

# THE KITEFLIER

Issue 105

October 2005

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

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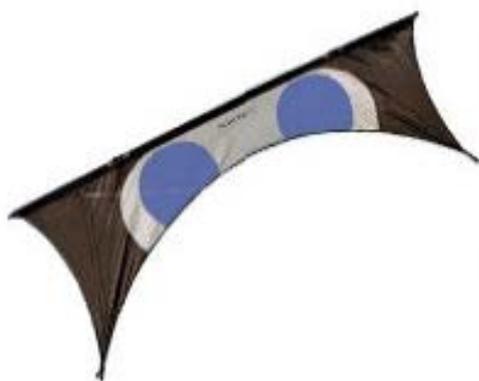
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**Front Cover**

**Claudio and Caterina Capelli with two of Claudio's painted rokkakus at Portsmouth International Kite Festival 2005.**

**Photo: Gill Bloom**

*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.*



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**Editorial**

Dear Reader

We would like to thank all of you who sent us photos from the Portsmouth Kite Festival. We were unable to use all of them but more will appear on the web site when the page is complete.

At Portsmouth a gentleman came up to the commentary box with an old kite—which none of us recognised—including George Webster!!!

So, here is a picture—if you recognise it and know more about it then we would be very interested.



Gill and Jon

**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 you can join online and pay using Paypal (credit or debit card payment) at www.thekitesociety.org.uk or 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.

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## Responses to Hugh Blowers

Jerry Swift: Reading Hugh's article in the last Kiteflier was something I should have avoided on a crowded train headed for York: I must have looked like a total lunatic as I nodded frantically and muttered 'you are so right' under my breath.

Where have all the flyers gone – and indeed why has it been happening over quite a few years?

I do thoroughly agree with Hugh and I would like to explore a couple of his points further and maybe think about some solutions.

Firstly, and OK I admit it's a bit contrived just so that I could get in the second line of the song, but this has been happening for some years. I well remember about four or five years ago a not dissimilar conversation on declining numbers. I thought then, and still do to an extent, that it is partly a function of time, partly through the other influences Hugh suggests.

What do I mean by time? My observation is that for most people, other than the completely committed kite nut, our hobby wanes in interest after a number of years. That is the natural order of things, after all it happens with most other hobbies and I suspect happens in most other elements of life. We may stay in a job for life only because we are not easily able to change.

This loss is only an issue when we fail to attract new blood, and here I do so agree with Hugh that with the 'ante' being raised so much with show kites, there is a real risk that the newcomer will feel intimidated. Intimidated not only by lack of space but also because he/she feels they cannot join this form of 'cheque book kiteflying'.

Now before some very good friends of mine pick up the phone and threaten to bury me in a damp Peter Lynn octopus, can I say that we do need some of these big kites at events. There is no doubt in my mind that they are a huge draw.

But, event organisers (and large kite flyers) have a big part to play here. Firstly, the programme needs to be sufficiently varied to ensure that big kites do not dominate. Neither should parachuting teddy bears, two-line precision or mega-teams. Balance must be the order of the day, with the only other influence being the weather – fighter kites are tricky in a force 9, inflatables tend not to work in 2 mph.

Secondly, organisers must lay out the flying field in order to take account of all flyers. There is a very well known festival that I am afraid I don't bother with any more. The wind (almost) always blows from the west. In the west, large kites. In the middle, single line kites, suffering from trashed wind and trying to keep out of the way. In the east, the arena and complaints when the single line display kites drift over it.

Now I know changing a field around is not easy. I've done it. But organisers do need to give careful consideration to laying out their site to make it as easy as possible for everyone to fly, safely and enjoyably and for the public to enjoy the spectacle.

Why do flyers come to festivals and not fly? Again I think Hugh has identified a couple of reasons. For some kiteflying is primarily a social occasion (as opposed to a sociable activity) and for a few, the social aspect has all but taken over from the flying. I see little problem with this when some of

those very same people put so much in to organising events and making our obsession fun.

There are a few for whom I think it has all become an excuse for free entry to some premier sites around the country and the ability to sit in a comfortable chair in the late afternoon sun. Fine, but please don't call yourselves kitefliers.

Dieppe is a special case. We were there. Frankly, flying at Dieppe is a pain. Over the years I have found the organisers increasingly officious and some of the other fliers increasingly rude when it comes to flying in the arenas. Language can be a problem. The wind can be difficult and I do not fly on pebble beaches (too much damage). That said, we tried and the dragon was a huge success. I think others have just decided that because it is a pain, it is not worth lugging their kit across the channel.

In the case of Dieppe, we are becoming a nation of spectators, as participation is too difficult.

So to return to the question of event organisation (sorry this is a ramble – Hugh is much more organised!). I totally agree with Hugh that George and TC are to be commended for bringing some fun back to events. We are happy to support them in that.

Did it all get too serious? Very probably, but there is a problem here, which Hugh analyses very effectively. For any 'public' event to be successful it needs to run smoothly. And that means that you can't spend half an hour waiting for someone to set up. And that means whilst we must retain the fun we also need a degree of 'professional slickness' about it. That's a hard balance to achieve and it does tend to lead to the 'turn', because organisers and commentators know what they are getting.

So are there answers to Hugh's questions? In a word 'no'. OK, well in a few more words, not one answer because I believe it will depend on the event. And here I hope people will try and spread events through the calendar and maybe try and do some of the events such as the one Carolyn and I are organising in our village – for kitefliers to meet and enjoy themselves without, at one extreme it being a club fly-in and the other a full blown festival.

Whilst on the issue of fun, rok fighting! It has to be fun. Too many rules stop it being so. Then one by one people start flying on hemp because they can, so everyone flies on hemp, it gets boring, so we introduce rules to stop people flying on hemp so people stop fighting. Now I have only one solution for this. Standard lines issued by the organisers. I have one other solution, but it all depends if I get enough time over winter. Oh and one other, fighting with Chinese rainbow deltas as endorsed by George Webster – ask George!

And so to officialdom. Hugh and I have discussed at length (over an absolutely splendid dinner – thanks Jackie and George) whether BKFA has any role to play. I maintain it does and we agreed to differ. One of the reasons I think it is essential is in order that we the kitefliers control the machiavellian tendencies of the neo Stalinist state (sorry, off on one there), that we take control of kiteflying before someone else does.

Witness the story in the same edition of the Kiteflier. Page 13. As John Barker would say, the loonies have taken over the asylum. One terribly PC individual asked me how I

## Responses to Hugh Blowers

would like it if my child's photo was used in an inappropriate way on an illegal website – the prime reason given for these bans – my response? How would I know, I don't visit such websites.

This particular ban is one BKFA will find difficult to overturn – this particular genie is well and truly out of the bottle and I fear the lunacy with respect to child protection will get ever worse – depriving the majority of children of the innocence of childhood which is theirs as of right.

But together, we can at least try and keep some of the other potential idiocies at bay by ensuring our own house is in order and that we have taken steps to control our own risks. We can work with organisers to try and ensure that a sensible balance between risk management and fun for fliers and visitors alike is maintained.

Oh parking..... lost cause there I fear Hugh. It comes back to choice and hopefully where organisers do start to make life increasingly difficult for fliers, fliers will vote with their feet. Beverley, camping, boot sales?

Now is money the root of all evil in the kiting world? Hmmmm. Tricky one. We are lucky. I have a well-paid job and with two incomes, we can afford to indulge ourselves. So for us, travelling around the country to fly, buying new kites, these things are generally not a problem if we are sensible. But consider someone on a lower income who needs support to travel. How about those that fly seriously expensive inflatables and provide the spectacle that draws the crowds and hopefully draws new kitefliers. For them, a fee may be essential.

We have said that if we get to the situation where the choice as to whether to go or not, in this country at least, depends on whether we get paid, then it is time to pack in kiteflying. I would hate to be part of the French scene where in some cases they can't get fliers unless they pay them and feed them – I was not impressed with some of the attitudes shown to the organisers of one super event that we were fortunate enough to attend by their fellow countrymen. And what was worse some of those very same people hardly flew. Let's hope it doesn't get like that over here.

Which brings me to a final thought – kite design. We need new kites, we need new designers, and as Hugh suggests size should not be everything. I fear the advance of the cheap Chinese kite, not because I want to protect British makers from cheap imports but because by providing a limited number of makers with a reasonable income through licensing arrangements, I suspect new designers will be discouraged.

I make a new kite. Initially I make it for me. Then people start to see it and ask me to make them one. I quote a fair price for the time and effort. They laugh and buy a kite three times the size and half the price from China. Fine, mine was original, the Chinese one is one of thousands, but do they care? And unless I can get one of those licensing deals do I bother to develop new designs.

What can be done? I hope BKFA, possibly in association with the Royal Aero Club, can offer a small prize for kite design, in order to encourage new designers. In Germany, the annual competition is hotly contested and generates some first-rate design – isn't it about time we did something similar here?

In conclusion, I share Hugh's concerns. Some issues I fear are inevitable, some could get worse if we don't take steps to manage our own affairs. Some are only issues if we look at them in the wrong light. But some issues can be addressed, and as kitefliers we must look to the future, to new fliers, new events, new challenges.

Cliff White: Regarding Hugh Blowers Article in the last magazine "Where have all the flyers gone".

Although I have no answers I read the article and found myself agreeing on most of his comments.

One thing did spring to mind was perhaps in the next Issue of the kiteflier you could put in a page with a relevant title that could be cut out and sent off with suggestions and ideas as to what people would like to see at a kite festival in the future and what would encourage them to participate.

My Suggestions: I class myself as an intermediate free style flyer. I would like it if you could get flying tuition classes if you like at a small fee, I would be happy to pay if not excessive.

I feel it would be a good idea if help could be provided to the general public who buy kites, to provide help in setting them up and flying them there is nothing more frustrating than not being able to set up and fly your new kite. After all these are the people who we are trying to encourage into the sport.

More interesting stands for the non-kite flyers, poss arts and crafts.

Stephen Billings: I would like to respond with a few points of my own, to the letter from Hugh Blowers in the July Issue.

1. Multiple Festivals on the same day. This is a thing we will have to get used to. It will be up to the flyer what event they go to.

2. 'Turns' It is nice to see 'pro' flyers displaying their skills at events, but how about 'D list' flyers? A few years ago I flew a display at the Southampton Kite Festival, and enjoyed it.

3. Display/Big kites. Do limit space, but unless they are moved away from near to the main arena/s people will not come near it, and see the main displays.

4. T.C's ideas. GREAT!! If other festivals had more of the same ideas (mass flights as a 'theme' or type of kite) it could let flyers search in their bags, to see if they could take part. Also group flights, like the AKF/BKF at Portsmouth. The kites flown don't have to be display kites, although they look spectacular. How about different ones owned and flown by members?

5. Small kites. Hugh mentions 15" high kites at a french event. At Portsmouth I flew a train of 18" high kites of my own design. I had at least 6 people take photo's. Interesting kites don't have to be big.

lastly a point of my own, Bear Parachuting. Most people watch this, be it a display or just dropping bears for charity. Good displays like those by The Swifts, Arthur, et al, can be good. How about a 'Mega Drop' at one big festival. (As many Dropnicks as possible, dropping as many bears as possible)

## Annual Roundup—George Webster

I was asked at Bristol to write my annual thing about the season. Of course I had forgotten that I 'usually' do this; anyway here goes.

**Best Auction:** Sunderland and £600+ for a George Peters Dragonfly.

**Best Crowd:** Sunday p.m. at Bristol

**Best Food:** Bristol as always

**Best Hotel for invited kite fliers and commentator:** Basingstoke

**Best New Festival:** Wirral. Good organisation, a great site, new overseas fliers and the only Saturday crowd which had all the stall holders satisfied, except the lady on the embroidery stall (!?). Shame about the wind and rain on Sunday, but one to think about.

**Best Overseas Fliers:** Bedford and Sunderland with Sunderland getting the edge as more space for them to show their stuff. It was good to see Andreas again at Cleethorpes. Also to meet Team Mangalore at Portsmouth and Bristol. And any year with George Peters twice and Tal Streeter has to be special.

**Best Rok Fights:** Portsmouth and Bristol.

**Best Site:** Wroughton (Swindon). Can accommodate Peter Lynn and 50 buggies and still have plenty of space. Plus the only site with a secure covered area – so see next years programme.

**Best Sprints:** Weymouth and Cleethorpes

**Best Sky:** Early Sunday afternoon at Portsmouth. In addition to a full range of soft kites there was a great variety of sparred ones.

**Best New Demo:** Fighting Butterflies. First seen on the South at Basingstoke, then impressing at Bedford, Sunderland and High Force.

Some 'problems' or 'challenges' faced by festival. Bearing in mind that I may have once read that a problem was 'just an opportunity in disguise (Readers Digest?)'. Also not responding to Hugh Blowers article in the last issue.

Engaging with the crowd is normally a key objective for a festival which usually involves sprints, rok fights, 2 and 4 line team demos etc. T.C.'s Skystage has promoted 'themed' times e.g. serpents and spirits, 'My Favourite Kite', how to fly a kite etc. But I don't think we do enough hands on with the crowd e.g. Zoone at Basingstoke who give children the opportunity to fly their impressive unique kites. I know that you have to steward children to the fliers and that there might be an insurance problem and it might be practicable at a not-so-large festival – but it does attract the crowd. As does 'bear bunging'. I've only been involved with the Swifts bb this season and they put on a great show in all weathers – but undoubtedly there is a special feeling when a volunteer bear from the audience is involved.

Taping off areas from where the public is barred is obviously necessary – there was even a fliers only area at Petworth this year. However, ideally the fliers should be in an arena, which the public can walk around – to enable them to get close to something of interest, be upwind etc. I have noticed a trend for more sites to split into crowd one side and fliers the other. Both Weymouth and Sunderland are now like this. This can be a

problem for sport kite demos and for flat kites generally; it tends to favour large soft kites which are visible from all angles and is another problem for the small kites. There are some French makers of fascinatingly small kites who don't travel here but if they did would have great difficulty in showing their stuff – yet, for example, small Chinese silk kites are a worthwhile part of the kite world. It was hard to get a view of Anke Sauer's revolutionary kites at Sunderland and there were two young German fliers at Weymouth whose kites were only seen by some of the invited fliers. There is now a 'big kite only' event at Blackpool; I'm not suggesting that we have 'small kites only' – just that we should think about how to encourage and show them.

There are implications for festivals in the growth of 'packet kites; my name for kites marketed by 2 or 3 large firms with the kites made in China. Some of these are versions of famous kites others are specially designed for the market. Several trades now sell them (also on the net). As kites most can be good value in terms of area of fabric and number of stitches for your £. Some are remarkable – there is a Cody plus topsail of which I've seen two, both tight as a drum and in reasonable colours. But there are not so remarkable designs which lack tension, have inappropriate spars and heavy covers (sometimes caused by the massed lines of stitches).

I don't have a problem (do you?) when an invited flier flies the Chinese made version of his kite. I'm told there have been cases of pirated copies of famous kites being flown – that concerns me. I don't have a problem when (say) UK fliers fly packet kites in the fliers area but not as part of a demo. But I think that it is important that commentators make clear which kites flown are made by the flier.

Hugh Blowers and I briefly fantasised about a kite festival where only packet kites would be allowed.

I'm interested in how few of these £15 - £40 kites are flown by the public compared to the dreaded Chinese Rainbow Deltas. Given that our larger festivals must be some of the biggest audiences for packet kites might it not be possible for organisers to offer to fly traders kites, or manufacturers kites at a set time in the arena for a fee?

I tend to go to larger festivals but I go to enough of the one day events etc to recognise the great value to kite flying of these modest operations. Some have real budget problems (all right I know that applies to the large events as well) – I think the Fylde weekend which has a great beach site, an enthusiastic local group and no local funding worth mentioning.

I've just come back from a day in Harrogate. Dull weather but a good site, good N.E. Fliers (plus Wigsley Wings, the Beatties, the Megraths and Ernest Barton), the Lady Mayor in a hat, Chanel suit and wellies. Great stuff.

## Kite Flying in Jerusalem—Michael Goddard

It was to a land of contrasts that my passion for kites took me in August this year. I had been invited by Roni Peled, the events officer at the Israel Museum, to display my kites at their annual kite flying event, held in the beautiful sculpture garden which surrounds the museum in Jerusalem. The support of private sponsors and the British council made my visit possible.

Israel has a controversial history and is the focus of much media attention at the moment, it has a wealth of sites of geological and historical interest. My visit would include the opportunity to visit some of these areas and hopefully enhance my understanding of the complex issues which dominate this region.

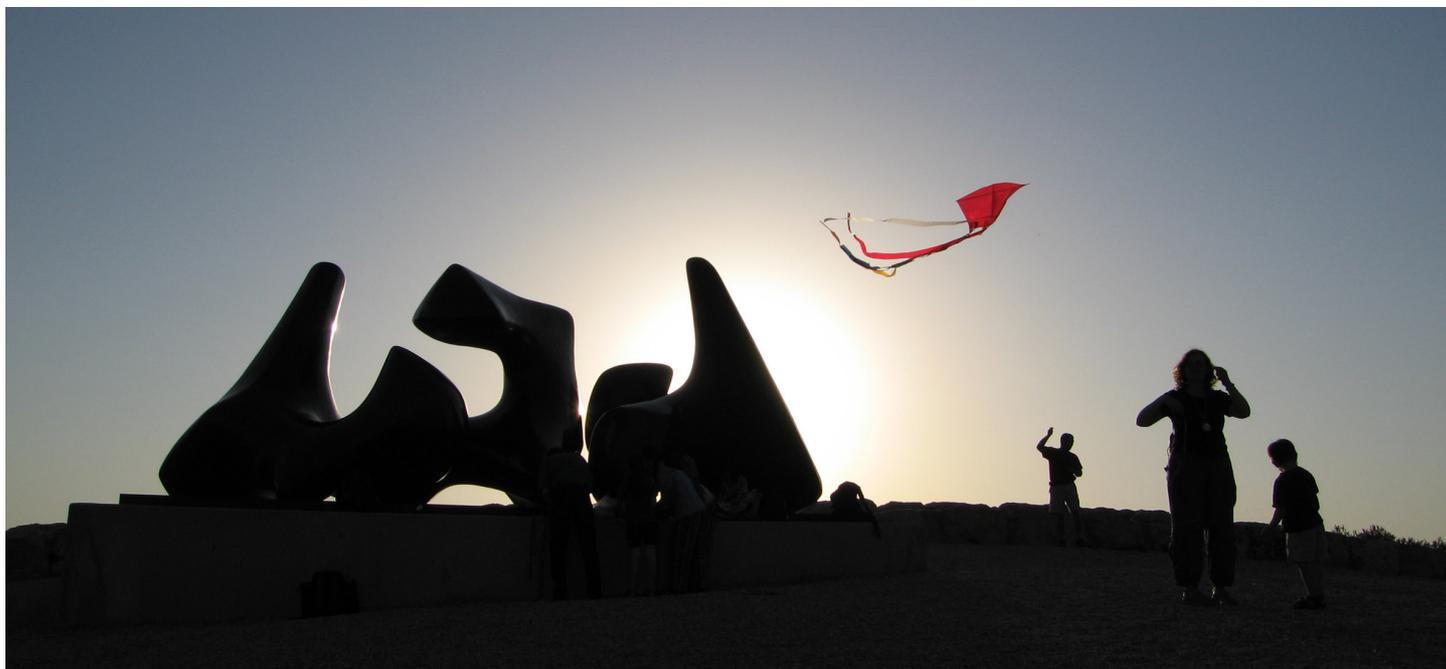
I flew from Manchester to Tel Aviv and was collected at the airport and driven directly to hotel accommodation in Jerusalem. If you have experienced travelling with large bags of kites then you will have probably experienced delays. My flight with KLM was no exception to this. The bags containing all my clothes and kites arrived 2 days after I did and were fortunately delivered to the museum just 2 hours before the start of the main kite flying event. If they hadn't arrived I had visions of having to provide some form of naked entertainment!

The Israel Museum is the largest in Israel, it contains a fascinating range of historical artefacts dating back over thousands of years as well as holding major contemporary art exhibitions. The museum is situated on a hill overlooking the city of Jerusalem and this year it celebrates its 40<sup>th</sup> anniversary. The sculpture garden which sur-

rounds the museum is filled with the work of many international artists, such as Henry Moore, Picasso and Richard Serra. The garden was designed by the American-Japanese sculptor Isamu Noguchi. I had been asked to deliver a lecture on 3 consecutive days in their splendid auditorium about the design development of my kites. The Powerpoint presentation I had prepared looked great when projected onto the large screen above the stage. Each lecture was preceded by an extensive sound check and was followed with an opportunity to establish a dialogue with the audience.

The main kite flying day commenced at 10am with a kite making workshop held in a huge white walled hanger size building beside the museum. During the day adults and children made hundreds of decorated paper diamond style kites under the direction of local kite artists. This area also provided me with the space to assemble my large kites under cover from the hot sun. Temperatures were in the high 30's and I was drinking much larger amounts of water than usual to avoid dehydration. I didn't see a single cloud in the sky during my week in Israel.

I started flying my kites at 2pm in the afternoon and continued until after sunset. As a flying site this was certainly the most interesting I have so far experienced. The organisers had designated separate areas for the kite artists from Israel, an area for my kites and another for the general public. Sandbags were provided to weigh down my kite reels as the Japanese Zen garden inspired pebble base to the site meant that ground stakes couldn't be used. There were about 6500 people



## Kite Flying in Jerusalem—Michael Goddard

attending the event and the close proximity of the museum buildings, sculptures, rosemary bushes and olive and fig trees created a challenging environment in which to fly kites. During the day I was interviewed by national television and radio where the questions they asked covered the current political situation as well as kites. Like most events of this type this is a great opportunity to meet local flyers and to share conversation and ideas. Kites in Israel are highly decorative, often using geometric patterns in their surface design. I met Eli and Shula Shavit who were flying their finely detailed genki and delta kites. Also in the sky I noticed a few familiar inflatable soft kites. In the evening the sunset behind Jerusalem provided a spectacular backdrop.

The next day I visited the new Yad Vashem holocaust museum, spread out across many acres of land on the edge of the city and containing much stunning architecture and sculpture created by artists from Israel. This provided a poignant reminder of the horrors of the past. Later in the afternoon I was provided with a tour of the Israel museum. Sharon Rosenfelder was my personal tour guide and what she didn't know about the history of the region was just not worth thinking about. This gave me a fascinating insight to the museum's collection of artefacts. I'm still trying to put Natufian, Chalcolithic and Canaanite into some sort of order in my mind.

Of course no visit to this region would be complete without exploring important sites, so later in the week I toured the old city of Jerusalem visiting the Wailing Wall, the Church of the Holy Sepulcher and the stunningly decorated Al-Akjsa Mosque. I arrived back at the museum later in the afternoon as I had been asked by Roni to put on a show of kites in the sculpture garden again. I'd just released a large kite into the air when a family came over to talk to me. They were disappointed they had no kites to fly. Fortunately I had with me a pack of materials to make 20 small workshop kites. Before long there were little kites floating in the air as more families arrived in the sculpture garden. This is the first time I have made kites on a Henry Moore sculpture - the plinth was just wide enough to spread the materials out and build the kites.

The presence of so many heavily armed police and young soldiers checking bags at the entrance to hotels, markets, shops and bus stations in Israel takes some getting used to. These people really take security seriously. Due to the prospect of demonstrations some roads in Jerusalem were

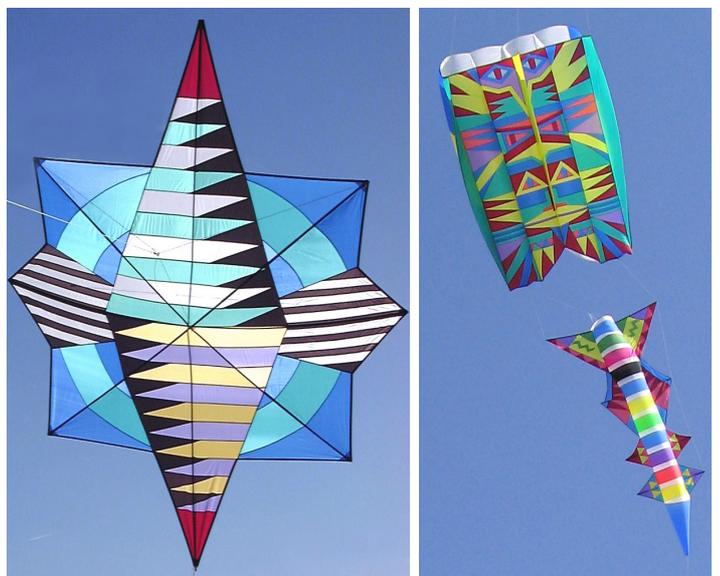
closed and access to some parts of the old city was restricted.

On my last day I caught a bus from Jerusalem to En Gedi by the Dead Sea. As you leave the outskirts of the city a barren desert-like landscape stretches as far as the eye can see. Occasionally a small oasis or encampment comes into view. At 1000 feet below sea level the Dead Sea is great fun to float in, but swimming is impossible and the temperature was over 40 degrees, so after a couple of hours I headed back to the city. Later in the day I was invited to a traditional end of Sabbath meal with Roni and his family and there I gained an insight into Jewish tradition and hospitality.

A lasting memory of Jerusalem was created on the final evening when the sun was casting its last golden rays on the city walls. As I took in the view from the steps of my hotel a single kite appeared above the city and rose slowly and gracefully into the evening sky.

I flew back with KLM in the early hours of the following morning. Unfortunately my baggage was retained by security staff at Tel Aviv airport. They insisted my bags could not be permitted to leave until all the contents had been thoroughly checked. Despite queuing for over 2 hours at the airport there was not enough time to do this unless I missed my flight. Fortunately they were delivered unscathed to my home 2 days later.

They say travel broadens the mind, for me it also provides inspiration for my kite design, an opportunity to observe different customs and cultures, and the unforgettable experience of sharing the sky with so many other kite flyers.



## The Deep Space—Allan Pothecary

### A New One from the Benson Stable

Thinking of entering the next tricks party? – Read on! Just after the Gemini was released I took mine on holiday to San Diego where I got in to conversation with a really good flyer called Al Stroh about how to make his feel lighter.

I sort of knew Tim Benson from a distance at that time and said that I would ask for his opinion. It was here that I got my first insight at just how much effort goes in to the design and build of a top level kite.

Tim told me that before putting a kite on the market he had to be confident that it would do what he wanted it to do - and as well and preferably better than anything else around and trying all the possibilities with all the different types of materials that were available. So, Al could be assured that whatever he could think of, it almost certainly had already been tried before in the R and D.

Many sport kite flyers had noticed the beginnings of the latest new kite as far back as Brighton in July of 2004 and were impatient to own one especially after having had the chance of the occasional test fly at later events and festivals.

You won't ever get a cheap Benson kite – no more than you expect there to be a budget Rolls Royce and this one will be a step up from the Gemini range putting it in the Cornice class. What you get with a Benson kite is Quality with a capital Q, borne out of months of research and testing in all conditions and a combination of innovative ideas combined with the latest technology to provide you with a kite that will be right up to date with all the latest tricks and maybe, a few new ones that were discovered in its making.

This latest kite has evolved through intensive collaboration with co designer Andy Wardley and looking at every feature of a sport kite and improving it in some way.

Even the name has been a long time coming. Tim works in close liaison with Andy who lives about four hours away and each new major modification has to be identified so that when they talk over the phone about the C2 for instance, that was a later model than the B3 with alterations - and then they are both battling down the same strip. The C class name started to stick for a while as it was a name already associated with quality.....

I visited Tim at his workshop and got the chance to ask him about the kite. I asked what he had in mind right at the beginning, what was he aiming at? He said that it had to be different from the Gemini and had to do absolutely everything that he wanted to do without a struggle and it had to be easy and fun to fly.

When we tried the latest version out on the field later, Tim was testing the spine –was it better under tension and slightly curved and what was the difference when the sail was pulled tighter at the wingtips. Another prototype we had with us used slightly stiffer rods in the leading edge and there were shorter spreaders to try. So, how many different combinations is that so far?

If you ever get the chance to watch Mr B fly, take it. Tim really is a craftsman at what he does – you'll have to go a long way to see better, (OK - Andy too!) that's not to say that he's the best with every kite he picks up, like most flyers he has his own style but to see him wrap this kite three times around itself, fly it around the sky then slow it right down just above the ground whilst it flicks itself back to normal then slams down on to both tips in a perfect, two point landing – well it's just awesome!

But with Kites you get either good precision or good tricks there had to be a compromise in the new kite somewhere. Tim said that he wanted the new one to do everything - so I put it to him straight – what doesn't it do well? The precision was good, the usual flat spins, axles, flic-flacs, yoyos and back spins were excellent, it really did seem to do everything extremely well except, he finally admitted you really had to work a bit on lazy Susan cascades but they would get that right before the kite went on sale!

Tim and Andy concentrated on a snag free theme throughout the whole design and this is evident in the double reinforced Cordura nose. Cordura has high abrasion resistance and is also used to prevent wear during dead launches and ground-work on the low profile, Velcro fastening at the base of the spine which has been specially designed and shaped, to prevent line snags.

Tim has a great deal of respect for other flyers and has taken their opinions on board in his quest for perfection. I passed on some of the comments made to me by flyers who had tried one or other of the prototypes.

- "Not quite as good in precision as some but then much better in the tricks"
- "Brilliant it's like a different world"
- "Cometes weren't quite as spectacular because they are harder to do quickly"
- "I wish I hadn't flown it because now I have to have one"
- "Why doesn't he get it on sale – I can't find anything wrong with it!"

Tim has listened - improved it again - and the Cometes are **sorted**!!! So how would the kite fly with me on the end and the vast canyon of difference in skill levels between us?

## The Deep Space—Allan Pothecary

I actually didn't feel as inadequate as I thought I would because the kite really is easy to fly. It was very forgiving to any mistakes and wasn't at all 'snaggy' due to the integrated, internally reinforced glides which deflect the lines along the leading edges where the spreaders join and the way that the wing tip tensioners are cleverly, but simply concealed with an internally reinforced tip which also gives better distribution of the sail tension.

Andy's idea of having two bars hoop over the back of the kite on each wing, from the front, to the trailing edge to retain the lines when you wrap the kite, make it easier to shake your lines down so that they are level before you fly on – or put in another wrap – they also help to prevent the sails from bunching up when under tension from the lines wrapped around them during this trick.

Just listen to me – I couldn't even do wraps before – but with some gentle coaching and the right tool for the job – this was starting to get easy!

It's been a long time since I had this exciting feeling about a new kite – I should have mine by the time you read this – in "Close Encounters" colours of black and yellow.

Some of the other features to look out for on this kite are:

- The Icarex Sail is framed with Skyshark P200 in the



leading edges and 5PT for the bottom spreaders giving a span of 215cm and a weight of 290gms.

- The covering over the back of the stand-offs to stop the lines catching is the best I've seen.

- Look out too for a new, Andy Wardley, special active bridle.

The **Deep Space** is now available but a bit of a rarity to find one sitting on the shelf for too long due to the high demand.

You are going to have to spend around £180.00 to have this one in your bag but this is not just another kite – you really will be getting something a bit extra special for your money.

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Please note: visitors are most welcome, call first to ensure we are available

## Event Reports

### Petworth 17th July

We just love the free and easy feel of Petworth. There's no pressure to perform – just laze around all day in the peace and quiet and get out the single lines to show off.

The day before we had disastrous performances in the STACK pairs competition with our worst results ever – and in front of one of my work colleagues too!

So this day was a real pleasure – we turned up fairly early and, once the ice-cream man had moved when he was told that he had parked right in the middle of the flying field, we got Michael Lowe to help us with the 7 metre flow form.

The wind was coming across in thermals for most of the day but at that time they were strong enough and long enough (and we still had the space) to get air-borne with a couple of "Crazy Tails" out behind.

The 1000lb line started to get a bit heavy as the wind decreased so we changed down to a 600lb which proved to be a bit slippery to hold so we then changed the kite for a 4 metre Flow-form to lift the Generators (Rotating circles).

By this time [kiteworld.co.uk](http://kiteworld.co.uk) had started sending people over for lessons in two line and in quad-line flying and others just wandered over and asked too – not a problem!

Michael helped sort out a few – "I bought this kite a few weeks ago and I've never been able to get it to fly" – it's amazing how they manage to get all those extra knots in the bridle!!?

We generally tell people that if they buy a new kite it *should* fly. Sometimes it won't because it needs lots more wind and sometimes because it just ain't been put together right by the owner, or it could often be that it flies better downwind than up! Unfortunately it's not like a DVD recorder or a computer where you can just give it to any ten year old and he or she will have it up and running in five minutes – a kite requires a different sort of understanding.... and patience.

The step up from a first time cheapie to a very decent kite is not so big these days even the big HQ seven meter flow form can be bought (you will probably have to order it) for around £180.00.

Without doubt the kite which attracted the most cameras was Houterman's Circle Box. This one is only £49.99 (before Kite Society discount).

It's a very colourful kite which mixes its semi, 3D shape with optical illusions that make it look much fuller. I haven't flown this kite in a strong wind and probably would not advise it. Only a breath will take it up but you have to be quite gentle because any sharp tugs or a sudden gust can make it tip forward to an unrecoverable position as it heads ground-wards. I tried some black and white, 5 metre tails as a replacement for the small (too small) drogues which come with it and this seemed to make quite an improvement. Michael suggested (Hey! - this guy is starting to take over) that the adding of a supporting rod would enable the fitting of an adjustable bridle instead of the fixed, tow point (Sorry Michael – good idea we'll try that next time out and report back).

I've had a couple of people say that they had trouble with their Flex Ring kite – as reviewed in "The Kiteflier" a few issues back (The one with 'cover girl' Marilyn stood with it on the front). Ours was fine so we we'll keep it with us if anyone wants to compare notes.

We had been flying and messing around for what seemed like only a couple of hours when all of a sudden someone was thanking everyone for coming to what was a brilliant day and please come again next year.

HQ had sent us loads of kites which we still had to retrieve from people who had borrowed them to try and lots of packing up to do. The wind was picking up now and I just had to try what turned out to be my favourite kite. Again it was a Houterman design from HQ – The Starbox. There are so many colours to this box and it takes on a different appearance from every angle, it's a sculpture, it's a piece of engineering, its..... come back people – there's more to see!

### Allan and Marilyn Pothecary

#### Hunstanton—21 August

The morning started overcast with a nice breeze coming off the sea .It was opened as usual by the Mayor of Hunstanton followed by the opening displays from Team Spectrum which are always well received by the crowds at the school grounds.

Team Adrenalize followed in the light winds with a demo of land boards and buggies with some of their largest foils to make use of every ounce of wind.

As the sun burned through the cloud the arena was filled with single line kites some taking many hours to make, from the Great Ouse Kite Club

## Event Reports

joined by Team Piscean in the wind and the Thorpe Kite flyers a colourful display of so many different types, even axel the crazy frog made a brief appearance!!!

Stuart followed with his flexi stack with ultralight spars and Bruno dancing around the arena with a six stack of Deltas, his son followed (Leo ) with a single kite display to music.

Stafford demonstrating the art of fighting kites capturing his opponents kite in mid air and also bringing back helium balloons in the receding wind.

At 1pm the Downham Market Majorettes led the Classic car around the arena followed by Justso James our resident childrens entertainer All the prizes from Justsos games were kindly donated by Team Spectrum.

The afternoons events carried on to 3 30 pm as we had been promised a special event for the afternoon . We marked out a large H in the arena and invited everyone to come in and stand on the line to make a human H , then right on time at 3 50pm we were treated to a flying display by a Spitfire

## Event News

### Weymouth International Beach Kite Festival. April 30th & May 1st.

We are always looking for new kites and displays for the above festival. If you think you or your club would be able to put on a good display please get in touch with us at the address on the Editorial page. We can usually offer some accommodation and possibly some expenses.

**Gill and Jon**

### Swindon Kite Festival—7th & 8th May 2006 Science Museum, Wroughton Nr Swindon.

After the great success of the Gibson Girl and Arno Haft historic kite collection exhibition that was staged at our festival in May, George Webster suggested that we do something similar, for a great British kite innovator, Alick Pearson, of "Roller" fame. Alick was one of a group of kite flyers, who became known as the "Round Pond Flyers", after their meeting place in Kensington Gardens, London.

Alick died in 1984, but left behind a great legacy in the kite that we all know as the Roller, he was also well known for making bird kites. The plan is to bring together as many Roller kites or his style of bird kites that we can get, we have invited two kite flyers, who knew Alick personally; to the event, they haven't confirmed that they can come yet, so I won't name them until they do. They are both experts in Alick's kites,

from the Battle of Britain Memorial Flight.

It was just incredible to see such a display so low over the field everyone just waved as Wing Commander Alchorne flew his Spitfire over for the last time and disappeared over the coast.

The finishing displays from Team Spectrum and one from myself Dark Star flying ultralights to Ravels Bolero.

Many thanks to all the flyers and Teams , Paul and Kay for their commentary which made the event so much fun and for all the kiteflyers for their support which has been one of our most memorable festivals here at Hunstanton.

Our date for next year will be 20<sup>th</sup> August.

More details and photos of the event can be seen at [www.teamspectrum.org.uk](http://www.teamspectrum.org.uk) and [www.dark-star.org.uk](http://www.dark-star.org.uk)

**Bryan Cattle**

so if you think you may have a genuine one in your collection we would like you to bring it to the festival, where hopefully we will be able to get it authenticated by these two experts. We also want you to bring along Rollers & replica bird kites of Alick's, that you have made yourself. We want to gather as many as we can, however we need to know if you are bringing your kites, please inform me first, by email or phone.

If you haven't been to this site before, you may be surprised to learn that it's owned by the Science Museum, who use it to store the items that are too large to display in London, it's also a storage facility for items that will be shown in London some time in the future. Camping is allowed on-site for a fee, however entrance to the event is FREE! All forms of kite flying are welcomed, however if you want to Buggy on the runways you will need to be a member of the BBC, who organise and insure the bugging.

If you intend coming along and you have a Pearson Bird kite or Roller, please call and let me know on: 01793 824208 or email me at [darjer2@aol.com](mailto:darjer2@aol.com)

**David Robinson**

## How Kites Fly—George Webster

### 1 Introduction

When I first realised that I was going to write a series of articles that together would be a fairly comprehensive approach to studying the single line kites that might be seen in the sky, I thought that a brief section on tails would be worthwhile. If it were at the end (tail-end, but let it pass), so much the better. That appeared with the last Kiteflier.

I was determined NOT to write on how to make kites, the kit needed to fly them and how kites fly. I've kept the first two resolutions but felt that some treatment of what can go wrong with a kite might be helpful. This links with tails, as they are one of the common methods of dealing with problem kites as well as the main quick-change to the look of the kite which is open to the flier.

**But** writing on what can go wrong involved me in writing something about "how kites fly". So far so good; I learnt about Bernoulli and the 'Theory of Flight' when I was fifteen. But when I sent it to Ernest Barton to look at, he replied saying did I realise that most of what I had written was now widely thought to be rubbish.

So I did some reading and tried to re-educate myself. What follows in 2 is, I believe, the first treatment of (not so) modern flight in print, which is designed for kite fliers. Some of it is quite difficult and I am not sure how well I have explained what I know. So if something is unclear, do write in. I am sure that many readers know much more than me – let's hear from you.

This article comprises:

- 1 Introduction
- 2 How kites fly
- 3 Bibliography

My objective in all this is not to enable you to design or make a kite but to appreciate the designs which you see and, from this article, to have some helpful knowledge that will assist you in knowing what to do if things seem to go wrong.

My thanks to Ernest Barton for his double contribution to the article – he has done the drawings. Thanks also to Carolyn Swift for more than simply getting scrawl into a computer. The photos are by Malcolm and Jeanette Goodman.

### 2 So how do kites fly?

For convenience this section is split in two: **2.1 Lift** and **2.2 The Forces on a Kite**. The latter introduces drag even though drag and lift are interconnected.

**2.1 Lift.** It is a commonplace understanding that a kite flies for the same basic reason as an aircraft or glider – that moving air generates sufficient lift to counter the weight of the aircraft/kite. Lift is defined as an upward force at right angles to the horizontal direction of flight. The difference is that the aircraft is moved through the air by some sort of engine (or in the case of a glider by using a gentle dive or rising hot air to generate forward movement), while the kite is held in the airstream (wind) by line and bridle.

The theory of flight has been developed to explain how aircraft fly; while its principles apply to kites, there are some obvious differences between the two.

Kites operate at very low wind speeds compared to aircraft. Most kites can fly at 12 mph, some at 4 mph and some as high as 30 mph. Sudden wind gusts can double the speed of airflow across a kite; aircraft try to avoid this.

Most kites are very small in comparison to aircraft. This is important as lift depends on the relationship between the air closest to the surface of the wing and the wing itself and this relationship does not simply scale up or down.

Most kites are single skinned, aircraft wings have an appreciable thickness.

Kites are often flexible in either or both of the frame and the covering.

Kites may have complex shapes compared to an aircraft e.g. a Chinese bird or a Peter Lynn gecko.

Kites fly with, for their size, large rough features (e.g. ties holding spars together) – although a look at some of the underwing armament of ground attack aircraft weakens the comparison.

Some of the flying surfaces of an aircraft can be adjusted in flight by the pilot (or by remote control). Single line kites in flight can be adjusted only by shortening or lengthening the line – which is closer to the pilot's engine control.

We will come back to some of these differences later on, but now let's get into 'the theory'.

Generally in science we want a theory to explain what we observe and, for it to be useful, to predict what will happen if a situation changes. For most thinking kitefliers (that's why you are reading this bit) there could be three approaches.

- A) The use of 'real-life' photos and measurement which show us what is happening.
- B) A set of formulae and equations (or 'maths') where you put in some figures and the computer then calculates the required result so with a given wing shape etc and angle of attack you can calculate lift.

## How Kites Fly—George Webster

C) A logical approach which explains what happens without using maths.

We will be using approach C; although there is some interesting evidence (A) to which we will refer. We will be simplifying the approach found in aeronautics texts, partly because there are issues important for aircraft but not for kites, partly in the hope that a simplified accessible approach is possible. I remember 'it is better to be roughly right than to be precisely wrong'.

In **Bernard & Philpott** (see Bibliography) there is the following statement on page 1;

"Many years ago, someone thought up a convincing, but incorrect, explanation of how a wing generates lift..... it is probably true to say that most of the worlds aircraft are being flown by people who have a false idea about what is keeping them in the air."

This false explanation uses Bernoulli's Theorem which can be roughly stated as 'for a gas (air) or liquid, higher speed will be associated with lower pressure'. Bernoulli's Theorem is correct and can be demonstrated by the behaviour of shower curtains in a bath. Turn on the water and the flow from the shower causes air each side of it to flow downwards. This faster air pulls in the shower curtain as air pressure is lower inside the bath and the curtains appear to want to stick to the person in the shower. The theory is not sufficiently good to explain why it is more likely to happen in a strange hotel of questionable cleanliness.

How Bernoulli's Theorem produces lift is shown INCORRECTLY in Drawing 1. This shows a fairly typical aircraft cambered wing, i.e. curved top surface, flat lower surface. We visualise flight as being an airflow over the wing from left to right (which easily translates into a stationary kite with a wind). In Drawing 1 look at two particles of air at A which divide, with the top particle at A going over the wing via B before being re-united at C with the particle which went under the wing.

Clearly the particle which went above the wing has further to go and must therefore travel faster to meet at C. Faster speed means lower pressure above the wing therefore lift is the result of such pressure difference and in a sense the wing is 'pulled' up. Persuasive and WRONG.

The first objection and the clearest is seen by looking at Drawing 2. There is no reason why the two particles of air should reassemble above each other after passing around the wing (sometimes called

the assumption of Equal Transit Time. The alternative name is Hump Theory). So the upper and lower particles could be in any relationship by point C. Since there isn't a race with the finish at C the upper particle could proceed at the same speed as the lower one and be well behind at C. In fact upper speed **is** faster than below, as Drawing 2 shows **but** we will discover later that this is the **result** of lower pressure not the other way round. Remember Bernoulli's Theorem doesn't state which causes the other, speed or pressure.

Another objection to the Bernoulli Theorem approach comes from looking at real aircraft. Most aircraft can fly upside down, even those with the Hump wings in Drawings 1 and 2. Stunt aircraft often have wings which have symmetrical top and bottom surfaces.

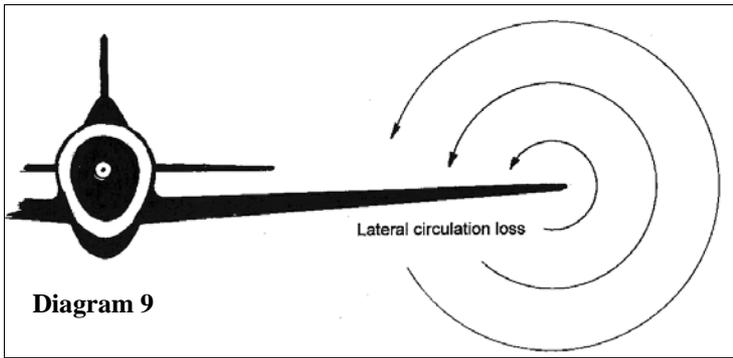
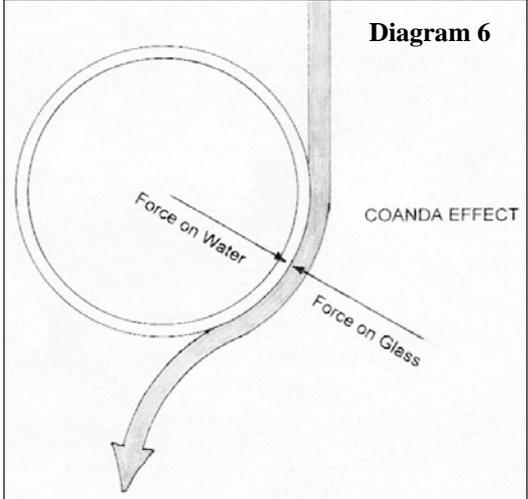
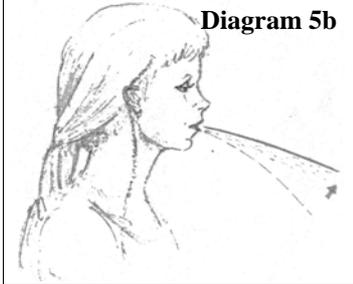
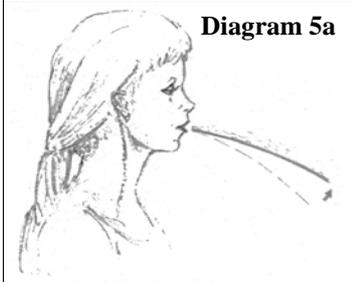
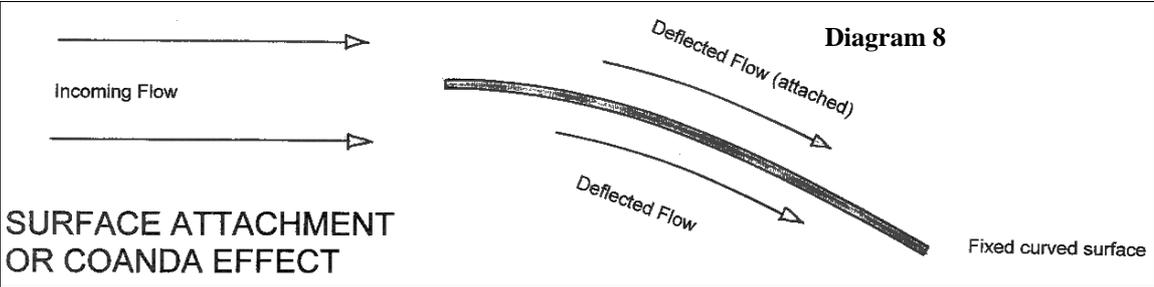
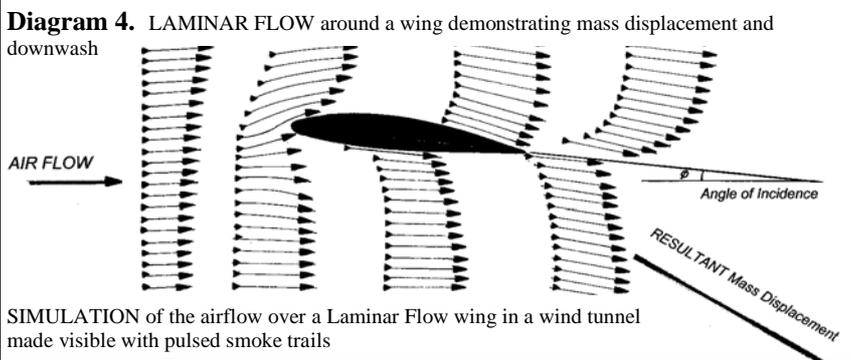
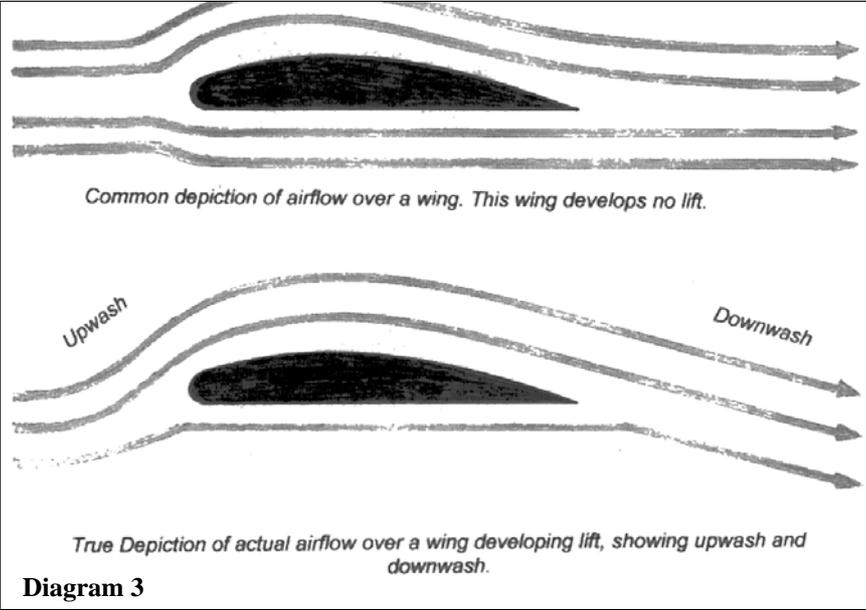
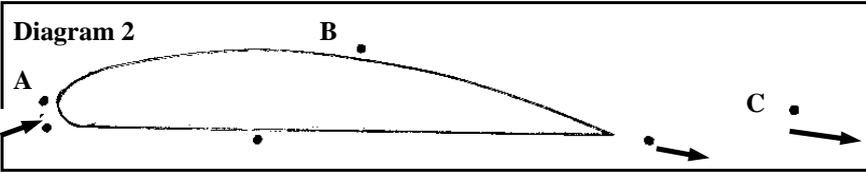
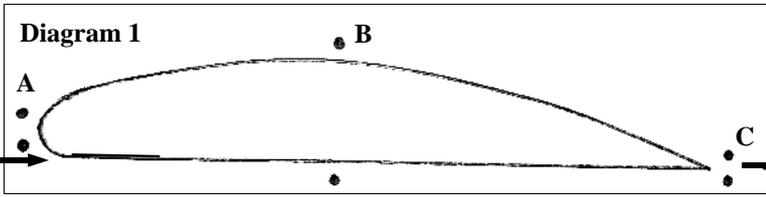
But whichever way up they fly, they do so with an angle between the wing and the airflow which we will call the Angle of Attack (see Drawing 11) sometimes called the Angle of Incidence (drawing 4). Whatever the cross-section of the wing an Angle of Attack is necessary for flight in practice, whereas if Hump Theory worked both drawings in D3 would show a wing producing lift. Thus, even flat wings produce lift at an Angle of Attack.

Apart from observing how aircraft fly, there is other evidence to show that air does not behave in accordance with Hump Theory. There are some 100 year old French photos which show the flow behind a thin wing as being chaotic not à la Hump – I can't find them at the moment but I will get to them in a later magazine.

Secondly, Drawing 4 is a version of one found in Anderson & Eberhardt (see Bibliography) which shows not just faster flows above the wing but some slowing down of the below-the-wing flows (look at the wiggle in the second set).

At this point let us consider an experiment illustrated in several texts and designed to show how the faster airflow over a top surface **produces** lift by reducing pressure. Drawing 5 shows it. Take a thin piece of card, curve it as shown and hinge it (e.g. round a pencil). Hold it close to the mouth. Blow over the top surface as in Diagram A and the card will move upwards which Hump Theory explains by higher speed causing lower pressure.

BUT if you hold the card as before but blow over the **lower** surface as in Diagram B the card does NOT now move downwards in response to the lowered pressure but does what you probably thought would happen before you read this and again it



## How Kites Fly—George Webster

moves upwards.

One last relevant piece of evidence. If you measure pressures at points several feet above and below an aircraft wing in flight, the lower pressure above extends several feet above the wing (I believe 18 feet in the case of a large aircraft). The low pressure is not a local feature close to the wing. Aircraft shift large quantities of air downwards (causing the pressure drop).

They have to do that to produce lift as big as their weight. Kites with their very light weight can be ineffective compared to aircraft, they don't have to generate much lift.

### The Newtonian Approach

Now for the CORRECT explanation. To explain what happens when air hits a wing we simply need to go back to Newton's Laws and to add something called the Coanda effect. Oh, and consider the effect of vortices and why soaring birds have separate strong feathers on their wing tips.

Sir Isaac Newton (d.1727) formulated laws of motion which are still valid and can be stated as:

**First Law:** The velocity of an object (which could be zero i.e. at rest) changes only when acted on by a force.

**Second Law:** A body acted on by a force will accelerate at a rate determined by the size of the force of the mass of the body.

**Third Law:** A mass will resist acceleration with an equal and opposite force (we all know that the recoil from a gun is linked to the size and speed of the bullet).

Newton made his own estimates of the upward force (lift) which would result from air striking an inclined plate (e.g. a flat wing with an angle of attack) but he seriously underestimated the lift, basically for two reasons. Firstly he thought that only a narrow stream of air would be affected rather than the deep flows moved by an aircraft's wing.

Secondly he didn't know of the Coanda Effect. Drawing 6 shows the Coanda Effect (the tendency of fluids to follow a curved surface) which can be demonstrated by running a thin stream of water over a tumbler and watching how it follows at least part of the curve. At a stronger flow it will at some point 'break away'.

Applied to aeronautics and put simply, air - like water - has a viscosity or 'stickiness' when it comes into contact with a surface. You could try to explain it in an approximate way by saying that

whereas Newton envisaged air as a series of pebbles which could bounce from an angled wing, air in practice bends and sticks to the wing's surface and will follow the downward pointing trailing edge and so greatly adds to the lift.

Back to the airflow over a cambered wing. If we were able to look at the flow at a low angle of attack we would find that the air parts just below the leading edge so that some moves forward and up and over it. However the main bulk of the top of wing flow follows the slope downwards at the trailing edge. This downward flow, by Newton's Laws, has an upward reaction which pushes up the wing (lift) so the wing mainly diverts air downwards for lift. There is then a cycle of downwash at the trailing edge and air speeding up into the area of curved airflow above the surface.

The angle of attack is important. As it is increased there will come a point (drawing 7) at which the top flow is asked to bend too much and breaks away into chaos - with a sudden reduction of lift and increase in drag called a stall. For some wing shapes if the angle of attack is increased still further the turbulence dies down and once 'through the stall' the lift rises again and might even be at its highest. It is said that many kites fly above the stall. Certainly many kites fly at 20/30 degrees angle of attack whereas 5 - 15 degrees is more normal for wings before they stall.

For a given wing cross section (or shape), lift depends on the angle of attack and airspeed. What about 'thin' or single surface wings as are common with kites? Well Drawing 8 shows how a curved plate may be very efficient at producing downwash at the trailing edge and many singled skinned kites curve in the wind. But even those which are made of a rigid material or are strongly tensioned will divert the air necessary for lift - early aircraft wings were thin. Incidentally this made them weak structures (sometimes with fatal results) and promoted bi-planes (ex box kites) which enabled inter-wing bracing.

Before leaving wing cross-sections remember that aircraft with the cambered wings of Drawing 1 can fly upside down. They simply fly at such an angle that the inverted wing has an angle of attack (even though the Hump Theory says the air should take longer over the lower surface). I am reminded of Flexifoils which have a section that can look 'upside down'.

As we know, the downward flow of air from the rear edge of a wing is associated with lower pressure. This causes a movement forwards from air

## How Kites Fly—George Webster

just below the leading edge which reduces lift and by giving forward thrust is a major component of drag. However the major effect of this air movement is at the outside edge of each wing in an aircraft (Drawing 9). At these points air from below seeks to move inboard along the top of the wing. This produces the vortices shown in the drawing. These are sometimes seen behind wing tips at air displays (they are NOT the vapour trails from engines at high altitude).

Because they reduce the amount of the wing producing downward thrust and lift they are undesirable. The simplest way to reduce their proportionate effect is to have wings which are wide but narrow. Such wings have a High Aspect Ratio. Aspect Ratio is measured by span divided by chord. Aircraft design, like any other man made object, is a series of compromises. High aspect ratio is found in sail planes and high altitude ultra long-distance aircraft where high speed is not required and the problems of making such wing strong are not so acute. Generally the higher the speed the lower the aspect ratio. This works for birds; those which soar, glide and cover great distances have high aspect ratio wings (buzzards, condors and albatrosses) whereas sprinters have short stubby wings (e.g. grouse and ducks). I am aware that swallows are fast flyers but they also fly for long periods of time and use swept back wings – outside this section's scope. Incidentally there are very few swept single line kites.

Compared to aircraft, kites have low aspect ratios – often in the range 1:1 to 2:1. Some deltas are 2.8:1, Genkis 3:1 plus. The limit to the aspect ratio of a delta is probably the engineering problem of finding a wing cover which can cope with the spreader bar to leading edge low angle rather than the problems of instability.

The important effect of vortices explains why very low aspect ratio (or columnar) kites are difficult to design and fly – a high proportion of their lift is destroyed by vortices.

Lastly, soaring birds not only have a high aspect ratio but prominent stiff wing feathers (for some reason usually three, always an odd number) which serve to break up the vortex and may even be adjusted so as to provide forward thrust.

The term 'ground effect' is sometimes used by kite flyers as referring to the uneven rolling wind frequently found in the first few metres of a kite's launch. In aeronautics it has a different and quite specific meaning viz. the observable fact that an aircraft at its last stage before touch down suddenly develops greater lift and will glide with a very

low rate of decent when very close to the ground. I have noticed that when deltas glide in on low wind speeds they will sometimes float above the grass for several metres. Ground effect is caused by the vortices illustrated in Drawing 9 being interrupted by the ground. No vortices results in more lift.

### 2.2 The forces operating on a kite

So far we have concentrated on lift and have rarely mentioned drag – which is the horizontal force on a kite in the same direction as the wind. While it is popularly thought to be caused by projections and roughnesses which interfere with smooth air flow, it is, particularly at the kites operational wind-speed, largely **induced**.

By this is meant that the process of moving air round a wing close to its surface, with stickiness, means that there will be forward movements just under the leading edge as well as the vortices. A forward movement is drag and is induced by lift

However the Lift to Drag ratio is not constant and we know that at stall, lift plateaus or falls while drag increases very quickly. Drawing 10 shows the forces operating on a box kite.

The kite shown is being flown from one corner and has a very high angle of attack. This is a version of the diagrams in the Glenn Research Centre material which has a more extensive and detailed treatment of kite equilibrium. Very similar diagrams are in Van Veen, Wright and Wadsworth (see Bibliography 4).

For our purposes the important points are these:

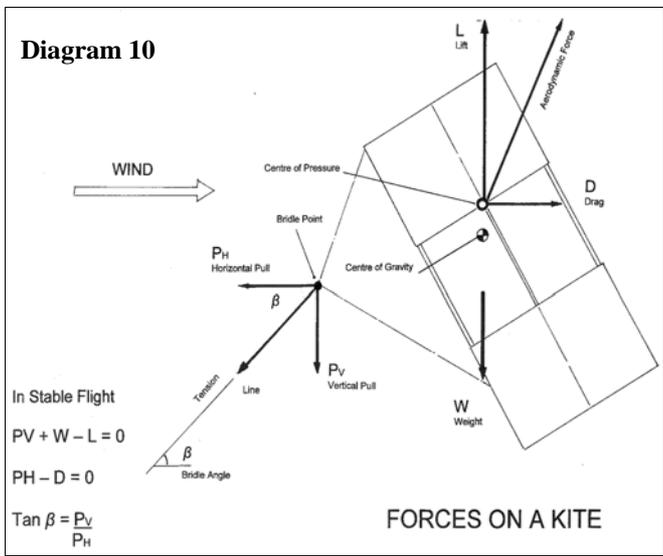
The aerodynamic force on the kite is a combination of L (vertical lift) and D (horizontal drag). They operate through the Centre of Pressure. Its location for our kite together with L and D depends on airspeed and the angle of attack given by the bridle position.

W (weight) is a vertical downwards force which acts from the Centre of Gravity.

Where kites differ fundamentally from aircraft is the flying line. (Occasionally you hear of someone seeking to invent a kite without line. Impossible. Quite simply: no line, no kite). The line is connected to the bridle and at that point, which determines the equilibrium flying angle of the kite (see Drawing 10), there are two forces, horizontal pull ( $P_H$ ) and vertical pull ( $P_V$ ).

For the kite to be in stable flight the external forces must balance each other out, by Newton's First Law.

**Diagram 10**



want the centre of pressure must be in front of the centre of gravity. If it is the other way round then the kite's nose will drop, the flier's control goes and it will glide. Many model gliders can be flown as kites – so long as the centre of gravity can be moved back. With kites if we want to deal with changes in lift through wind changes we alter the bridle point and thus the angle of attack.

**2.3 Observation and some final thoughts**

I've almost finished all I want to say about flight and the flying characteristics of kites. Early in 1, I mentioned the lack of visual evidence of what happens to airflows around kites. Basically aeronautics is not concerned with anything as small and slow as a kite and there aren't enough resources for much testing. There have been some UK tests of performance;

Paul Chapman has reported somewhere about wind tunnel tests of Codys which had them flying in winds up to 60 mph.

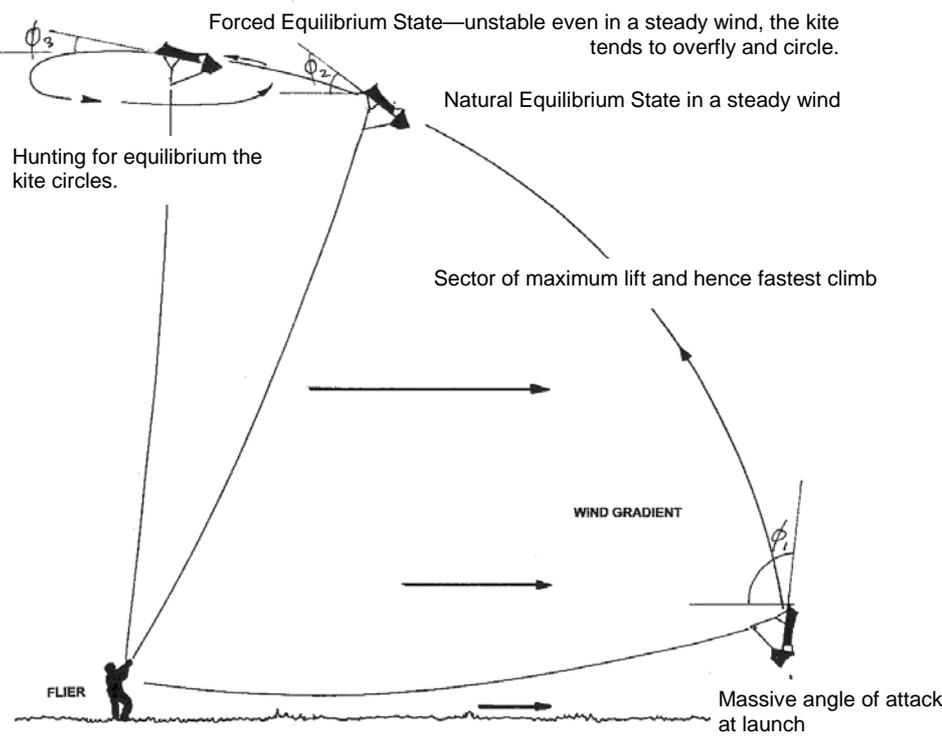
Hopefully you can now look at kites in the sky with greater understanding e.g. why hexagons need tails, why Genki's fly in light wind, why bird kites work so well.

Look at the patterns made by lightweight streamers on the tips of a delta. Nicholas Wadsworth showed me an interesting experiment at Petworth this year. He thought of it, but you could reproduce it, perhaps on a different kite design. He took a white ripstop delta which was quite transparent in the air and pinned small (5 x 2cm) tabs of very light black polybag to the top surface. In flight the tabs close to

the leading edge pointed forwards.

In the late 1970's Don Dunford (of Dunford Flying Machine fame) produced the Dixie, a 2-line kite roughly similar in shape to the Peter Powell. As he wrote (European Kiteflier May 1979) he wind tested the kite and found an airflow moving forwards up the centre back of the kite. He then put a piece of card on the top surface at right angles to the axis to benefit from the flow (Newton again) and found the performance improved.

Some final thoughts on why kites fly. A kite has to be able to achieve equilibrium in the set of forces shown in Drawing 10. The most difficult of these forces to understand is that of lift. Lift is the result of downward flow of air. I think the easiest way of accepting this is by considering the helicopter. A helicopter gets lift from its rotor which is a rotating wing. Like all wings this produces lift by directing



**Diagram 11** Kite Behaviour in Ideal Winds

So vertically the vertical pull is equal to lift minus weight.

or  $P_V + W - L = 0$

Horizontally the horizontal pull will equal the drag.

or  $P_H - D = 0$

What happens when the wind rises? Unless the kite is at its maximum flying angle the effect will be to increase L & D. The kite will rise as L is greater than W (weight) and the  $P_V$ . Line tension increases as increased D produces more  $P_H$ . The kite will move up its arc (Drawing 11) and change its bridle angle – the bridle point acting like the hinge on a trap door.

Notice that the centre of gravity of the kite doesn't change but the centre of pressure might. The importance of this is that for a kite to behave as we

air downwards with wing shape, cross section and angle of attack all important. Whether or not we have flown by helicopter we all know, because we have seen it on TV and film, that helicopters produce a strong downdraft – grass flattened, people holding hats etc. Measure all that pressure downwards and you are measuring lift. If you could hover a helicopter over a giant weighing machine then the downward air, or lift, would measure the weight of the helicopter.



Secondly, you will know of the unusually shaped soft kites which have been designed. Does air travel further over the top than the bottom of Peter Lynn's Black and White Cat? Look at the photo of Anke Sauer's Jack-in-the-Box kite. Surely only diverted downward flowing air can explain its flight?

Finally, remember what we expect of a kite's flight. We require it to have an equilibrium point in the sky i.e. a position from which it will not deviate unless there is a change in the forces acting on it. Principally this will be the wind – its speed, smoothness etc., al-

though it could be line pressure (line being let out or pulled in).

As we have seen working the line may be necessary to help the kite stabilise. Indian Fighter Kites can be moved around the sky using only line pressure.

We expect a kite not only to have equilibrium but within certain limits to be stable if there has been a change in a force i.e. to find a new equilibrium. In most cases we require the kite not to be too particular in its requirements e.g. not to only find stability in a narrow range of windspeeds.

Some of these issues will be looked at in the next section.

### 3 Bibliography

#### General kite books

## How Kites Fly—George Webster

**Pelham** has a good section on lift and stability  
**Maxwell Eden** has a chapter on aerodynamics and another on correcting problems.

#### Kite books on the theory of flight etc

**Don Dunford** 'Kite Cookery' Cochranes 1977

The only book with a prime aim of enabling you to design a kite. Written by the inventor of the Dunford Flying Machine. Details of how to make 4 kites – this was the age of tape and plastic.

**Ito T. and Makura H.** 'Kites, the science and the wonder.' Tokyo 1983

Some of the maths and geometry is very difficult, strange terms are used and the practical value of the conclusions is small. Much of the book is devoted to 21 animal shaped kites which actually look more Chinese than Japanese and don't closely resemble western kites.

**Van Veen H.** 'The Tao of Kite Flying.....' Aeolus Press 1996

Interesting, brief and difficult, published by the Kitelines team. Has a famous Stabilising Feature Table. Particularly good on the implications of changing the size of a design.

**Chris Wright** 'Kite Flight. Theory and Practice' Middlesex V.P. 1998

Difficult (face it; this is inherent in the subject). Has a very complete 'fault chart'. Some odd views (e.g. on deltas). A good range of things to do to get a kite to fly better.

#### Articles in Kite Magazines

**Nicholas Wadsworth** 'Why Won't it Fly' Kiteflier No 91. Good on forces which affect a kite with an emphasis on the importance of weight.

But I don't know of much else. Do you have any suggestions?

#### Aeronautics

**Bernard R. and Philpott D.** 'Aircraft Flight'. Longman 1989 Chapters 1-4.

**Craig G.M.** 'Stop abusing Bernoulli'. How airplanes really fly. Regenerative Press 1997

**Craig G.M.** 'Introduction to Aerodynamics' Regenerative Press 2002

Glenn Research Center 'Beginners Guide to Aerodynamics' by Tom Benson <http://www.lerc.nasa.gov>. Can be followed into kite applications

The Physical Principles of Winged Flight <http://regenpress.com>

Soon gets difficult but the best simple statements of Newton vs. Bernoulli.

A Physical Description of Flight by D Anderson and S Eberhardt. <http://www.aa.washington.edu/faculty/hardt/lift.htm>

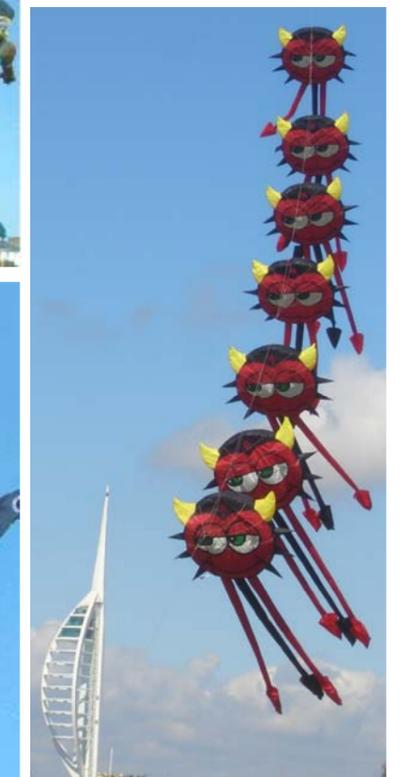
# Portsmouth International Kite Festival 27th—29th August 2005



1. Sabine Chancel Unicorn Quad Line Kite.
2. Claudio Capelli Rokkaku.
3. Team Mangalore and Kite.
4. Banners and Kites.
5. Bas Vreeswijk Dragon.
6. Cat Kite—Maker Unknown
7. Bathing Edo—Ruud Kugel
8. Aerial Shot of the festival.
9. Avon Playsail with 'Girlies'
10. Jerry and Carolyn Swift Two Dragons with Pearl
11. The Lobsters—part of the Claudia Zimmermann Memorial Fly
12. Part of the serpent display
13. Marco Casadio—Big Momma with Pedro Gonzales Big Devil
14. Pedro Gonzales Devil Train and Spinneraker Tower.



Credits: 1, 4, 12, 13 Gill Bloom; 2, 5, 6, 7, 9, 10, 11 Carl Wright (Team Spectrum); 3, 14 Allan Potheary; 8 Gerry Studd.



## Bits & Pieces

### Winter Leagues

Marilyn and I have been saying for some time now that we won't be competing as a pair together in the winter league this season - Close Encounters will be back in the spring!

What we do want to do is encourage more people to take part so anyone who turns up on the day and fancies having a go at pairs, then I, and maybe even Marilyn might be persuaded to fly with them.

This could even apply to teams - just don't expect to win anything better than the wooden spoon! Failing that we can always lend a hand with a bit of coaching?

As it was when we started - you don't have to be a member of STACK to take part so we should all be encouraging friends and fellow club members to come along and have a go and - as I have said before - anyone taking winter league events *too* seriously should be reported to the fun police.

We are convinced that winter leagues are one of the best ways to boost the number of summer competitors - They are a fun way to learn about competition flying - and a great way to improve your flying skills. We want to attend as many events as we can so we will be keeping a look-out for them.

So far all we know about is the Southampton league on Sunday 13th November (Remembrance day) at the same place as they have the festival. For more details go to [www.stackuk.org](http://www.stackuk.org) or [www.fracturedaxel.co.uk](http://www.fracturedaxel.co.uk) forums.

**Allan Potheary**

### Better Flying Coaching Days

The first **STACK** "Better Flying" winter coaching day will take place at Newbury Showground on October 23.

These days are aimed at helping flyers improve their general skills, or work on specific aspects of their flying. There will be 4-5 instructors on the day, and therefore a maximum of 10-12 flyers. The event is open to all comers: Members £3; Non-members £6

All funds taken will be used to reimburse instructors travel expenses

Other coaching days are New Brighton sea front on the New Wirral on November 27, Stopsley Playing Fields in Luton on December 11.

There will also be a STACK UK Coaching day specifically targeted at league/precision skills on January 22 2006. This event will take place the Bath/Bristol area, (awaiting confirmation of the venue). 2004 European Precision Champions Dave Morley and Richard Pellew (aka Mobius) have agreed to be on the coaching staff for this event. Other coaches to be confirmed. If you are keen on competing in the Leagues or the 2006 National STACK Competition, this is a very important event to attend.

Please let me know if you wish to attend as a delegate as numbers will be limited.

### Andy Phelps

[andrew.phelps@btopenworld.com](mailto:andrew.phelps@btopenworld.com)

### How to fly a Revolution Book

An online book can be found at [www.kitekids.net/books/revbook.pdf](http://www.kitekids.net/books/revbook.pdf). Reckoned by many to be an excellent introduction. There is also a two line starter book at [www.kitekids.net/books/dualbook.pdf](http://www.kitekids.net/books/dualbook.pdf).

### From the News

**BBC News** website Afghanistan coverage 13/09/05.

Zabiullah Tajzada, 21, Kite seller, Kabul. I finished my schooling last year and now I have two shops in Kabul. One is selling kites and the other is a general store.

I have six brothers, five of whom work with me in the shops. I also have a film studio, where I make videos, which is profitable and I can earn between 2,500 and 3,000 Afghani per night. (\$50 - \$60). I am always busy.

During the Taliban years I had difficulty selling kites to the public, as they had banned kite flying. I was selling in secret, keeping the kites in storage. Once when they found me selling my kites they burned them all. After this time, one year into the Taliban rule, I moved to Pakistan and worked in the carpet industry.

### Independent Online, South Africa

Killjoy Cambodians Stamp Out Kite flying.

Phnom Penh - Cambodian authorities have cracked down hard on a new social menace - children flying kites in city parks. The pastime is hard on the grass, authorities said. So police - some of them armed - have been chasing children away from parks in the capital and confiscating kites from vendors in a heavy-handed blitz on the flyers, the Phnom Penh Post reported on Friday.

"We cannot even let two or three people play with kites in the park because then there will suddenly be 100 or 200 people flying kites, too," one security guard told the newspaper. Flocks of colourful kites, their tails streaming in rainy season breezes, have been flying over the city in recent weeks.

"Cambodians love to fly kites because they look so pretty in the sky," said one kite vendor. "And it makes them relax because it has nothing to do with politics."

But city officials said the kite flyers were damaging the grass and posing a traffic hazard. - Reuters

### From the Web

**Apurba Kites** [www.apurbakites.co.uk](http://www.apurbakites.co.uk). Apurba Kites are very fast Nylon Fighter Kites with exceptional spin rates, easily comparable to the best traditional Indian paper kites with the added strength and durability of bonded rip-stop nylon. The web sites shows a range of

## Bits &amp; Pieces

kites from 18" Paper Kites at £1.50 through to 24.5" Bird Kite at £6.00 (spine lengths). They can also be reached at 26 Addison Gardens, Surbiton, Surrey KT5 8DW. Tel: 0208 390 5819.

**The Book Kite Runner** to be a film. Finding Neverland director Marc Forster will take the helm of the upcoming adaptation of *The Kite Runner*.

The Kite Runner has its director. The Hollywood Reporter indicates Marc Forster has been signed to direct the film version of the best-selling novel. The novel, the debut for Khaled Hosseini, concerns an expatriate Afghani who returns to Taliban-controlled Afghanistan to right an old wrong and rescue the son of an old friend. The novel has been on the New York Times bestseller list for a year, with 2.5 million copies in print.

Walter Parkes, Laurie MacDonald and Sam Mendes are on board as executive producers on the picture, which is being produced for DreamWorks Pictures. Mendes was originally set to direct the film as well.

Forster in the director's chair assures the film community that *The Kite Runner* will still be a high-profile project. Forster's previous films include *Monster's Ball* and *Finding Neverland*. No casting information has come down as yet. David Benioff has adapted the novel for the screen.

**Kites on a Roll.** Ideal workshop kites. Available in three types, Sled, Malay Bird and Delta. Each roll contains enough material for 20 kites.

From around \$33 per roll depending on type and quantity. Lots of other items for kite workshops as well. Available from:

What's Up  
4500 Chagrin River Road  
Chagrin Falls, OH 44022  
USA  
info@kitesonaroll.com  
www.kitesonaroll.com



### Soaring and sparring

Nepali kite flying is both an art and a form of warfare. From [www.nepalitimes.com](http://www.nepalitimes.com). 9-15 September 2005.

The monsoon will subside, the sky will again turn deep blue, the wind will change direction and the ripened rice fields will bloom golden. Dasain. Time to shop, party, eat, drink and...fly kites.

Kathmanduites will climb to their rooftops and terraces and the collective victory cry of 'Chaaaaaaaaaaaaaaaaait!' will ring in the ears of city folks. Nepali kite flying is unique—we don't fly kites just for fun, we fly kites to fight other kites. Thus, not only should your kite be easily manoeuvrable, it should obey the flyer and (ideally both) should have a killer instinct.

Nepali style kite flying requires a big reel (lattai) for the string. You hold it by two smooth sticks that pro-

trude from each side and nestle between your thumbs and index fingers. You bring the kite closer or let it out by spinning the sides of the reel.

To start your flight, have a friend walk some distance with the kite and then toss it in the air. Simultaneously, pull the lattai toward you so the kite shoots up and into the wind. The more string you let go the higher your fighter rises. Once the kite is above ground you can manoeuvre it by reeling the string in and out.

There are various ways to steer a kite. To send it left, for example, wait for the kite to point left and give the lattai a tug toward the right side of your body. The same principle applies if you want to go right, up or down. While reeling the lattai the kite often rotates so you have to be careful not to reel in while the nose is pointed down as it could send your flyer into an uncontrolled dive.

After the basics comes the battle. The way a kite behaves in the sky indicates the personality and dexterity of its pilot. Since the idea is to send the enemy kite down, you need every advantage you can get, starting with special string armoured with ground glass and a good lattai to reel in and out faster than the enemy. The winner shouts 'cha cha cha chaaaaaaaaait' and performs elaborate victory rolls when the challenger is cut adrift.

If you are in a dogfight with another kite, it is a big no-no to start rolling the sting in from your lattai. If you are smart you will let your string go, wait for your opponent to make a mistake of reeling in from his lattai, wait for friction to do its trick and watch as your opponent's kite is cut off.

The earliest written account of kite flying comes from about 200 BC when Chinese General Han Hsien flew a kite over the walls of a city he was attacking to measure how far his army would have to tunnel to reach beyond its defences. Knowing this distance his troops reached the inner city, surprised their enemy and were victorious.

It is believed that kite flying was eventually spread by traders from China to Korea and across Asia to India. Each area developed a distinctive style of kite, flying techniques and the cultural context in which to fly them. Thus, we don't know whether kite flying came to Kathmandu from the north or the south.

In the past, people used to make their own 'armoured' line, called maajhaa. Kite experts still have the secret time-tested recipes of the strongest maajhaa, reputedly made of a witch's brew of boiled slugs, aloe vera and gum, mixed with powdered fluorescent lamb bulbs. But caution: these have to be mixed carefully—you don't want a maajhaa that is so sharp that it cuts your own line inside the lattai.

One needs to watch out for pirates with mandalis while kite fighting. You may be so busy concentrating on the dogfight that you don't notice a surface-to-air mandali

## Bits & Pieces

dart out of a neighbourhood roof, snare your string and capture your kite (and your enemy's too).

Choosing a kite is an art in itself. The Nepali kites have no tail, two sticks of equal lengths are crossed and tied in the center. A string pulled tight across the back of a cross-stick bows the surface making the kite self-balancing. A specialty of Nepali kites is the lokta, hand-made paper, out of which they are made.

However, these days kites made from lokta paper are becoming extinct as people prefer the lighter and more manoeuvrable 'Lucknow' variety, flattened with a conch shell and sporting distinctive stripes. Lucknows are the Spitfires among kites, with classic dog-fighting qualities: capable of sharp turns and diving attacks, they emit a hissing sound in a dive and have good line response.

The cost of a kite in Kathmandu ranges from Rs 5-50 and the lines cost Rs 200-1000. The most popular kite shops are in Asan and Kalimati.

Babache : kite with bottom half of a different colour  
 Chakchake : kite with attention deficit disorder  
 Dariwal : kite with symmetrical pattern on bottom left and right  
 Dharke : kite with stripes  
 Gwankh : paper weight to balance kite  
 Hi-chait : cut kite  
 Kakaa : string at point where it is tied to kite  
 Lappa : stall  
 Lato Changa : idle Kite  
 Maajhaa : line armour  
 Mandali : stone on string used to prey on low-fliers  
 Phuun : show-off kite aerobatics  
 Puchhare : kite with tail  
 Tthini : launching kite by copilot  
 Tiktike : sluggish side-by-side movement of kite  
 Tauke : kite with pattern on top quadrant

### Surfing prodigies strike again!

[www.surfersvillage.com](http://www.surfersvillage.com)

Surfersvillage Global Surf News, 1 September, 2005: In July, pro freesurfer Malik Joyeux achieved a world first by tow-kiting into the legendary Teahupoo wave.

Towed in by his kite-surfer brother Teiva, Malik started out in the trough of one of the most dangerous waves the planet has to offer. At the critical moment, Malik let go of the tow line to glide on the liquid monster and come out again a few seconds later. Malik and Teiva are the first to attempt and succeed in combining the two sports to tame the world's biggest waves.

Normally, surfers use a jet ski to surf giant waves. With tow-kiting, they can now go out and surf swells it would be impossible to get to on a jet-ski or by other means.

Malik Joyeux is a Tahitian surfer. At the tender age of 23, he is acknowledged for his feats on the planet's most dangerous waves. In 2003, he rode the biggest wave ever surfed in Tahiti. After Laird Hamilton in 2000, young Malik, then aged 21, made his mark by taming Teahupoo that day.

Today, with their most recent achievement, he and his brother have started a new chapter in the history of giant waves, pushing back the limits yet again.

### From newscientistjobs.com

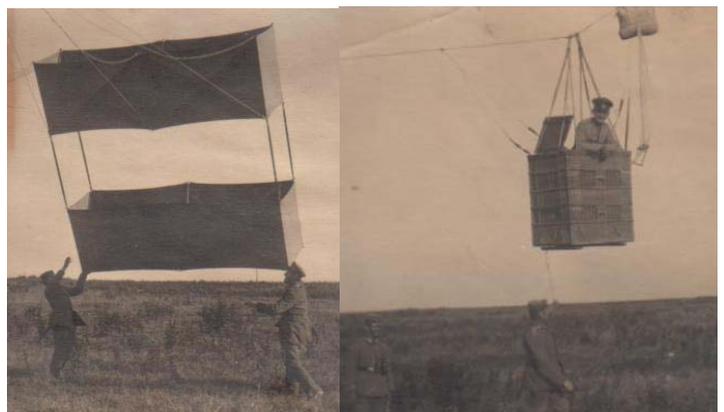
Assistant Professor/Associate Professor **IN KITES**  
 Aerospace for Sustainable Engineering and Technology

The Faculty of Aerospace Engineering at the Delft University of Technology (TU Delft) seeks an Assistant Professor within the Aerospace for Sustainable Engineering and Technology (ASSET) Chair. As Assistant Professor, you will be responsible for carrying out research, theoretical and experimental, in the field of controlled kites and their application. In addition, you will be tasked with supervising PhD students in the relevant research areas and giving lectures in the field of sustainable development based on ASSET projects.

Qualifications: PhD or its research equivalent and broad knowledge and experience in Eke field of aerodynamics in lightweight, flexible structures (e.g. kites, parapentes, etc.). A solid track record in research as evidenced by international publications and proficiency in lecturing at the university level. You are skilled at constructing and maintaining an international network of scientific and industry contacts. Good communicative skills are a must.

Multidisciplinary projects: Research is conducted in Eke field within the context of which aerospace technologies are used for sustainable development in energy and transport. The initial activities of the ASSET Chair, which was founded in September 2003, are channeled by three projects namely: smart (controllable kites and ladder mills, Nuna solar race car and the super bus (fast public transportation). These projects are multidisciplinary. Specific subject areas are aerodynamics, lightweight composite structures, energy-saving and electrical systems, and stability and control. A Kite Lab has been set up with huge masts mounted on Eke roof of Eke Aerospace Faculty Building to study the behaviour of (remotely controlled) kites.

**Two Ebay Items.** WWI German Observation Gondola (\$52.00) & Kite Lot and German In Kite Gondola (\$14.99).



## Ice Flies—Al Sparling

In the beginning, Lee Sedgewick and Sue Taft had an ice fly for traction kites, but the rest of us got to stay in our nice warm homes during the coldest months of winter. Life was good. There may have been other ice flies, but they did not enter into the plans of most kite fliers in the northern Midwest states in the US. Winter was a time to make repairs and re-group.

Then Craig Wilson came along. After flying at the festival in Berck sur Mer in France, he thought long and hard about where there was enough space to put on a large festival in his home town and when he could schedule it so it would not conflict with other established festivals. In a flash of genius, (or insanity depending on your point of view), he had the idea for Kites on Ice. This was the beginning of the end of quiet winters for area kites. This year I could have attended ice flies on five consecutive weekends, I settled on three: Kites on Ice in Madison, Wisconsin, Kites Over the Bay in Fish Creek, Wisconsin and Color the Wind in Clear Lake, Iowa on three consecutive weekends.

The weeks leading up to Kites on Ice were cold and everyone was looking forward to good ice. Good ice is thick ice, unlike the first year where they told the spectators that it was not safe for them to be on the ice, but still wanted the fliers out on that same ice. Well we did have good ice, over a foot thick, but we also had very unseasonably warm weather that weekend. Friday had slushy spots on top of the ice, Saturday there was progressively more water on the ice as the day went on and Sunday we were ankle deep in water.

We spent Saturday relaunching our progressively heavier kites into turbulent winds. Each time they crashed, they picked up more water and by late afternoon they were too heavy to fly. I put my sopping wet Trilobite in a tarp in the back of my SUV and went in for dinner. Every 45 minutes or so I returned to drain the liter or two of water that had accumulated in the tarp.

Sunday the field looked like a lake, there was ice under a few inches of water, but I could not figure out how to keep a big kite dry enough to launch in

the light winds. It turned out to be a day to get Saturday's kites dry. Susan Gomberg and I were sent three blocks down the street to a building where we were told we could lay our kites out to dry. When we got there Yves LaForest of Canada was already spreading his kites out over the tops of chairs. Susan and I did the same thing and by the end of the day the kites were mostly dry. I can not say the same thing for the chairs, which were fabric covered. I found out later that that room was used that evening and people sat in those damp chairs, sorry!

My next event as further north in Fish Creek, Wisconsin, near Green Bay if that helps at all. A much smaller first time event, that the whole town turned out to watch. Which was fine for the first hour while we had wind. After which we struggled through a couple more hours of fitful wind, before we lost the wind completely. During that first hour I had launched my brand new Gecko for the first time and added the Trilobite. We were having extra holes drilled in the ice for more anchors, (1 meter 2 x 4s with rope around them, popped through the ice like a toggle bolt), when the wind dropped. A frustrating day when you have been brought in to put on a show, but still a great day with friends. I was worried that they would be very disappointed at the limited show we had put on, but they have already set a day for next year..

The third event had everything: good ice, lots of fliers and spectators and good wind. Clear Lake, Iowa was about a seven hour drive, and for the first time in three years I did not have to drive through a snow storm to get there! Larry Day has put together a great group of fliers, and this year had the best show in the air of all of the ice flies. Barbara Meyer, who has often won at the AKA nationals, put up her trademark sleds. She also garnered quite a bit of attention with her "Ladies". These ladies are a series of female windsocks in the lingerie of different historical periods. She had an extended interview with a local TV station about them. Another Minnesota kitemaker in attendance was Mike Gee. He is known for creating enormous windsocks with a variety of geometric shapes connected by tubes. Many other kites came from five different States, putting on a wonderful show which caused a huge traffic jam in this small town.

So, other than the fact that you are flying on a (hopefully) frozen lake in cold weather, these festivals are the same as their warm weather counterparts. Just as subject to the whims of the weather and dependent on the wind. But just like their warmer cousin, they are a great place to reconnect with friends. Everyone mutters that it is crazy to be flying kites in the coldest part of the winter, but there more events each year and they just keep getting bigger and bigger.

***Kites on Ice for 2006 has been cancelled due to lack of funds.***



# 42 ROMAN SANDLE 78.



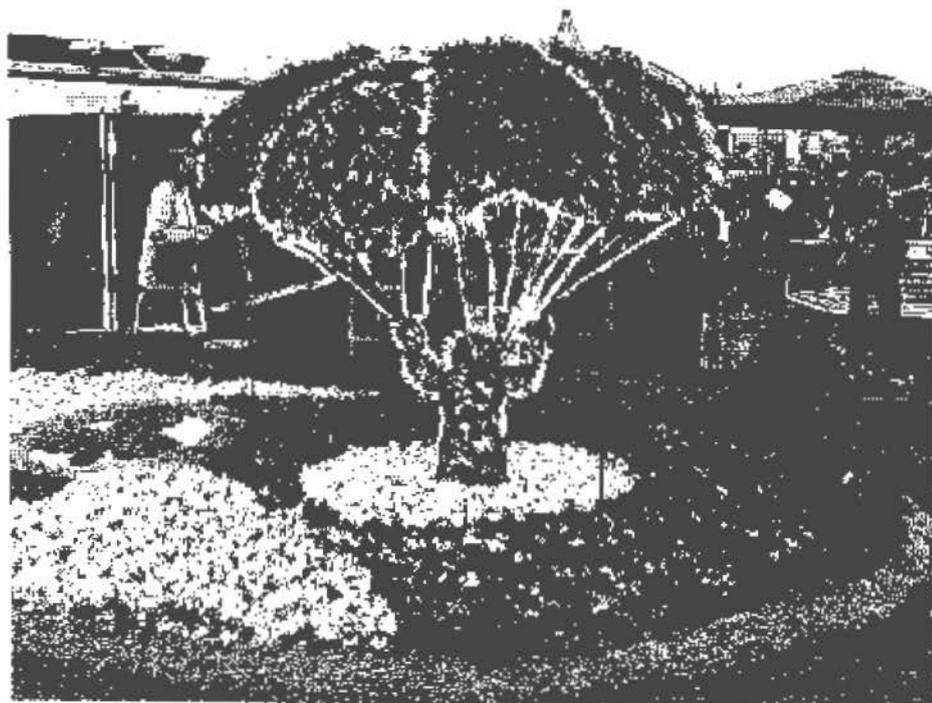
The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuling Fauna and the U.K. Ted Devils. Still arguably the most photocopied piece of crap in Kiteflying today. As ever mindless drivel content exceeds 100%, politically incorrect and proud of it, as it patronises nobody.

## In seventh heaven

Flower and fauna bombing lovers Carolyn and Jerry Swift certainly were at a recent Tatton Park Flower festival when they came across this floral Parachuting display.

The display was set up to celebrate Tatton Parks connection to the former No:1 Parachute training school at Ringway airfield, now better known as Manchester Airport.

When the school was first set up in 1940 on the express orders of Winston Churchill, following the Germans successful use of Paratroops in the



overunning of the Low Countries, it was quickly found that Ringway really wasn't big enough official eyes alighted on Tatton Park, a large estate a few miles to the south west of Ringway, owned by Lord Egerton, who readily agreed to the parks use as a drop zone, and, as is their wont the Military proceeded to knock the gaff about a bit, chopping down trees, smashing down gateposts and dropping bods all over the place and occasionally, more by accident than design, landing trainee Para's on the actual drop zone.

Not only were Allied Troops of every nationality trained as Paras at Tatton. Several thousand men and women agents of the Special Operations Executive were also there initiated into the mysteries of Unstuffing the Jolly old rag.

Tatton also pioneered the use of parachute training using winch operated barrage balloons which enabled the throughput of trainees to be increased dramatically. This method also freed the drop aircraft for other duties. By february 1943, some 92,000 jumps had been made at Tatton, with sad to say 26 fatalities. Only one of these was directly attributed to faulty packing by one of the WAAF packers who worked long shifts around the clock at Ringway, which in itself is a tribute to those hard working girl parachute packers.

From 1940 to the last drop on 28th January 1946, a total of 429,800 jumps were made at Tatton. 160,000 were from balloons and 269,800 were from either Whitley or Dakota aircraft. In 1976 a large limestone memorial to the men and women of the Parachute training school was erected at Tattot. There are also four memorials to the fallen in the garden opposite Olympic House at Ringway/Manchester Airport. These are to The Parachute Regiment, and Airbourne Forces. The Polish Airbourne Force. Glider Pilots Regiment. Womens Auxiliary Air Force. The Air Transport Auxiliary and Special Operations Executive.



Knowing Hume predeliction for good luck charms and lucky mascots one wonders just how many of the above parachute jumps were made with fauna of a soft cuddly toy persuasion?. Bet your bottom dollar it was more than a few. Fauna bombing, nothing new under the sun.....

# Bear necessities

The world wide trade in wild animals to be sold as pets or used in the testing of medicine is worth a staggering £5 billion a year which is definitely a bit more than "Bear Necessities".

A little of the fight against this illegal trade is centered at Kao Iook Chang in Thailand where the Friends of Thailand Wildlife Rescue Centre was set up in order to combat such charming things as monkeys in costume being routinely fed drugs to keep them dancing for customers all night in Thai bars. Psst, you want an exotic pet? Hows about a baby gibbon, yes you'd be terrified if you had just been plucked from your lifeless mothers arms, but they are a snip at a couple of quid apiece.



The rescue centre deals with every type of animal and insect, yes there a big trade in them too and has rescued dozens of Sun Bears, an exotic pet if there ever was one. These magnificent creatures are for sale in some of Bangkoks markets and it not as if they were being starved. One Sun Bear being cared for at the centre was fed tea, cakes and biscuits to the point where the poor thing was so obese it accidentally sat on another Sun Bear and killed it stone dead. Yeah, alright, that does sound a bit funny, but in reality its rather sad.

We know that this rescue centre aint doing a lot with Kites and Chutes, but all we can say is more power to their elbow, you know it makes sense..... [www.fft.org](http://www.fft.org)

## Once bitten...



A LONG TIME AGO IN AN ISSUE FAR, FAR AWAY....Soddit, cut to the chase, in issue No:63 to be precise, mention was made, via the one and only Prof Mike Dallmer of the Build a Bear Workshops. As ever, eventually a Stateside thing does turn up over here and the latest (we assume there are more than one) has opened in our locality at Uxbridge. Now we know that a few of you think its enough of a problem nailing chutes together, without having a go at cobbling up a sodding Bear as well.



## BEARY NEWSWORTHY.

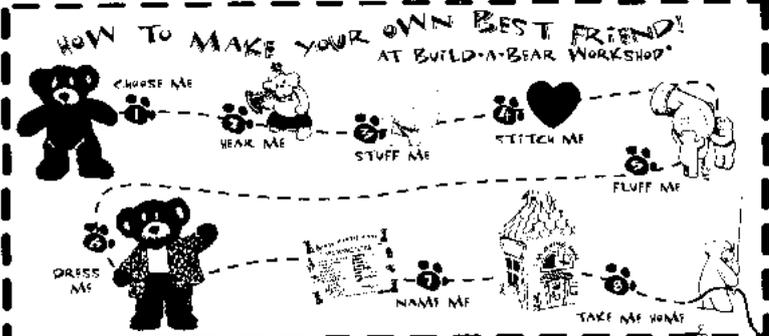
★ ★ ★ SPECIAL UXBRIDGE EDITION ★ ★ ★

### BUILD-A-BEAR WORKSHOP® THE CHIMES, UXBRIDGE

Build-A-Bear Workshop® is the best bear making experience and is opening in The Chimes, Uxbridge on 29<sup>th</sup> July 2005!

If you have never before experienced the magic of Build-A-Bear Workshop then you are in for a real treat! We are a fun and interactive store where you can come and make your very own soft toy!  
First of all you **CHOOSE** which of our fur-bulous 30 furry friends you want to make, then you bring your new best friend to life by giving it a **VOICE**, filling it with the softest **STUFFING** and giving it a **HEART**.  
Next there's just time for a quick **FLUFF** in our air bath before moving on to choose a cool outfit from our range of over 300 exclusively designed **FURRY FASHIONS**.  
The last step is to decide on a **NAME** for your friend and create its very own **BIRTH CERTIFICATE**, before taking it home in our exclusive **EVB CONDO™** carrying case.

Well, from what we can fathom out its not quite like that, as the Bears are already sort of nailed together, but empty. What you do is choose a bear from about 30 different designs, whack in a voice and a heart, yeah really, then stuff the little sod, sew it up then blast it with air to fluff it up, then decide wether or not you wish to have it Nudette Naturel, or Tog it up in what they claim to be one of 300 designs of schmulter. You then give it a name for its birth certificate, no Rastachal, they wont allow you to call your Bear Furry F\*\*\*\*\* it is a family thing you know, then you get to carry your new born Ted home in a custom carry carton.



You can bet your bottom dollar that the 300 designs of clobber does not include a skydivers outfit, or for that matter any form of parachute, but be that as it may, if its easy as they say to knock out a Ted, then a chute is the least of your worries.

Whats it all cost I hear you say, from a Tenner says the Flyer. Check it out at [www.buildabear.uk!](http://www.buildabear.uk!)

Thanks to the kind soul who sent the flyer.

# Teddies in mint condition



It all seems to be happening in Droptnik Slaters neck of the woods. First off those crazy guys and gals at the Merrythought teddybear factory have, in conjunction with the Royal Mint produced a limited edition bear which is only available from the Mints website. Each bear has a smart beret and a pouch which contains the mints special commemorative coin celebrating the sixtieth anniversary of the end of the Second World War.

So whats the howsyerfarva for the mints website we hear you cry..... boogerdifweknow, still it wont take you internut nuts long to wanadoo, googleloo, boogaloo, or whatever it is yer bleeding well do tosort that out. Remember, they only want yer money, and probably loads of it.

# Funtime for showgoers

Secondly, good old Plunger Bear, that is plunger as in Parachute and not sink plunger, perish the thought, informs us that at the local Dorrington Summer show they had in the handicraft section a catagory for the best dressed Teddy Bear. Long known to be a snazzy dresser and a great big teddybear, Droptnik Slater was duly entered by Plunger and the other furry wotsits of the Slater mob, only to be more than slightly miffed when the organisers decided that he was not eligable due to of all things a lack of a damp nose. Here we must draw a veil across the scenes that followed, suffice it to say that during, what can only be described as a mini riot, Plunger was arrested by the Shropshire SWAT team and susequently served with an ASBO preventing him from entering any other Togs, bears for the use of, looking good competition. The photo shows three contestants in the ill starred competition and we feel sure that Droptnik Slater and Plunger are not the good looking ones. See, we told you to stick to Fighter Kites and bombing the odd bear, but you would'nt listen.



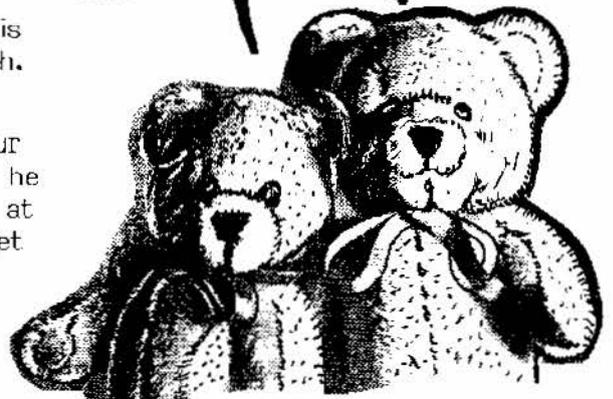
# In your own words

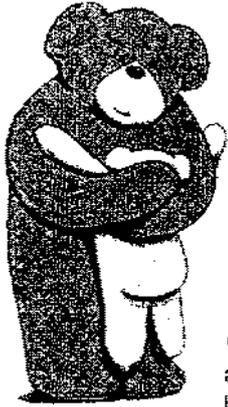
Dear Fred,

Until a few weeks ago I was just an average, mainly indoor Bear who led quite a sedentary life, as you do, until that is, he, the boss hume discovered parachuting fauna of a soft cuddley toy persuasion from Kites. To be honest, I am a bit frightened as I am convinced that he has plans that include me being dropped from a very great height. Your advice is required toot sweet as they say. yours, worried, Slough.

Dear Worried of Slough,

Go for it our kid, at least your Hume intends to drop you by parachute, which means he aint one of them sickos who drops fauna without one at all. All being well, you will now have a chance to get your own back as there is vast scope for sticking it to him big time. Remember, you control them they dont control you. Besides if you become a para fauna, you sure as hell wont need a high fibre diet.





# Restoration drama

It certainly was something of a restoration drama recently at an A&F in the Ukraine, where surgeons debated how best to restore a bozo Ivan, who, after getting paralytic had decided to show his pals how tough he was by climbing into a bears cage at the local zoo and picking a fight with a 42st or 588lb grizzly bear. Witnesses said that the drunk managed to land one punch on the bears hooter before the inevitable happened. Luckily for the drunk, the bear quickly lost interest in such a one sided contest and the drunks friends managed to salvage what was left and transport it to hospital where the heavily modified Ivan was reported as being treated to multiple and critical injuries. Did the idiot survive? we know not, nor really care, but if he did its an even bet that he'll never punch a Bear again.

## WHAT DOES BEING BRITISH MEAN?

Being British means amongst other things, the ability to participate in parachuting teddy bears from the church tower, plastic duck racing on the stream through the village and visiting neighbours gardens on open day... all without the slightest sense of being embarrassed. Iain Menzies, from what it means to be British feature in the Daily Telegraph recently

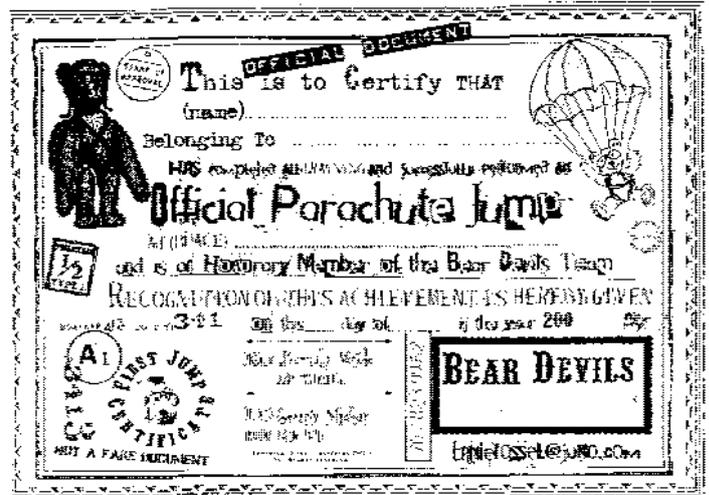
## SKY-DIVER IS 89

Maybe amongst other things is the inclination to go skydiving at the age of 89. Pensioner Hilda Kent did just that when she recently made a sponsored parachute jump from 12,000ft to raise cash for her old folks luncheon club at Bampton, Oxon. Nice one Hilda, you've got some bottle.

## Bear arrested for begging

This probably comes under the heading of 'You couldnt make it up' Either that, or they have some pretty weird by-laws in Divnogorsk in Siberia, where wait for it, the local plods arrested and held in a police cell, a bear charged with begging for food at a roadside cafe. So lets get this right. If you are a bear, you cannot mump for grub ata greasy spoon in Divnogorsk. Must be a right bummer living there as everybody knows you are nothing but a Div.....

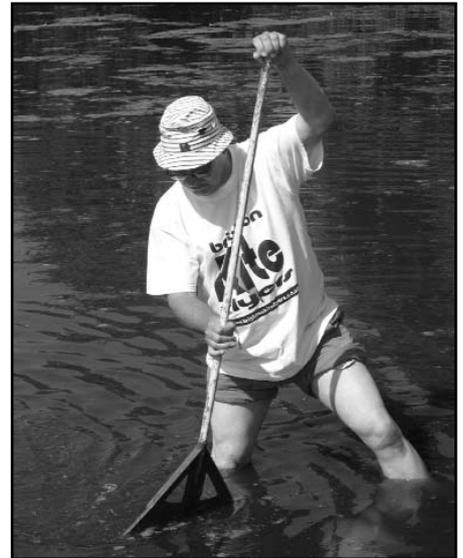
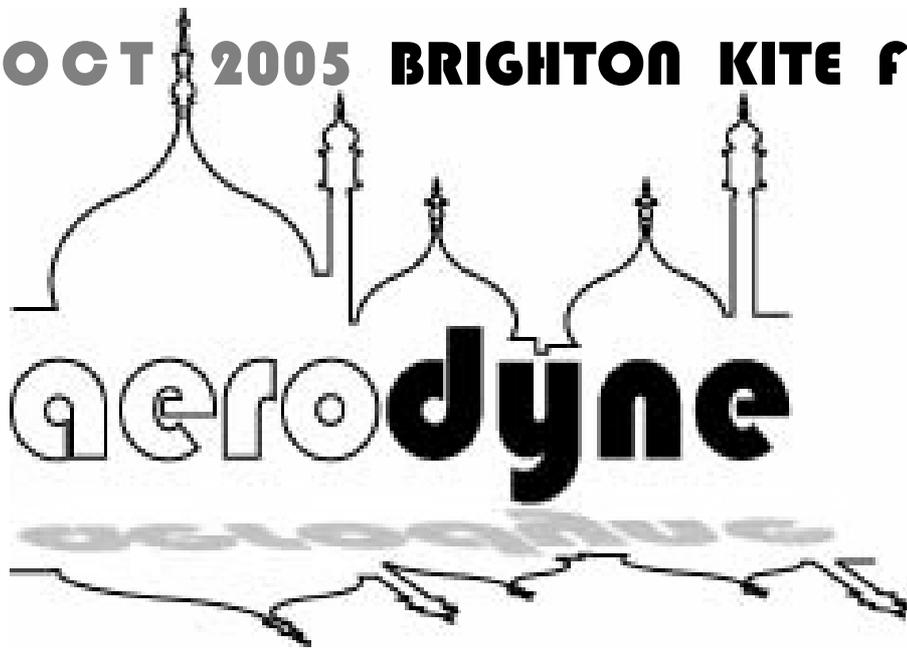
**YOU NEED EYES IN THE BACK OF YER HEAD.....** Poor old Ernie Fosselius, having just got over the shock of having his push bike arf inched by a crazy mob of pub crawling furry wotsits, intent on getting rat faced without worrying about drunk driving charges, now has to face the fact that them same furies have hi-jacked his rubber stamp stash and are knocking out their own jump certs and making every recipient an honorary member of the Bear Devils. The furry swine are out to be the biggest bunch of parachuting furry puberawlers on the West Coast. Which does beg the question just how many legless parachuting fauna of a soft cuddley toy persuasion can you get on a hi-jacked tandem?



So there the Boring Old Fart was getting started on issue No:77, when crash, bang, wallop, the bleeding typewriter blew up. Holy cow what to do? well theres an issue to do so break out the old Nineteenundredanfreezingstiff jobby thats been rusting away in the loft for about 12 years. Like the curates egg, good in parts, but the ribbon had dried out somewhat, which is why ish No:77 was abit rosey, but it was an issue.

At Brighton, the BOF was bemoaning the fact that typewriters these days and bits for them were scarcer than hens teeth, when up spoke the one and only Keith Boxsall. I've got an oldie, been living under a bench at work for about 15 years but its a goer. Keith swears that he took about 2lbs of fluff, dust and dead spiders out of it and the BOF also gave it a clean up and heres the result. Amazing, moocho grassyarse Keith, BMISS owes yer. Thanks also to Carolyn & Jerry & Tony Slater.

AS EVER  
ITS THE USUAL  
TO THE BORING  
OLD FART AT  
48 LAUREL LANE  
WEST DRAYTON,  
MIDD. UB7. 7TY.  
ENGLAND



I think it just best to say Don't ask what he is doing but it was Petworth, so anything goes.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

# WHAT A BLUNDER 2005

Well what can you say about this years Brighton Kite festival but "what a blunder". A few small problems on the days leading up to the festival with parking and food traders dropping out at the last moment, but a new trader was found in time and great food was served by them all. OK and one larger problem on the day when we flew the "Cat in the Hat" and blew him up before the public arrived, this could not be repaired in time to fly again at the festival, but he is now back with us having been repaired by Karl Longbottom and is flying again. So much so he won Peoples Choice on both days at the Bristol Kite Festival. This mishap did not dampen the festival in any way and Team ELF soon took on the job of

flying the large kites, with the help of the BKF when needed, to kept teddy in the air.



The children's workshop was well supported by both helpers and those kids of all shapes and sizes making kites and then flying in the arenas. Thank you to Tates for your support again this year.

The arena was full of invited and club flyers who put on a wonderful show all weekend for the Public. The weather was good all-be-it a little light on the wind. The BBQ was a great success with Anne & Alan Outram out doing themselves yet again.



I could go on and list all those who helped make it such a wonderful weekend, but as that would take the whole of Aerodyne I will say a big "THANK YOU" to you all and add the words of Wallace and Gromit "Same Time Next Year" we are looking at the 8th and 9th July 2006 in Stamner Park, Brighton.

Simon Hennessey



OCT 2005 OCT 2005 OCT 2005 OCT 2005 OCT 2005 OCT

# 2005 ANOTHER YEAR OLDER... AND NONE THE WISER

Crikey it is September and I am doing a review of the year, whatever next! Well My kite flying year started in April with Streatham Common kite day and saw the unveiling of my new (well 16 year old yellow Land Rover) kite anchor. This performed excellently as we were able to move the anchor as the wind shifted around the site. Beth will remember this festival for another reason – coffee!! (I had put a cup of the hot liquid on the dash and then pulled away from McDonalds sharpish to keep up with Simon and (yes the coffee went all over her).



The first Teston of the year was bizarre – there was a glorious wind and we flew all sorts of kites from morning to night on both days what a wonderful weekend – thanks to Ron Dell who does a magnificent job of organisation. July came up so quickly and our own festival at Stanmer Park was upon us



great weather and..... well that's about all I can say as I spent most of the weekend in the children's workshop tent making nearly 500 kites with the help of a dedicated band of makers. One low point of the weekend was that during a gust of wind we ripped apart "Cat in the Hat" and that could not be flown again until Portsmouth.

What's next? Lark in the Park at Eastbourne that was a good day with Brian flying himself and becoming a farmer in the process. To round the day off we all went enmass to the ice



cream parlour and gorged on wonderful ices.

Later in August the second visit to Teston which was just as wonderful as the first. Much hotter and with concerns over the algal bloom on the river preventing bathing, water bombs were the order of the day. This year



the 6th Ashford cubs had their camp in the week following Teston so at the request of Kaa (aka Manky Badger) a number of us went along to show the

cubs the large kites we fly and to help them make their own to fly during the week.

Much fun was had by both us and the cubs. A little known fact was that the field was also occupied by a huge flock of sheep. (Lots of them, not big sheep) any way lots and lots of poo. The Land Rover had new chunky tyres fitted the week before. As I was driving over the field the tread of the tyres filled with the droppings. Then as we hit the road and the speed increased the contents of the tread was flung out. All into the open window and down my neck as I turned the corner!!!!!!.

Portsmouth as usual was held the on the bank holiday weekend. As ever this was another glorious festival with many international and world class flyers. Fabulous wind meant that the kites stayed put when needed. A first for me this year was to see AKF's "Rolly the whale" actually fly with out the combined team running around the arena. Another feature of Portsmouth is the barbeque and auction that follows – many bargains and unique kites to be had. As well as the unusual bidding technique of the Beattie's.

Well almost up to date we have just returned from the Telscombe festival funday where again we had wind and sunshine to fly our own kites. A most wonderful and relaxing day one small festival but not to be missed if you live locally.

Still to come this year – Kingsfold Steam & Kite festival, Ardingly



Autumn Show, One Sky One World and of course the New Years day fly at Devils Dyke.

Paul Hill

# OCT 2005 OCT 2005 OCT 2005 OCT 2005 OCT 2005 OCT A R A C K W E E K E N D B U T S T I L L G R E A T F U N

## Rain - The Archers - Cricket - Kites

The first of our contingent arrived at mid day on the Friday, and for once we weren't the first to arrive. It was quite odd to find that we'd been beaten to the field. However we wasted no time in setting up an enclave with family, friends, our partners in crime from Brighton, and our latest recruit, the aptly named "New Boy" who soon joined in the fun and games.



Wonder if he'll come next time ?

Apparently one of our number is not 100% happy about the funding of the 2012 Olympic Games to be held in London. The Team ELF WebMaster wasted no time in exploiting that weakness to it's fullest extent.



(Oh, this one will run and run!!)

The Normal Friday evening ensued with not a kite flown. Beer and cricket (listening to the test match; not playing - none of us are that fit!!) were on the cards as we waited for the whole team to arrive and we all looked forward to our fish supper. Fish and chips was rapidly scoffed, and then as darkness fell, we set about the beer.

Some set about more beer than others !!! - If you were the nice lady in the toilet that our associate "Wanda" scared at 1 a.m., please accept our apologies !

The morning started with the justly famous armpit washing ceremony, disturbed only by the insolence of "Romney Marsh" and an earsplittingly shrieked warning that "Daddy's got a headache".



Which was probably some consolation for the poor lady who was in the toilet at 1 a.m.

Saturday morning was greeted with bright sunshine and a good breeze and the promise of a good day's flying. (not if you got up early it didn't) We saw the maiden flight of Chippy's new 10ft delta nicknamed "Rainbow Warrior" and there was an outing for the Manta ray and the lifters with tails and all sorts of line junk including Corinne's new Panda.

We knew that this good weather could not last - rain was forecast for late afternoon so people lifting was on the mind of some of the Elves.

It was all going fine until the kite handle broke in two places and our aviator hit the ground like a sack of spuds. (Thank you to Flexifoil for the new set of handles)

Laugh - we nearly got away with it, but someone blabbed to the girly-types.

Then the rain came. And came It can quite difficult to have a barby when it's raining but not for "The ELF Team" who hastily nicked another gazebo & ransacked someone else's cooking apparatus, windbreak and groundsheet to create a waterproof (!) cooking area. This gave us somewhere dry to spend the the forecasted four hours of rain.

Four hours - oh how we laughed. To be fair to the BBC's forecasting ability, the rain did slacken off a bit around midnight to allow us to get "Junior Alky" to bed in something less

than a monsoon. It's been said that continued association with certain members of Team ELF is a bad influence on her (!)

Sunday morning was decidedly damp, but brekky was, as always, enjoyed by all.

It was nice to be able to eat "al-fresco" (that's latin for "messy") - we'd been cooped up in the big white tent for too long.



For a while, the "Pink Gaywing" together with skydancer & purple fish were the highest things in the sky, but as the wind picked up we realised that the Elves who were visiting for the day hadn't seen the nasty mishap of the day before, and so we harnessed them up and proceeded to repeat our mistakes yet again. Having demolished two of our august company, as many were packing up & going home, we thought we'd see if the parachute still worked.

It did !!!

And then to bed - after a beer or so. A busy day packing for the rest or us was instore for tomorrow !!

Once again, a great time was had by



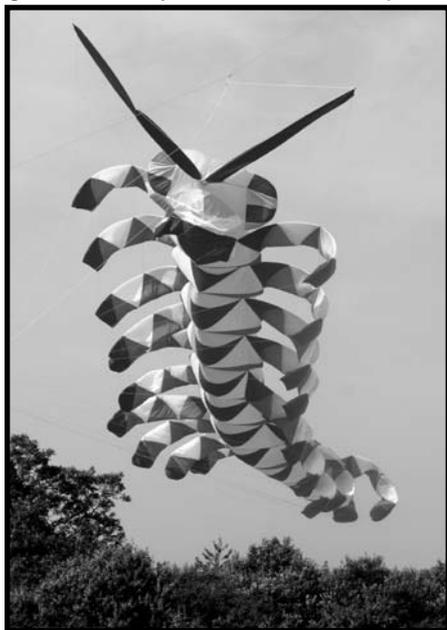
all, and many thanks to Ron Dell for organising such a wonderful weekend.

Mankie Badger

# ADVERTISING FOR BRISTOL

Avril Baker runs a world-class kite festival. In order to publicise the event far and wide, she holds a press-day on the Thursday. She works in the Public Relations industry and she invites journalists, radio and TV to come and get a taster for what is going on at the weekend. The press event is scheduled for 2pm, but first we have to load the van with kites, enough clothes for 4 days of whatever weather might be provided and dash to Sainsburys to fill up on coke, beer and ice. Then Andrew had a last-minute afterthought - what if TV cameras scare away the wind? Andrew phoned Roy at Kites Up and he agrees to loan us his generator and blower. With the diversion down to Basingstoke to pick it up, we have only 30 minutes to spare when we get to the Bristol Downs.

We needn't have worried. Avril has arranged a steady 8mph breeze perfect for flying just about everything. She chooses the Centipede, which hasn't been seen in Bristol before and then we add the gecko - always a favorite. The press



and photographers come and go and we spend a pleasant afternoon flying with the Avon Kite Flyers, the Longbottoms, Nick James and inflateables by Anne Harris and the inflateable pub crew. Various children are attracted to the kite as usual and we noticed a

small disabled boy enjoying the gecko. When the gecko passed, he reached out as most children do, to greet the kite as the big, soft tail came down to touch him. We didn't think anything of it at the time, but his carer explained later to Kathleen that in the year that she had been working with him, it was the first time he had reached out to touch anything.



When the reporters had all finished (there was a rumour that one of them took half an hour just to say "goodbye" to the camera), we packed up and followed the map to Bella's house. Bella works alongside Avril organising the Bristol event and it was good to spend time to get to know her because we only ever see her when she is running round sorting things at the festival. She also has a very nice shower and the gushing cascade of warm water was just the right antidote to a hard afternoon's kite flying.

Avril laid on dinner for the fliers in a little Indian restaurant that we completely filled, which gave us a chance to socialise with everyone.

Avril's work to recruit press attention to the event had paid off with a first class booking. She had managed to secure the BBC breakfast weather team. They do a live broadcast every 30 minutes through the morning and they had agreed to do it from Ashton court. All we needed to do was to fly some kites in the background.

Over the meal in the evening, it sounded like such a good idea. But

when the alarm went off at 5am, it seemed less exciting. We drove down to Ashton court in the dark. Out of the car, the grass was wet, the air was dank and heavy with the morning mist, and there wasn't even the slightest movement in the atmosphere. We saw Avril walking towards us in the gloom. Andrew thought about our warm bed. He thought about the idea of running around in the dark, he thought about wet kites and wet feet. He thought about looking like a complete idiot on national TV. He reached deep into his vocabulary to find the most appropriate phrase and blurted the most offensive expletive that he could muster.

We laughed out loud and set about putting on a show. The TV started with a very brief headline at 6am. Not a weather forecast, just "we will give you a weather forecast in 15 minutes". The proper broadcasts started at 6:15 with the presenter standing in front of the Anne's coral reef. Then, 30 minutes later, she stood in front of the gecko that we had inflated with Roy's compressor (thanks Roy!). 7:15 was broadcast in front of an arrangement of the kites brought by the Mangalore crew from India. 7:45 was done in front of the Claudio's kites. After a while things became a blur. We remember Avon flying deltas and using the big Tri-D as a backdrop. The last slot was Andrew's. He laid out our 80' dragon and crouched down as the presenter introduced it and cued him to launch. With presenter to the left and camera to the right, the launch was spot on and he pulled the kite up to pass within inches of the mast-camera looking down on the scene from 20 feet above the outside broadcast van. As we write, we still haven't seen the broadcast, but we are reliably informed that Andrew's bum looks big on widescreen.

Back to the house, Bella treated us to a hearty breakfast and we went out to explore Bristol. Kathleen's birthday is coming up soon so we went out to shop - and came back with a new camera for Andrew!

# THEN A GREAT WEEKEND



When we returned to Ashton Court, we visited Andy Wardley's part of the campsite where Andrew showed off his latest party trick - removing the top few sections from a banner pole and using it like a trumpet to make a sound like an elephant having a hernia. We had Andy in stitches, but soon we were back on the field for an evening weather report. It was the same van, but a completely different crew, so they didn't gain from the morning's experience. The shot ended up being of Anne's reef plus some kites in the background. we did well to keep the Jordan flying for 3 minutes in almost no wind, but the prize goes to George Peters for landing an alligator between presenter and camera.

We had arranged to go with Hezz and Brian from Aeolian to meet Roy Reed for dinner in a little Italian restaurant in Bristol. The short taxi ride cost 8 quid and took us to the bottom of the hill. The restaurant was near the top, so we were more than ready to eat when we got there.

When we arrived back at the hotel, Kathleen chased Carl Robertshaw round the room before we eventually went off to fall into bed, exhausted. Arriving on site fairly early in the morning. we were greeted by a respectable breeze, so we launched our signature kite - a 16m<sup>2</sup> pilot at an altitude of around 1000 feet. The gecko followed but soon we moved it

down the field so as not to hog the prime spot.

A bouquet should be awarded to Marcos. Not only did he work hard to put on an excellent display but his attitude is second to none - a number of times, his pilot caught on our line in the crowded space, but he never cared - if the display kites were still flying, then it didn't matter.

On the other hand, we have a brickbat to hand to the guy flying the big Cody. Rather than anchor at the side of the field, he anchored in the middle. And not normal anchors either - he used three Metposts, bent and bashed out of shape into sharp angled corners, with about 9 inches of sharp metal sticking out of the ground. Seeing the obvious danger, I wrapped them with a pic-nic blanket but that wasn't enough - not only did they rip the drogue off the gecko, making it less stable, using more field, but they were so nasty that I even ripped the pic-nic blanket when I tried to remove it.

We left the high kite flying until the public thinned out at the end of the day so that we could retrieve it safely, then packed and went for dinner. Whilst people queued, Aeolian played with buzzing balloons and Andrew introduced everyone to the delights of the banner-pole trumpet.

The food was worth the wait as Bristol lived up to it's reputation for excellent hospitality.

The auction was delightfully devoid of any spot the dog mats though which I found at Portsmouth, so Andrew didn't have to physically restrain me from buying such things, but we did walk away with some nice pictures including the centipede, a delta serpent of James Robertshaw pictured in the moonlight in Kuwait and the Octopus and Gecko. We also won a Sunderland poloshirt, a mobile and a beautiful rip-stop panel built by Scott Skinner. The auction was brought to a hurried conclusion because Avril had laid on a spectacular show of fireworks to finish off the evening.

Sunday morning brought the same steady breeze, so we set up the high

altitude show with the centipede underneath and pulled third place in the "People's Choice", which wasn't bad, considering that most of Brighton had voted for their own kite - "the Cat in the Hat" and as far as we can work out, the counting was for the whole weekend, so pulling a place for a kite that was only shown on the Sunday was quite an achievement. In a spirit of fair play and generosity, Brighton gave us the bottle of plonk that they won, thank you.

There were rumours that the weather might turn bad and when there was a consensus that there was a feeling of electricity in the air, we decided to take the high altitude kite down. The recovery was quick and efficient, with everyone helping to make it a smooth and safe vehicle-assisted pull-down. Unfortunately, bringing the high pilot down meant removing the Centipede. At the same time, Awita packed up their magnificent display and rushed off to the ferry. Suddenly we were



looking at an empty arena. We tried with the union jack for a while, but without much success. We felt that we had let Avril down in the final hour, but on the way home, our judgement was confirmed - we drove through a massive electrical storm, with thunder, forked lightning and torrential rain. It was a good decision to avoid providing a conductor for the first bolt of the storm.

Avril put on a world class show to mark 20 years of the Bristol kite festival. We would recommend that you buy a 2006 calendar and put a ring round the 2nd and 3rd of September straight away.

Andrew & Kathleen

# KITES IN CALIFORNIA



Forget all that about everything in America being bigger and better. Sweet, enjoyable and not-up-to-much maybe, but bigger and better, definitely not. We went to three kite festivals in California earlier this year and we're pleased to report what we found.

The first, at Ocean Beach, San Diego, was a very small-scale affair, with kiddies' kite-making workshop in the local school hall, followed by a parade down Newport street to the beach and some flying. There were about 25 kites up, but no organised displays although a number of the San Diego Kite Fliers were in evidence. Lack of suitable anchorage on the beach rather restricted the flying, but a UFO Sam caused a lot of interest.

150 miles NE for the fourth annual "Kites Over Yucca Valley". With a blue sky, brilliant sunshine and a backdrop of snow covered mountains, it is one of the most beautiful settings for a kite festival that we have seen.

This was a 'proper' festival, with organised displays and a number of large kites, including a Red Meanie and a small Manta Ray, flown by David Gomberg.

The flying all took place on the local school playing field. Unfortunately flying was restricted to the height of the floodlight poles as the field is in the flightpath of



the local airport. Gusty winds up to 12 mph made flying a bit difficult, and resulted in a big lifter caught on one of the lighting rigs. It was still there when we had to leave to return to San Diego some hours later.

Trying to keep our lifter up in the sometimes non-existent winds meant we did not see all the field



displays, but for the short time they were up a stack of 12 blue and yellow Revs were a joy to watch. New to me was the sport of "bol running", which looked like a lot of fun and is possibly something for the next Brighton Festival?

Next to the information tent the Kite Hospital was well attended by some of the less experienced flyers! The catering was excellent with 1lb cups of chili for about £1.50 and excellent chili-dogs. Sadly, and despite the heat, there were no (ELFs please note) fermented beverages available on site.

Everyone connected with the festival was extremely friendly, and it was nice to exchange a few



Chili 1lb. CUP	3.75
Texas Straw Hat	5.00
Hamburger & Chips	3.75
Cheese Burger & Chips	4.50
Chili Burger & Chips	5.50
Hotdog & Chips <sup>ALL</sup> 1/2 LB BEEF	3.75
Chilidog & Chips <sup>ALL</sup> 1/2 LB BEEF	5.00
Polishdog & Chips	4.75
Chili Polishdog & Chips	5.50
Cold Drinks <sup>SODA, WATER</sup>	1.00
Chips	.75
GIANT ICE TEA 44oz	1.00
DILL PICKLES	1.00
CANDY	25¢-1.00
COOKIES	1.00

# KITES IN CALIFORNIA

contiued



words with Mark and Jeanette Lummas, ex UK Team Skydance, who now live in California. Our sincere thanks to the organisers, who made us very welcome.

The following day we went to the Redondo Beach Festival, south of Los Angeles. It was another fairly small festival with some big kites tethered to the pier, also the site of the local kite shop, but the beach was very narrow and crowded.

It was nice to see that many people out flying kites, and I was particularly impressed by a large black ghost delta with many streamers. Finding a bit of space at the far end of the beach, we flew a large H-frame for about 20 minutes, but decided that that things had become a bit fraught

after the second kiddie Charlie-Browned his lines into mine, and the attraction of a bar-b-q at a friend's house nearby became irresistible.

When faced with the need for some minor repairs it was a pleasure to deal with the friendly staff in San Diego: our thanks to Victor and Jesse at Kite Country <http://www.kitecountry.com> for the repairs and 'frequent flyer discount'; and to Kevin at Kite Flite <http://www.kiteflitesd.com> in Seaport village for his help with the Rev spares.

All in all, an enjoyable trip, with no hassles in either direction with the airlines (BA and American Airlines) about hand carrying a bag with Rev spars, Flexifoil spars, a Beetle and a folded Jam Session. Must do it again some time.....

Terry Golding



# BRIGHTON ROKS ARE BACK

For the past few years the Rok fights at the British kite festivals have had problems getting enough people to enter to make them interesting to the public. This seems to all have changed this year and at Portsmouth the Rok fight on the Saturday had one of the of the best entries seen for a long time, which made for a fantastic fight for not only those taking part but for the public to watch as well. As the Sunday time table was out of kilter it was decided not to have the Rok fight, this caused quite a stir and the fight was reinstated at the end of the festival with even more participants than on the Saturday by popular demand. Brighton Kite Flyers managed to get over 10 entrants in each of the fights with Andrew Jones one of our younger members (8 years old) in his 1st ever Rok fight managed a great 5th place and with the rest of the club putting on good displays coming out top in both fights. The good attendance continued at Bristol with Charlotte Hennessey (9 years old) getting a 4th place in her 1st Rok fight on the Sunday and Brighton Kite Flyers getting a 2nd and 3rd over all in the 4 rounds.

The club is thinking of getting some Roks printed (by Kites Up) with photos and the clubs logo to sell to members so we can put up a good club show in the Rok fights. If you are interested please let us know.

## CLUB XMAS MEAL

The club is looking to have a Christmas meal again this year, in fact we are planning two one is being organised by Team ELF and will take place in the Ashford area. The other we hope will be in the Badgers Watch in the evening of the 4th December after the Club fly-in on the Tye.

Confirmation of dates and times for both these events will be sent out by e-mail as soon as we have a better idea about them.

## BITS AND BOBS

The club have been asked to sell some of Alex Burt's, (who sadly passed away earlier this year) kite bits and bobs, kite making material and finished kites. If you want to find out what there is please contact the club and we will let you know what is left from a 2mm end cap through to a two line sports kite stopping at spars and ripstop on the way.

We will also carry a small range of spares when we are at festivals and fly-ins in the club trailer. So if you need the odd bit or bob we may well have it. This is something that we had been planning to do for some time but this sad loss has made it happen and we will have a honesty box for those items brought and keep it stocked up for club members and friends.

## NEW YEARS DAY FLY-IN

We will again be meeting on Devils Dyke for a fly-in on New Years Day. I even expect we will be forced to use the public house there to have a warming cup of hot cocoa or two.

This is a great place to come and fly talk, or just to blow away some of those cobwebs. If your lucky you could fly that new kite you got for Christmas.

# P O R T F A N T A S T I C

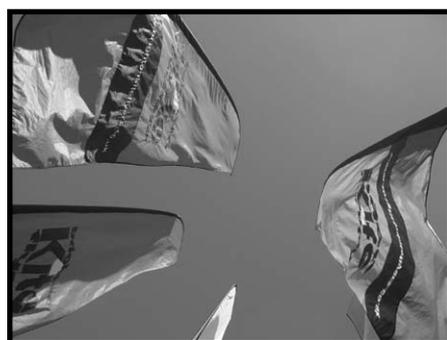
What can you say?

Portsmouth was going to be a good festival whatever happened, for a change this year I was able to fly on the 1st two days rather than run around the field keeping the arena full of invited flyers. Also two days before I got an e-mail from Karl Longbotton to say the "Cat in the Hat" had been repaired, after his slight mishap at Brighton Kite Festival, and he would bring it along for us to fly. So to have good weather over the whole week-end was a bonus.



We turned up at about 8.30 to find Andrew and Kathleen Beattie there already. We soon set camp along side him and had "Manta" out of the bag and up in the air. The field soon filled up and the club contingent got larger and larger until at 10.30 we headed off to the arena to take part in the invited flyers parade, where we soon made our presence known with club banners and flags being waved around as we all walked around the arena. Not so long ago at Teston we tried some synchronised flag waving as a bit of fun, so this was the time to put it into action. We were then asked, along with Avon Kite Flyers, to start the Festival displays. The wind being a little light both clubs used some of their not so large kites and flew these by hand giving the public quite a colourful display. This done we headed back to the encampment we had set up and set about adding "Olly" to the display and flying for the day. We went over to the Arena later

in the day for a serpent display where we flew some Chinese dragons and long tailed kites. The wind was a bit up and down and we had to change anchor points several and such in the end "Olly" came down and we left Corinne to mind Manta as about 12 of Brighton Kite Flyers entered the Rok fight, which was one of the best for a long time, there must have been about 20 people entered. The fight was also one of the best considering the light winds and after a short enquiry as to if a kite is cut but stays flying is it still in the fight, was won by a Brighton Kite Flyer (Me). (Conclusion if a kite is cut even if it stays flying because it is in a tangle and won't fly off it is out of the fight) Not long after this it was time to pack down and head off to the BBQ for a nights cooking. We had been told that 80 tickets had been given out but either every one had enough food for 3 or we cooked for 150 people. As the meal came to an end the auction was about to start and I got a tap on my shoulder saying that George and Andy were not there yet and would I start the Auction off. With some trepidation I did just that and sold a few of the items. But I know its hard to



believe, but I was very relieved to see George and Andy who were about to talk again. I now know how hard it is to, not only run an auction but to be a good auctioneer as well. Thank you both for all your hard work. This finished, it was back to the digs for a good nights sleep. Sunday soon came around and an early start thanks to Deanna-May asking Corinne if I was back at 5.00am in a loud voice enabled us to get up and look around the traditional car boot before breakfast. This done,

having brought the odd Scooby Doo or two and cuddly toy we headed off to the flying field and set up for a good days flying. We were surprised to find that the large kite arena had a Portaloo added to it so an orderly queue soon started. This Portaloo was in fact a kite and some good fun



was had with our Belgium friend's (who says the Belgium's don't have a sense of humour). The wind was even lighter than on Saturday so we started off with only Manta and headed off to collect the banners we had left in Kiteworld's shop over night ready for the parade which was due to be at 10.30. A change in the programme meant the parade had been changed to 2.30pm so we walked the flags back in our own small parade and set them up for the day. We again had an arena slot with Avon at 11.00am and this time they flew "Rolly" and this proved to be one of the best flights I have ever seen him make in an arena, well done Avon. We backed up with club and



# P O R T S M O U T H

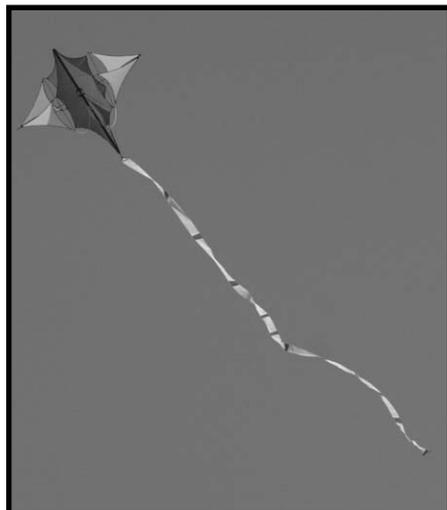
personal kites to make a good arena display. The day progressed and the wind picked up a little and by the time it came to the arena parade we were able to leave Manta again with Corinne without too much fear of it coming down. Again we put on a great display and both George (Spud) and Andy made a point of mentioning the Brighton Kite Flyers on more than one occasion as we lead the parade around the arena. The Parade having changed, time meant the rest of the programme was running a bit late which gave us time to ready ourselves for the Zimmerman kite display in memory of Claudia who passed away in August. It was great to see such a lot of Zimmerman kites flying together including all 3 lobster colours Premier kites have done (2 of which are the clubs). This was soon followed by the second of our arena displays with Avon so we added to the Lobsters the odd Gecko, Panda and the Blue Meenie to fill the sky with colour. We walked all the kites back to our encampment and readied ourselves for the second Rok fight this proved to be even better



attended than the Saturday fight and was in the end won by Ray Oakhill after a few calls of the fight being ended with a 4 way draw. Well done Ray. Last came the Prize giving and the Brighton Kite Flyers and it's members were presented with not only the 2 awards for winning the Rok fights but the award for the best Ground display for our work in the Arena Parades (by the way if you see any Avon Kite flyers say 3-1 with a smile on your face). Sunday was finished off with a great team BBQ and the odd drink where another award was won by a Brighton Kite Flyer. If you

want to know more about this just ask Andrew Beattie what he won his trophy for.

On the Monday when we presented Andrew with the trophy he just blushed. No display flying today just a really relaxed days flying and time to fly some of my own kites out of the



bags which I have not flown for a few festivals. After a very relaxed days flying, the day was finished off with a fish and chip supper and an uneventful drive home.

Most of all what made it such a great weekend was to see so many Brighton Kite Flyers there having fun and flying kites as a group. Thanks to all of you who turned up and had fun.

Simon Hennessey



# W H A T I S O N N E X T Y E A R

To start the year we are again planning to have a club daytrip to Berck Sur Mer kite festival on 8th April 2006. This will I expect be by Eurotunnel and car as we have in the past. A brief crossing in the Eurotunnel, a stop at a hypermarket for provisions for lunch. A morning on the beach watching the fantastic kites and taking photos, lunch and a fly of our kites in the afternoon. We will then head home stopping for a meal on the way back in a french restaurant. If you are interested in coming please can you let the club know and we will add you names to the list of people. If we get enough of you interested we could organise a coach but we need to have about 35 people to make it viable. This great trip is followed by a round of English festivals starting with Streatham Common, Weymouth, Swindon and Rougham to name but a few (these will be listed on the Brighton Kite Flyers website) and in Aerodyne as the year goes by, but don't forget 8th and 9th July 2006 is the Brighton Kite Festival, so no holidays around that time as you need to come and have fun at your local event. Next year will be coming to an end with another trip to France. This time to Dieppe on the 2 - 10th September 2006. This trip is under your own steam and not organised by the club. Members often travel out on the Friday morning and come back Sunday night of the second weekend 8 - 10th September 2006. At the time this is published the dates have not been confirmed for either of the French events by the organser, but should be on the web soon. After this, there are few local events, Telscombe Tye Fun day, Kingsfold, and Ardingly to finish off what we hope will be another great year.

Talk about wishing your life away .

Simon Hennessey

## Useful Contacts:

### Coordinator/Chairperson:

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### Club Kites:

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 ✉ kites@BKF.org.uk

### Membership Secretary:

Peter Jackson  
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 ✉ Membership@BKF.org.uk

# 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



## Merchandise

### T-Shirts/Sweatshirts:

Alan Outram  
 ☎ 01737 771196  
 ✉ alan@BKF.org.uk

### Pins/Cloth Badges:

Simon Hennessey  
 ☎ 01273 582309  
 ✉ simon@BKF.org.uk

# The Brighton Kite festival

A big thank you goes out to all those who turned out for a great weekend, and a special thank you to those that help not only on the day but leading up to the festival as well. It seemed to be one of the best attended Brighton Kite Festivals ever.

We are already thinking about 2006 with a provisional date of 8th and 9th July 2006, if you would like to help in any way shape or form please just let us know.

The Festival Team

## THE LIGHTER SIDE

A new section has been added to the BKF website called the lighter side. this will include fun photos, caption competitions and just about anything that will make you laugh. So if you have any thing you would like to add to this please e-mail it through.

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:

Aerodyne  
 c/o Simon Hennessey  
 11 The Sheepfold  
 Peacehaven  
 East Sussex. BN10 8EG  
 aerodyne@BKF.org.uk

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

# This years cup winners

Each year Brighton Kite Flyers give out 3 main cups, the BKF Shield given to services to Kiting, The Nevil Wing Trophy awarded to people who help young kite flyers and the Sid Hourton award which is presented to an indian kit flyer. This year these were presented as follows;

### BKF Shield:

Alex Burt

### Nevil Wing Trophy:

Team Spectrum

### Sid Hourton Award:

(Tom)

Well done to all of you for your support to the kiting community.

# Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible Andrew and Kathleen Beattie, Ray Bethal, Simon Hennessey, Terry Golding and Paul Hill who have helped to make this edition possible. I must also say a very big thank you to Anne and Alan Outram who have edited aerodyne so well for the past few years.

Simon Hennessey

We have a range of sizes in all club t-shirts and hooded tops for sale T-shirts £10.00 Hooded tops £25.00 (£9.00 and £22.50 respectively to members for a limited period)

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.



<b>April 2006</b>		
30	Weymouth International Beach Kite Festival, Weymouth, Dorset.	The Kite Society
30	Beverley Kite Festival, Beverley Race Course (TBC)	ann@countyshow.fsnet.co.uk
<b>May 2006</b>		
1	Weymouth International Beach Kite Festival, Weymouth, Dorset.	The Kite Society
1	Beverley Kite Festival, Beverley Race Course (TBC)	ann@countyshow.fsnet.co.uk
6-7	Swindon Kite Festival, Science Museum, Wroughton, Wiltshire	White Horse Kite Fliers
13-14	Cleethorpes International Kite Festival, Cleethorpes, North Lincs. (TBC)	01472 323352
20-21	Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk.	Martin Corrie
<b>June 2006</b>		
10-11	Margam Park Kite Festival, Margam Park, Bridgend, South Wales	info@thekitingexperience.com
17-18	Southampton Kite Festival, Lordshill Recreation Grounds, Southampton, Hampshire	Michael Lowe
24-25	Wirral Kite Festival, the "Dips", next to New Brighton promenade, The Wirral, Cheshire	phil@flyingcircus.info
<b>July 2006</b>		
8-9	Brighton Kite Festival, Stanmer Park, Brighton	Brighton Kite Fliers
<b>August 2006</b>		
6	15th Royston Kite Festival, Therfield Heath, Royston, Herts.	Peteramilton@btopenworld.com
20	Hunstanton Kite Festival, Smithdon School, Hunstanton, Norfolk	Bryan Cattle
26-28	Portsmouth International Kite Festival, Southsea Common, Hampshire	The Kite Society
<b>September 2006</b>		
2-3	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
TBA	Dieppe International Kite Festival, Dieppe, France.	

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Brighton Kite Fliers	11 The Sheepfold, Peacehaven, East Sussex BN10 8EG	01273 582309	info@bkf.org.uk
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Great Ouse Kite Fliers	Jill Ferrer, 80 Welland Road, Peterborough, Cambridgeshire PE1 3SG	01733 563958	Gokf@btinternet.com
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White Horse Kite Fliers	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	Cowpat.ed@whkf.org.uk
NKG	Northern Kite Group		welbornkcc@aol.com
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