJPUT KINGS, BUT NOWADAYS INDIA'S ENDANGERED SLOTH BEARS ARE FORCED TO PERFORM FOR THE INTERNATIONAL TOURIST.

Busloads of tourists on the road to Agra and the Taj Mahal are seemingly oblivious to the plight of the so called dancing Bears. Many are only too willing to have their photo taken with these poor animals.

Maybe in all the excitement, the tourists fail to spot that the Bears all have roughly pierced snouts with a length of rope threaded through, a tug on which is sufficiently painful enough to cause the Bear to lumber onto its hind legs and sway to and fro as if dancing.

The condition of these Bears is dreadful. Their snouts are red raw and bleeding, yes the rope goes through the roof of their mouths, their toothless gums are foaming and most are severely emaciated through being fed entirely on bread.

However through the efforts of a rescue facility backed by the International Animal Rescue, the spectacle of the so called dancing Bears could be on the way out, good job too. IAR realise that cannot stop s practise without helping those who practise some- as bad as this when this is their only source of income.

The Bears are traditionally owned by the nomadic Kaladar tribe who travel from village to village forcing the Bears to perform. It was outlawed in 1972 but has continued unchecked.

Now, IAR are waving a juicy carrot under the noses of the Bear men. If they willingly surrender their Bear the tribesmen are paid 50,000 rupees, enough to start a small business; however the tribesmen have to sign a legally binding contract not to acquire another Bear on pain of arrest, imprisonment and seizure of all assets in order to repay the 50,000 rupees which in effect is a startup loan. So far, 57 Bears have been rescued from the roads around Agra and another 40 will be rescued by early 2005. When 500 acres of land are given by the Uttar Pradesh forestry commission, to the Agra Bear rescue facility, it is hoped that a further 500 Bears could be rescued in the next two years

This is the first time an animal charity has addressed the human consequences of animal rescue and its obvious that this is the only way to go.

So you may ask yourselves, what the hell has this to do with parachuting furies from Kites? Not a lot, but we thought it was worth telling you about it. International Animal Rescue are at www.iar.org.uk or 01825 767688.



Tales of the unexpected

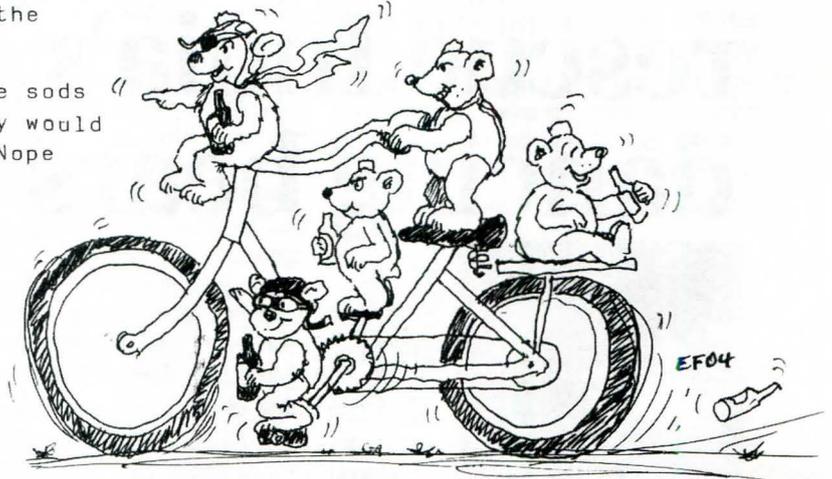


BERLIN ZOO HAS GOT IT EASY SAYS ERNIE FOSSELIUS (long term putter up with the antics of the Bear Devils Aerial Circus's life style) POOR OLD ERNIE RECKONS THAT IF THE ZOO ONLY HAS ONE BEAR AT A TIME KNICKING PUSH BIKES, THEN THEY'RE HAVING AN EASY LIFE.

Ernie's problem is that his push bike keeps being half inched by a gang of parafauna type bears, hell bent on a tanking session down at the local offy. Why, you may ask are these bears using the local liquor store and not the local boozers. Oh dear, here we go, why?, cos the little sods have been barred from every boozier in a 20 mile radius. Do you, dear reader really need the usual long litany of drunkenness, technical vomiting, underage drinking and generally behaving in an antisocial manner that is par for the course where furries are concerned.

Ernie says thank heavens non of the sods can reach the pedals on my car or they would probably end up TWOC'ing his jamjar. Nope coupled with the fact that the little dingbats are convinced that you cant be breathalyzed in charge of a bike, boy are they wrong Ernie has to put up with finding his push bike has gone rideabout for the umpteenth time. mind you, seeing the modus operandi of Ernie's furry wotsits, its only a matter of time before they get their comeuppance big time.

Lance Armstrong can sleep safely in his bed, no competition whatsoever.



an eyewitness sketch of the drunken bicycle caper. note, not one of the little swine are wearing a parachute.....

Once bitten...

A recent report from Brasov in Romania said that one person was killed and seven were injured when they confronted a Brown Bear which was foraging for food. It later attacked an ambulance crew sent to the scene, but the managed to escape. Sad really. but probably the bear thought they were competition for food and acted accordingly to what it viewed as interloper on its territory.

All jokes aside, we sometimes tend to view real bears as somewhat cuddly light, when in reality they are awesome creatures perfectly adapted if the need arises to see off puny humes in the most shocking manner. They just do what comes naturally.

In seventh heaven

The pipe dream that one day there may be tourists in space came a step nearer recently when Space Ship One soared to a height of 62 miles into sub orbital space. The flight was not however entirely drama free as the ship rolled over and over some twentyfour times. Pilot Mike Melvill battled to keep control of the craft and admitted that he was a bit scared, however as he broke free of the atmosphere he managed to stop the crafts antics and the rest of the flight and the subsequent landing went off o.k.

Also on board Space Ship One was a Teddy Bear named Terrence (well, humes do need back up in times of stress) who was sent from Britain, When Terrence comes back home he will be auctined to raise funds for the Great North Air Ambulance in Cumbria. Bit of a joke really, they can piss millions of tax bucks up the wall on crackpot schemes, yet things like Air Ambulances have to rattle the begging bowls, dont it make yer wanna puke or bash yer head on the wall in frustration.

Days like these Would you Adam and Eve it?

YOU CAN JUST SEE THE HEADLINES "SAW BEARS RUN AMOK ON WINDLESS DAYS" "MOVES TO CRACK DOWN ON FURRY THUGS" "CHUTES, KITES, CHAINSAWS, VIOLENCE ON INCREASE" OF COURSE BACK IN THE GOOD OLD DAYS BEFORE THE NANNY STATE STARTED CHUCKING ITS WEIGHT ABOUT, LIFE WAS A WHOLE LOT EASIER. WHY, SOME OF OUR OLDER READERS CAN REMEMBER WHEN YOU DID'NT EVEN NEED A RISK ASSESMENT OR AN OUTREACH COUNSELLOR TO FLY A KITE AND BOMB A BEAR.

Not so long ago, if a parachuting Teddy Bear or any Teddy Bear for that matter wanted a chainsaw, nobody batted an eyelid. Today, its little short of panicsville. Now the chattering classes can talk of little else, earnest pundits fill endless column inches in the broadsheets, whilst an endless supply of up their own fundamental airheads wax loud and long on the tv talk shows. Questions are asked in parliament, ten a penny, two bob knee jerk politicians jump on the bandwagon, and that good old thing we once had in abundance, i.e. common sense, gets chucked out, like the baby with the bathwater.

Talk about what a crazy world we're living in. there, there, Nanny knows best and she dont give a toss what you may think or want, what she says goes, cos she sure as hell wants to keep us, the lower orders inline. dont do that you'll offend them, never mind that them may be offending us, that dont enter into it, just do as your told, cos when we shout filth, you jump on the shovel. Well have we got news for you, up with thi we are no longer prepared to be putting, the worms are preparing to turn and when we do Gawd help you.

So stand up for your Teddy Bears right to have a Chainsaw, you know it makes sense and remember, theres only one question you need to ask. Whats best a Stihle or Husqvarn

RIGHT, THATS OUR VERSION OF THE BABY WITH A NAIL GUN DEBATE OUT THE WAY, SO WHATS NEXT ON THE POLITICAL ADGENDA. AH, YES, GROWING CONCERN OVER PARACHUTING TEDDY BEARS ORDERING LOADED CUSTARD PIES IN PUBS THAT SELL FOOD.

Its a growing menace, if not a serious health hazard an eponymous spokesthing said recently. The government should quickly move to nip this in the bud, for as well as a menace and a hazard its nothing more than Bear abuse. Time was when the average boozer was wher you could go for with your mates. not Bears were on the an to go dis-

for a relaxing pint, a ciggy and a natter any more. It all started so innocently, the shandy, but little by little it all beg- tinctly pearshaped when the little swine discovered the amber neck oil. This, co- upled with the current "Gee, I dont believ this is a Boozer" state that most of th em are in now, led to the massive rise in parafauna related custard pie violence.

Its a terrifying problem that stri- kes at the very fabric of a well or- dered society and its all very well that the more liberal thinkers shoul- view it asa passing phase amongst young- disposed parachuting Bears, for the rest of us its frightening when you are confronted by an enebriated furry wotsit carrying a loa- ded custard pie, fully prepared to use it.

Its disgraceful... It ought not to be allow- ed. **Disgusted, Tunbridge Wells:** When are the government going to do something about it. **A Whinger, Pangbourne:** It all went wrong whe- they did away with national service. **A Tw- chipping Sodbury:** What about the childre- what sort of role models are we portray- when things like this are allowed to hap- en, **BLAH, BLAH,, BLAH.....cont P94....**



Smooth operator. HO, HO, HO.....



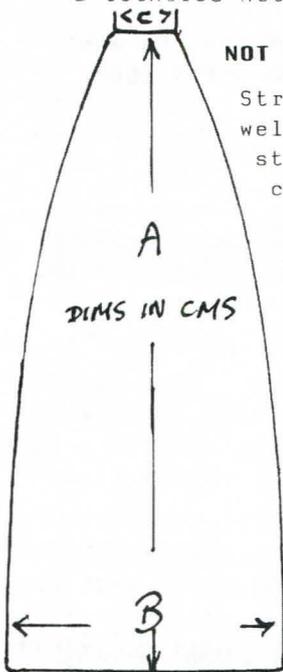
By the time you are reading this, the annual chrimbo feeding frenzy will just be a memory. hope Santa brought you all that you requested and if he did'nt, perhaps we know why.

We're not too sure of the current state of play in your neck of the woods, but hereabouts we've noticed something just a little bit peculiar. The Griswolds who BLING up their houses with exterior chrimbo lights seem to be incorporating an ever increasing number of parachuting Santa Clauses. what gives?. We know that Father Christmas is a smooth operator as well as a fast one, but parachutes? is the crafty old sod trying to muscle in on our pitch or what.

We know full well that S.C. has a stranglehold on holly, mistletoe, mincepies, grotties, sorry grotto's, chimneys and strangely named reindeer (trust us, if reindeer have antlers this time of year, then they're female) but he aint getting his mits on our parachute scam as we've worked long and hard on this little caper and have got our humes just where we want them and we aint about to have it naused up by some old git in a red suit. Mind you, if the red one has to put with the current standard of jolly old rag stuffing that we have come to expect, we hope he can bounce.

STOP PRESS.. SKY SANTA BANNED.

Are they already wise to Santa's para scam in California..He was supposed to have parachuted into a shopping mall in Anaheim near to Disney land, but the authorities put the kibosh on that due to, wait for it, Terrorist Fears. The Jingle Bell Jump would have seen him skydiving with gifts into the mall, but now he will just have to float in a tethered hot air balloon, because flights are banned within three miles of disneyland



NOT TOO SURE WHAT DIMENSIONS YOU NEED FOR YOUR SIZE OF FAUNA?.....

Strictly speaking, its more about weight of fauna. for a fauna chute pretty well any lightweight material can be used, though unproofed or loomstate rip stop is best. You need a chute gore template made from card, but if you hot cut the material it wont last long, Hardboard or plywood is good.

- Size One. A=43,B=13,C=2 x 14 gores with shrouds 50 long gives a canopy of @ 40 useful for very light fauna.of say 4 ounces or 125g
- Size Two.A=51,B=16,C=2 x 14 gores and shrouds of@90 for fauna of about 8 ounces or 250g.gives a canopy of @ 60 in dia.
- Size Three. A=75,B=28,C=3 X14 gores with shrouds @120 for a fauna of about 1lb or 0.5kg the canopy comes out at @ 1metre dia.
- Size Four.A=95,B=26,C=3, x 18 gore and shrouds @2m for heavy fauna, !kg.

Make a paper gore pattern first and to get the curves equal you only need half a patt. The curve is essential to get a nice looking chute, but if you like aeroconical chutes, go straight sided. All dims are in CMS otherwise known as yurobollux. Good luck, you'll Need it.....

RUB A DUB,DUB, THREE THREE BEARS IN A PUB, CANT SMOKE A CIGGY IF IT ALSO SELLS GRUB.

Hang about, if the grub selling boozer sticks yer ploughmans in a blender, then it becomes a drink surely. This could be a useful ploy when the Old Bill raid the Gun and Ferret looking for hard case Teddybears getting out of their heads on lager and liquid ploughmans whilst smoking and reading a copy of Mindless drivel. Hope you've all got your I.D. cards that say you're 1ft2in tall, made of fur and yer name is Osama Bin Liner Bear. Till then its the usual to the wotnot BOF c/o The Teddytorial, 48. Laurel Lane,West Drayton,UB7.7TY in ENGLAND.....



Events List

Contact	Address	Telephone	Email
Kites Up	Roy Broadley	01256 812487	kites@kitesup.co.uk
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	Events@thekitesociety.org.uk
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560	martin@skfc.co.uk
Brighton Kite Fliers	11 The Sheepfold, Peacehaven, East Sussex BN10 8EG	01273 582309	info@bkf.org.uk
Joanna Mersey	Bignor Park, Pulborough, Sussex RH20 1HG	01798 869214	
Poole Kite Fliers	85 Bells Orchard Lane, Wareham, Dorset, BH20 4HP	01929 554690	richard.nourse @ virgin.net
Peter Whitaker	12 Littlefield, Quedgeley, Glos G12 6GZ	01452 728521	Paul@gvkf.org.uk
Great Ouse Kite Fliers	Jill Ferrer, 80 Welland Road, Peterborough, Cambridgeshire PE1 3SG	01733 563958	Gokf@btinternet.com
Skybums	7 Sunnyfields, Bell Lane, Shrewsbury, Shropshire SY2 5EW	01743 244677	skybums@kites4.co.uk http://www.kites4.co.uk
Michael Lowe	44 Bellemoor Road, Shirley, Southampton, Hants SO15 7QU	023 8077 0788	
Bryan Cattle	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP.		
Ron Dell	45 Windsor Road, Welwyn, Herts, AL6 9JY		ron@kiteability.co.uk
M.K.F.	Alan Bill, 90 Weybourne Road, Great Barr, Birmingham B44 9DE	0121 360 1955	
Dunstable Kites		01525 229773	sales@dunstable-kites.co.uk
White Horse Kite Fliers	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	Cowpat.ed@whkf.org.uk
Al Cosgrove			Alan.cosgrove@ntlworld.com
NKG	Northern Kite Group		welbornkcc@aol.com
Andrew Pidgen	Events and Marketing Section, Bedford Corn Exchange, St Paul's Square, Bedford, MK40 1SL	01234 344813	river.festival@bedford.btinternet.com
Avril Baker	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002	info@abc-pr.co.uk
Malcolm Goodman	Bluebell House, Middleton in Teesdale, Co Durham, DL12 0QG	01833 640584	malcolm.goodman@virgin.net

Basingstoke Kite Festival—4th & 5th June

At Down Grange Sports Complex, Pack Lane, Basingstoke. 10 am to 5 pm both days. Come along to our 13th Festival and join in the fun!

The theme for the weekend is to be JAPAN. There will be a prize will be awarded for the best themed kite, so soon you can let your imagination get carried away!.

Guests will be from Home and abroad and as well as things going on in the display arena, there will be the usual array of activities, along with various Kite & Food traders. There will be a raffle over the weekend with lots of donated kite related prizes, Kite traders please take note!

On Saturday evening we will be having a social get together in the marquee, and everyone is welcome.

Camping is available on the Friday and Saturday evenings @ £5 for the weekend (payable on the weekend), showers and toilet facilities are on site.

So come along and have a laugh and we look forward to seeing you there!!!

Contact: Alan Cosgrove 01256 421800 or Roy Broadley (Kites Up) 01256 812487

Teston Bridge Kite Weekends Maidstone Kent 2005—June 11th & 12th Weekend- August 13th&14th Weekend. The best little Kite-fly in Kent Since 1987

So that makes it that this will be the **18th year** for our little Teston, and still going strong thanks to you for supporting us. So do come along, business as usual, nice relaxing weekend, it is not compulsory to fly, sit around, fly a kite, what ever, in the lovely Kent countryside...

Camping on site from Friday afternoon for a donation to the park.

On site all weekend **Kiteworld** traders, Michael & Linda. Catering...teas, food, etc. What more could you want...

See you there..Ron Dell, Kiteability

Hereford Kite Festival 2005 July 16th & 17th

As in the past couple of years the Festival will take place at Kingstone High School, Kingstone, Herefordshire HR2 9HJ.

On site camping is available from the Friday evening (after 4.30pm please) through to Monday morning. This year's event falls within term time so please make sure you leave site early on the Monday.

We will have the usual disorganised chaos, with competitions as the mood and wind allows and a Saturday night meal and Auction.

For further details please contact Karl Longbottom on 01981 550326 or Karl@Longbottom.org.uk

Events List

May 2005		
1-2	Weymouth International Kite Festival, Weymouth Beach, Dorset	The Kite Society
1-2	Beverley Kite Festival, The Racecourse, Beverley, nr York	01430 860070 www.kite-festival.co.uk
7-8	Swindon International Kite Festival. Wroughton	White Horse Kite Fliers
14-15	Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk.	Martin Corrie
14-15	Cleethorpes International Kite Festival, North Lincolnshire	01472 323352/323004
15	Poole Kite Picnic, Baiter Park, Poole, Dorset	Poole Kite Fliers
28-30	Tewkesbury Kite Fun Weekend, Tewkesbury School, Glos.	Peter Whitaker 01452 728521
June 2005		
4-5	Basingstoke Kite Festival, Down Grange Sports Centre, Pack Lane	KitesUp
4-5	Beacon Country Park Kite Festival,	Northern Kite Group
11-12	Wirral Kite Festival, New Brighton Promenade, Cheshire	Northern Kite Group
11-12	Margam Park Kite Festival, Bridgend, Wales.	www.thekitingexperience.com
11-12	Teston Bridge Kite Weekend, Maidstone, Kent.	RonDell
12	Peterborough Kite Festival, Ferry Meadows, Peterborough	Great Ouse Kite Fliers
18-19	Fylde International Kite Festival, The Beach, Lytham St Anne's, Lancs	www.flyingcircus.info/
18-19	Southampton Kite Festival, Lordshill Recreation Grounds, Redbridge Lane, Southampton.	Solent Kite Fliers
18-19	Shrewsbury Kite and Boomerang Festival. Venue TBC. Provisional	Skybums
25-26	Bedford International Kite Festival, Russell Park, Bedford	Andrew Pidgen
July 2005		
2-3	Sunderland International Festival of Kites and Music, Washington, Tyne & Wear	Malcolm Goodman
9-10	Brighton Kite Festival, Stanmer Park, Brighton	Brighton Kite Fliers
16-17	Hereford Kite Festival, Kingstone High School, Herefordshire	Karl@Longbottom.org.uk 01981 550326
17	Petworth Kite Festival, Petworth, West Sussex	Brighton Kite Fliers
23-24	Tewkesbury Kite Festival, Tewkesbury School, Glos.	Peter Whitaker 01452 728521
August 2005		
7	Whitley Bay Kite Festival, The Links, Whitley Bay, Northumberland	Malcolm Goodman
13-14	Teston Bridge Kite Weekend, Maidstone, Kent	Ron Dell
13-14	High Force Kite Festival, Middleton in Teesdale, Co Durham	Malcolm Goodman
13-14	Coventry Kite Festival, Memorial Park, Coventry.	Midlands Kite Fliers
21	Hunstanton Kite Festival, Smithdon School, Hunstanton, Norfolk	Bryan Cattle
20-21	Northern Ireland Kite Festival, Port Stewart Strand, Co Londonderry	Malcolm Goodman
20-21	Kites Over Capstone, Capstone Park, Kent	gareth@seks.org.uk
27-29	Portsmouth International Kite Festival, Southsea Common, Southsea, Hampshire	The Kite Society
September 2005		
3-4	Bristol International Kite Festival, Ashton Court, Bristol	Avril Baker
10-11	Headlands Kite Festival, The Headlands, Hartlepool, Teeside	Malcolm Goodman
17-18	2nd Chester Kite Festival, in association with NKG, The Roodee Race Course, Chester	Northern Kite Group
October 2005		
8-9	Bowl Water Kite Weekend, Lamberhurst, Kent	gareth@seks.org.uk