

THE KITEFLIER

www.thekitesociety.org.uk



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

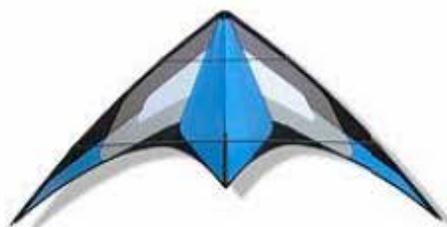
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Shown in the bottom picture, this was our 8 box creation at Portsmouth 2005



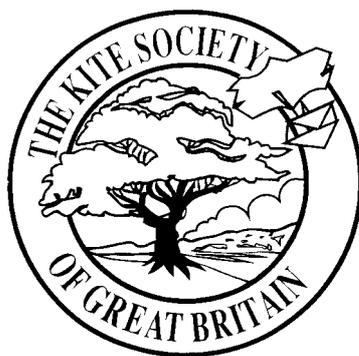
MORE POWER TO YOU!!

Dont forget we are more than just a single line and two line kite retailer. We also cater for you Power junkies!

We are stockist of Flexifoil, Ozone, PKD, Parastorm, Peter Lynn, Hardcore, Scrub, Ground Industries and many more. Our facilities also include a 4 acre test field so you can try the latest kit before you buy.



Power kite tuition also available.



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Dear Kitefliers

Welcome to another year of kite flying. We hope there are both good weather and perfect winds.

We have been looking at the costs of producing the magazine and the forthcoming postage increase (at least 6p per copy maybe more!) and have reluctantly decided that we will have to increase the membership fees by £1.00 for each membership type. We have managed to keep the old price since January 1999 so let us hope the same amount of time goes by without another increase.

We are always looking for articles for the magazine, it would be nice to see some new people coming forward as well as continuation of the regular writers. You must have something to say?

We look forward to seeing you on the flying field somewhere during 2006

Gill and Jon

Front Cover

Historic Kites at Lindenburg Aeronautical Observatory.

Photo

Paul Chapman

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.

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.

Membership Type	Fee
Individual	£11.00
Family - all members in the same household.	£12.00
O.A.P.	£9.00
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Overseas - Europe and Surface Mail	£13.00
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Correspondence

ANOTHER RESPONSE TO HUGH BLOWERS

Hugh Blowers letter in the July 2005 Kiteflier made some interesting reading and reflects on many of the sentiments made by members of Thorpe Kite Flyers based in Norwich.

Organisers of kite festivals must consider the site before deciding the type of programme they want to put on. Above all for the future of the sport/pastime we must involve the youngsters, and therefore ways must be sought to involve them and their elders. Remember our pastime does not have to be expensive nor involve power or expensive insurance.

Unless there is separate space for large inflatables to fly all day they should have a slot in the programme rather than take up a lot of space for long periods.

Why cannot the Clubs and regular flyers of single liners get into the arena and have members of the public (including youngsters) come and hold and feel the kite. At events now where there is mass flying we walk round the perimeter of the arena and let them feel the "pull".

Organisers must not forget that the arena is not there to just lay on an almost full programme of sophisticated slick flying. The public needs to be sold into this pastime by involvement from all of us "regulars".

Comments on How Kites Fly—John McPherson

Here are a few comments on the article by George Webster on "How kites fly" in October 2005, Issue 105 of The Kiteflier.

I have been following with great interest the excellent series of articles George Webster has written on kiting, In particular the latest article "How kites fly" because out of personal interest I too have been looking into the forces that make a kite fly. I found that by including a rather crude simulation of a kite, including angle of attack due to the bridle, and making an assumption about the conversion of wind pressure into lift and drag I could see how they might vary with angle of flying line.

My comment is that on diagram 10 of the article (reproduced here) the drag force is in the same direction as the wind. To my understanding, for a tethered kite, the drag force is that which arises due to the kite resisting the wind and surely should be drawn the other way around.

The effect of this reversal is to move the aerodynamic force in front of the point of pressure. If then the aerodynamic force is resolved into a component in line with the flying line and another at right angles to it we can see how the flying line tension and

To take up these suggestions there needs to be stewards to strictly enforce the rules made in the planning each festival, especially to separate the singles and multiples.

Why not a demonstration in the arena of good flying practice showing basic procedures and safety? This could include lines, launching, wind speed and direction, eddies, staking and line marking could all be included. Even bridle adjustment might be possible.

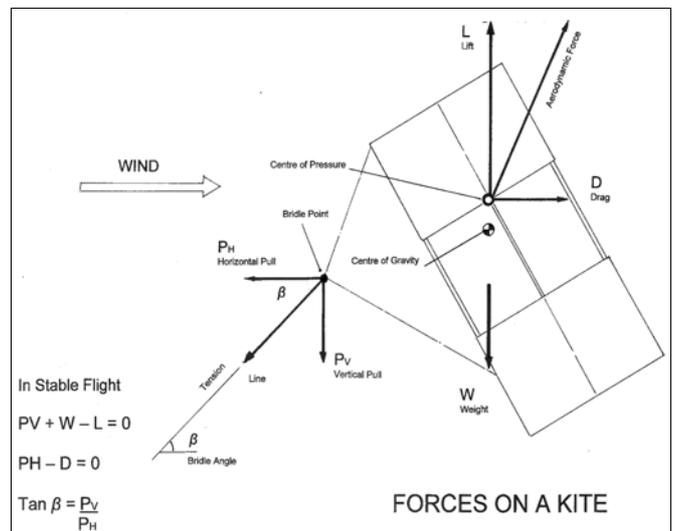
Hugh talks of shortage of flyers. Are some of us afraid to get our creations damaged so we don't fly them? How many of us have a range of kites to suit all wind conditions? At one festival this year the conditions were ideal early morning and in the evening yet no-one else was flying – what's up with you?

Where have the arena competitions gone? Altitude sprint, catch the tail, limbo, or rok. fights etc.

If there is no wind at one point in the programme get flyers into the arena and have a walk round with commentary on their kite, what is it, wind type, history, construction and was it home made? What about including the Club they come from etc.

Yes, like Hugh I have rambled but have tried to add weight to his observations.

John Arnott – Hon. Sec. – Thorpe Kite Flyers.



speed of ascent changes with angle of elevation.

I hasten to add that my analysis is rudimentary and makes some simplistic assumptions about kite geometry; weight and centre of gravity versus centre of pressure and their effects on lift and drag. My purpose was to better understand what happens when a kite is launched not to design a kite simulator.

I welcome comment on the above suggestion.

How Kites Fly—Faults and Actions—George Webster

1 Flying Faults and possible action - or what to do if your kite won't fly.

The basic approach is from the point of view of a flier on the end of the line of a kite which is not in stable flight. Previous sections have included a certain amount of 'theory' to illuminate what is happening to the kite and therefore what can be done – although admittedly the theory is of more use in kite design. The discussion is largely in terms of a single spine kite with a 2 point bridle such as an Eddy or a Roller (see Drawings 3 and 4). It is easy enough to apply to a sparred kite with 2 or 3 bridles (e.g. Barndoor or a Box). But it doesn't work with a soft kite with multiple bridles – no adjustment is possible in such cases, after checking that all the bridles are tight when the kite is inflated, except perhaps adding or varying the size of the tail/drogue. If you are experienced or skilled enough to handle a 10m gecko or a 2m Edo you don't need help from this section to adjust it.

1.1 Immediate Instability

The first problem is when the kite spins quickly as soon as it has been released or rises a short distance then turns and dives into the ground. I am assuming that either you are launching it from your hand or you have a helper 10m downwind who holds the nose upright and releases it as you give a slight jerk.

I am also assuming that you know the second rule of kite flying. The first is DON'T LET GO. The second is SLACKEN THE LINE BEFORE A DIVING KITE HITS THE GROUND. This seems to run counter to the instinct of many new fliers but you will find

- that a tight-line power dive into the ground can cause considerable damage;
- that if you slacken the line, the kite will sometimes sort itself out or at least drift down nose up and
- that if it does dive the impact will be very much less.

Why slacken the line? Effectively, what you are attempting is to reduce the windspeed over the kite. If your line storage system won't let you do that, then always have spare slack line laid out in a zig-zag on the ground in front of you when you launch. Alternatively you may have to run towards the kite or even, if appropriate, throw the line storage system towards the kite.

If the kite shows this immediate instability, what can be done about it? Unless we are considering an untried design, there are two possible causes.

Firstly, the kite has been incorrectly set up. So check it. The cause could run from spars in the wrong place through to a part of the bridle caught around the frame. The latter happens quite often with multi-bridle kites such as Barn Doors or Roks. One of my finer moments was attempting to launch my son's Rok upside down – several times; at the start of an impor-

tant Rok fight; and while disagreeing with his choice of language.

Secondly, the wind is too turbulent or just too strong. While the former might be resolved by finding a better launch site, the latter might be coped with by adjusting the kite. On the field there are two things to explore.

- on a 2-leg bridle move the ring or knot to shorten the top leg, moving the bridle point forward. By how much? Only experience will tell you, but for most kites 1 cm is a considerable shift
- adding a tail or adding to the existing one. The limit to 'additional tail' is that the kite rises but can't lift it. The problem is that until the tail is flying behind the kite its full effect will not be known.

Quite often changing the tail requires you to change the bridle e.g. to compensate for the lower angle of attack brought about by the tail's drag.

1.2 Faults in vertical elevation

Consider the situation where the kite is flying so you are looking at the underside of the front but although 'stable' it is not flying perfectly i.e.

- it is at a lower angle than anticipated
- it is not quite straight into the wind
- it is not located straight downwind – often only spotted in comparison with other kites

Examining each case:

a) Of course some types of kite fly at lower angles than others. Assuming that it is stable and not sinking (in which case you might be pumping it i.e. pulling in a few metres of line causing it to rise, hoping that it would stay at its new elevation by willpower or increased windspeed), then the most likely cause of an unexpectedly low angle is that the wind is too strong. In this case, although the kite remains stable, the increased wind speed causes more drag than lift and the drag pulls the kite down-wind. The effect is increased where a bridling system which fixes an angle of attack means that the kite is at a higher angle of attack when low down – increasing the drag to lift relationship. Drawing 2 illustrates this. The solution is to move the bridle point forwards i.e. lower the angle of attack.

Deltas are particularly prone to this and may become low angle hard pullers and in extreme cases break the spreader bar. Their bridle point is often fixed by being the low point of a keel. The article deltas does show a way round the problem.

Kite designers specify a bridle point to help achieve the desired flight characteristic e.g. highest flight angle for altitude, a low angle for drag (i.e. pull) or a point between for lift – again see Drawing 1.

For a whole range of flat kites (e.g. Eddys and Rollers)

How Kites Fly—Faults and Actions—George Webster

changing a bridle point to achieve altitude as the wind-speed changes is easy to do – and frequently necessary for good flight.

b) There must be some lack of symmetry if the kite is not quite straight into the wind – although not so large as to produce ‘Immediate Instability’ (1.1 above). Apart from inaccuracies in the dimensions or the stitching, differences in spar lengths might be the cause – or even spars with uneven flex. Again with a delta, reverse a wooden spreader spar and see what happens. Check carefully that the spreader is perfectly at right angles to the keel of the kite – most easily done by measuring from the spar pockets to the nose.

These sorts of problems occur when a kite has been repaired. Sometimes wear develops different degrees of stretch in parts of the fabric.

c) Relatively few kites fly precisely downwind – look at a kite-filled sky – which is why kite lines cross when fliers are close together. This can aid casual conversation with fliers together but kites apart. Untangling is another conversational aid.

Trying to sort out flying at an angle to the wind involves the actions mentioned in b) above. However, there may be situations in which you want a single line kite to fly stably at a considerable angle ‘off’ the wind e.g. when the kite is being used to carry fishing lures beyond the breakers and the wind is parallel to the beach. I have a New Zealand fishing delta with instructions that advise fixing a plastic bag on a short line to one end of the spreader at its junction with the leading edge spar.

1.3 Minor movements of a kite in flight

We now need to analyse, in a simple way, possible minor movements which the kite makes when it has achieved its stable altitude. Drawing 3 illustrates the three movements of Pitch, Roll and Yaw for a Pearson Roller. Drawing 4 shows the plans of the kite, the angle of attack and dihedral. A properly constructed kite of good design should return to equilibrium i.e. to be stable, when caused to move in flight e.g. by turbulence.

1.3.1 Relatively few kites **pitch** – I know of two situations. The first is when the kite’s airspeed is varied quickly (e.g. by pulling in or letting out line) so that the kite moves from high lift to high drag.

The second is a kite with an over-large tail where in a gusty wind the excess drag in addition to causing the kite to veer may change the kite’s flying angle. Sometimes a longer bridle can help.

1.3.2 **Roll** is the result of differences in lift between the two sides of a kite e.g. ABED compared to ABFG in Drawing 4 of a two-sailed kite. The basic problem with roll is that it is associated with sideslip (where the kite

moves sideways) and turning (think of uneven lift on the front sails of the Roller).

Roll has been ‘designed out’ of kites in several ways:

e.g. vertical surfaces (in square flown boxes) and fins (deltas and note the rear fin on the Roller).

e.g. use of dihedral. Drawing 5 shows the operation of dihedral from behind a kite where the horizontal wing has a bigger lift arrow than the other. Dihedral may be achieved in several ways. In Drawing 4 the cross spars at DG and EF will be joined at the centre spar AB by 150 degree fittings.

Another widely used method is to have a line running wing-tip to wing-tip which can be adjusted by a slider to give the desired bend to the cross-spar(s). At one time when many Eddys/Diamonds were non-dismountable e.g. fixed assemblies with string edging the paper kite sail, great play was made of whether better dihedral came from a bent cross spar (e.g. by string and slider) fitting into a slack sail or by the line running wing-tip to wing-tip of a taut sail. I have a small diamond kite where both spars, keel and cross-spar are oversized and tied at right angles to each other. With a slight resemblance to an umbrella, this results in a good flier with curved keel and dihedral.

Some original Eddys were designed with rigid cross spars but flexible spines.

Dihedral may be built into the fabric eg the Sode.

To summarise, many kites

- have dihedral designed in.
- have adjustable dihedral – use of tensioner or slider
- have some ‘automatic’ increase of dihedral with windspeed e.g. a flexible cross spar or even a flexible joint.

Dihedral to compensate for roll, sideslip and turning is so successful that it accounts for so many flat kites having a central keel. Imagine from Drawing 4 trying to fly a Roller bridled from D, G, E & F. Box kites are exceptional (see Drawing 6). Flown square – with no dihedral – they can be bridled from A and B. The same frame flown on one corner could have a single bridle at A and more lift.

The value of some form of dihedral from a centre line bridle reinforces the view that the first kites were a leaf which would naturally flex each side of the stem.

Roll may well be a design problem, simply that the kite cannot cope with turbulent wind. On the many kites where some sort of tensioner is used in changing dihedral with higher/lower windspeed may be very effective. A few kites allow choice of cross-spar flexibility in accordance with windspeed.

How Kites Fly—Faults and Actions—George Webster

1.3.3 **Yaw** (see Drawing 3) is our third movement.

Assuming a smooth wind flow, then a kite will usually yaw as a result of some imperfection or lack of symmetry. Kites usually have yaw designed out with a fin or fins, or vertical surfaces which will normally damp down the initial movement. A few kites hunt for equilibrium at a very high angle (see Drawing 2) in a way which includes yawing. WauBulan and similar Malaysian kites are designed to fly at the highest possible angle and are famous for flying in a horizontal figure-of-eight at the top of their flying angle.

If your kite yaws a tail might help. You could try fitting additional bridles across the kite.

1.4 Combinations

A major complication is that (for example) lack of symmetry can well cause roll and yaw at the same time and that such a combination may well produce instability. For example a rolling kite with dihedral might well become steadily less stable as the wind gives a sideways force to the upraised wing. One of the lessons which pioneer aircraft designers had to learn was that aircraft turned much more easily when roll and yaw were combined in a banked turn.

Pitch and roll can also combine with serious effect when, as the angle of attack increases, stalling might occur on the upward pointing wing – giving stall plus turn.

Writers on theory agree that a kite is more likely to deal with these shocks if it is light compared to its size. A more precise measurement would be weight/wing area. Nicholas Wadsworth has some good data on wing-loading and its effect on kite stability (see Bibliography). However excess weight is not something which you can normally rectify on the kite field.

Using some of the analysis of small movements let us now consider more serious problems which you might face very soon after you have got your kite in the sky.

1.5 Unstable Divergence

The term is found in Wright's book, the description is that of a kite which rises apparently to an equilibrium height but then moves sideways and dives. Assuming you know the kite to be symmetrical – what can be done? Certainly treat it as a kite in too strong a wind – therefore move the bridle point forward. Remember you can vary windspeed yourself by walking up and down wind or winding line in or out to see what happens when you do. Try more dihedral if this is possible. Try a tail or drogue.

1.6 Major instability

A term covering a kite which zig-zags as it rises, then develops wider and wider swings until 1.3.3 above occurs or it spins. Try moving the bridle point back. Consider reducing dihedral. With any luck your problem is the wind – if not its speed then it may be gusty

or rolling.

Bibliography

General kite books

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' The Kiteflier No 91. Good on forces which affect a kite with an emphasis on the importance of weight.

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

Three from the web.

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/eberhardt/lift.htm>

Diagram 1

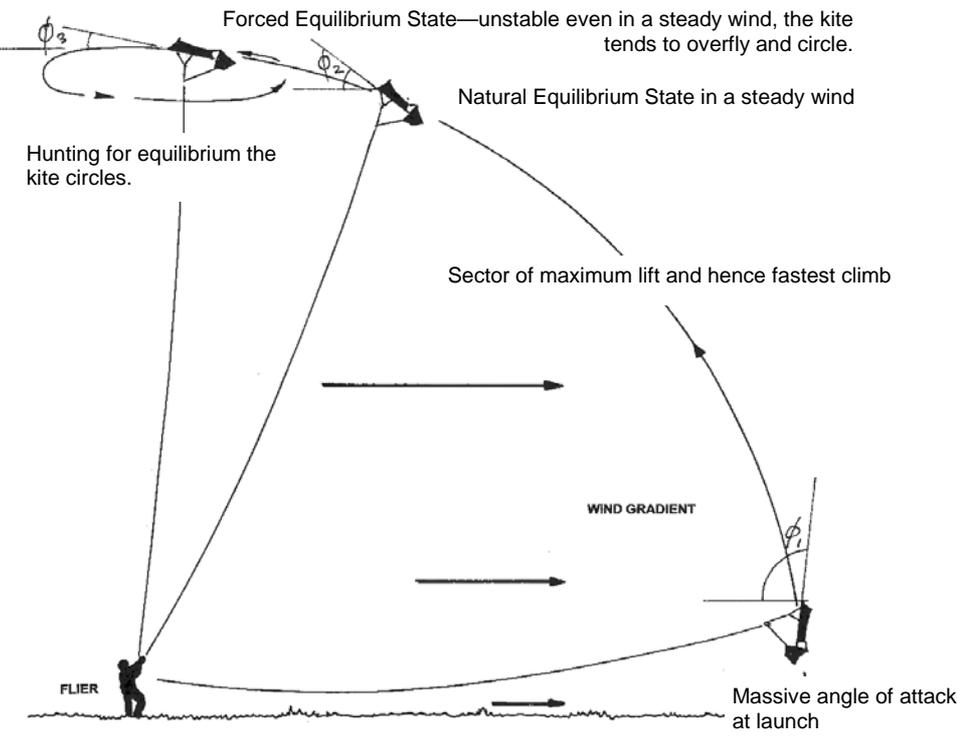
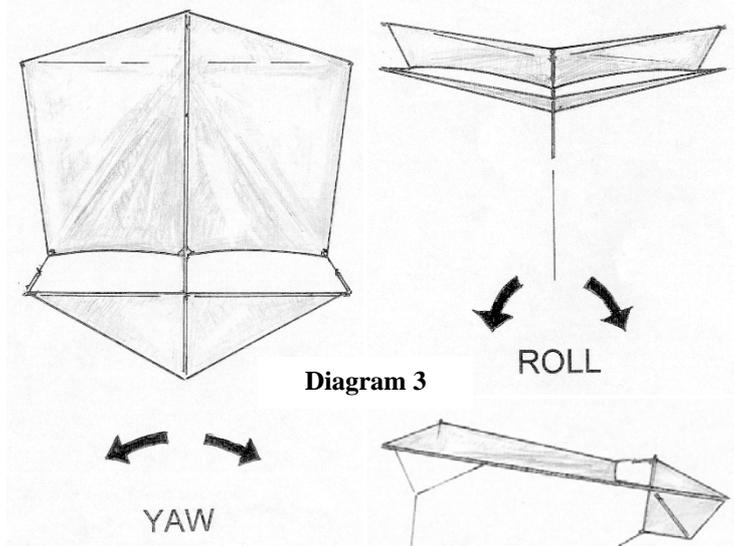
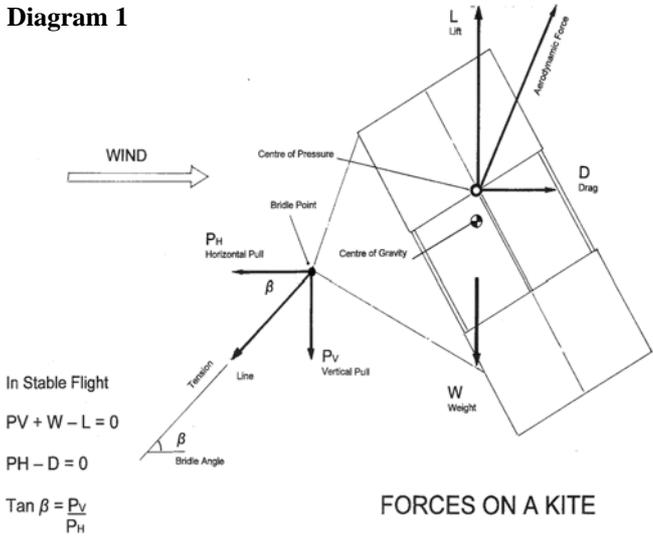
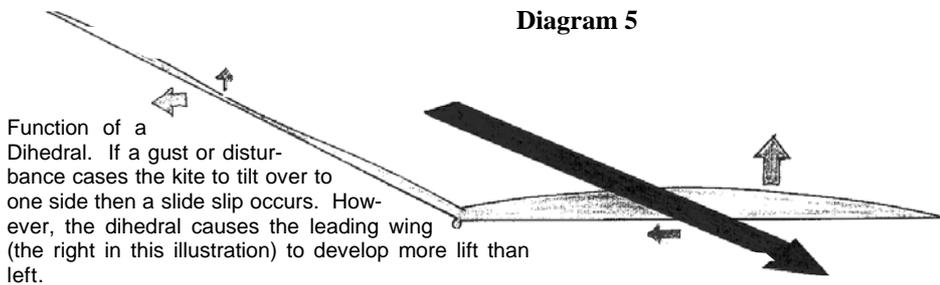
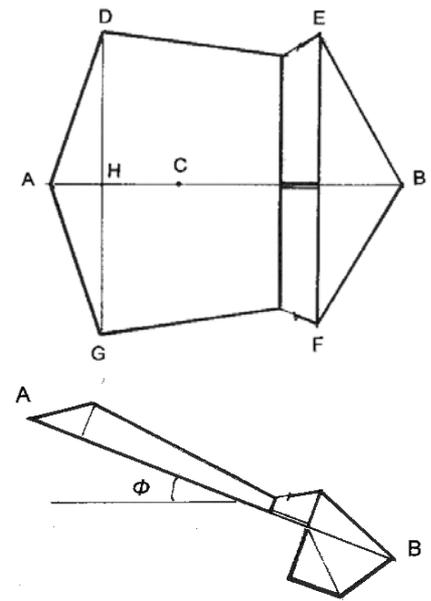


Diagram 2 Kite Behaviour in Ideal Winds



Both wings develop drag as shown. The combination of these forces tends to restore the kite to an even keel. It will be apparent that a highly angled wing tip dihedral is more efficient, than a uniform straight dihedral but this is more difficult to build into the structure. Certain SE Asian kites are bowed back only at the tips and flat in the centre.

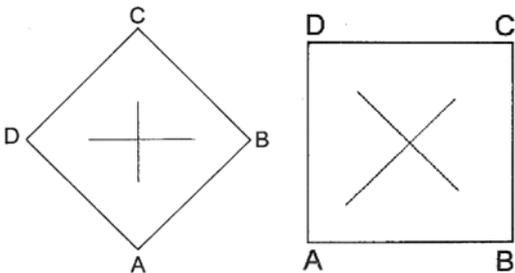


Diagram 6

Kite Wind Generator

An Italian company is proposing the use of kites for large scale generation of electricity. Here are some extracts from their web site.

The KITE WIND GENERATOR is an ongoing project, based on the awareness that the energy available in wind, at high altitudes, is virtually endless. Currently the possibilities for its exploitation have barely been touched.

The concept is quite simple, as are all truly imaginative ideas: to take advantage of the astounding force of the high altitude winds by developing a new method to capture them, one which would entrap a far greater quantity, than the present day wind mills. To do this one must attain a height of more than 700 metres, to reach the winds that blow continually, in the two great bands of the troposphere that circle the earth, (one in each hemisphere.) The means with which to 'rope in' this immense power is a series of enormous kites, somewhat similar to giant air foils, which are linked one above another in tandem. Thrust across the horizon in a series of huge arcs, they act as a net. In this manner they trap a vastly larger wind front, roughly twenty eight times that of the mills of a conventional wind farm.

Why didn't someone think of this before? The answer is almost as straightforward as the question. The innovative materials used in today's extreme sport kites and gliders, both the rope and the fabrics that can resist the wind strength without breaking, while weighing next to nothing, have come on the scene very recently, in the last few years. (These are the fibres used for bullet proof vests, whose tensile strength greatly surpasses that of steel.) Moreover the intellectual know-how to pilot them from afar in three dimensional space, via highly sophisticated computer hardware and software, is also a recent advancement of robotics and industrial automation. It is this conjunction of events in manufacturing and hi-tech research and development, that is contributing to turn the hypothesis of wind energy in the gigawatts, into a reality.

The KITE WIND GENERATOR can be envisioned as a giant merry-go-round, solidly anchored to the ground. Its nucleus consists of a central structure, tall enough to support the 'arms' by means of a tenso-structure. This 'carousel' is put into motion by the wind itself, that drags the kites out from their funnels within the arms, and into the sky. The rotating central structure contains the automatic winches that release the pairs of cables which guide the kites. (The cables' length can exceed a thousand metres).

As the kites circle in the air, the vertical rotating axis of the structure activates large scale alternators, that have been geared down to receive the force exerted on them. At its full capacity the flight of the entire kite array is guided, so as to turn the carousel at the desired speed.

An aeolic power plant conceived in this fashion is capable of producing the energy equivalent to a nuclear power plant, while occupying an area of one square kilometre.

(The majority of this area can still be used for agriculture, or navigation in the case of an offshore installation.) The KITE WIND GENERATOR is an installation that produces energy in proportion to its size. As its diameter is increased, the amount of energy captured is squared. This amount is further augmented by the higher altitude of the kites, thus the stronger winds that they are in contact with.

The authors of this project are fully aware of the important engineering questions surrounding the proposal. Among these, the main one, whose solution is instrumental to all of the others, is that of the automatic expert control of the direction and speed of the kites flight. Avionic sensors on board kites and their control techniques have been an object research of Sequoia Automation Srl. over the past years. The sensors themselves have been in production for industrial automation for the past five years. (see www.sequoiaonline.com) The software for the control of the kites has been successfully completed in an emulation environment.

The first prototype to be built will serve to verify the work done in a emulation environment, taking into consideration the numerous variables, to successfully control the flight of the kites as if they were airfoils without a pilot.

The kite, (unlike an airfoil) does not have a rigidly guidable structure; the two commands which control it are those of Left/Right, transmitted by varying the tension on one of the two cables.

If the pilot installation proves to be a success the KITE WIND GENERATOR will serve as the basis for a revolution in energy production, which will be destined to significantly alter the production quotas in favour of renewable energy sources.



Banner Fixing—Bob Cruickshanks

In my early kiting/festival days I struggled for a good means to secure my banners especially on days when the wind swirled around shifting the banner and its pole. Then eureka, the answer to my prayers; no more fiddling with ties, stakes or weights - just a simple hook and piece of bungee/shock cord securing the banner in seconds.

Materials

Length of low/medium strength bungee cord
 Suitable hook or Piece of wire (Coat Hanger!)
 End Cap (for wire)
 Eyelet
 2" (inch) wide Dacron (optional)

Construction

Beginning with the optional bit; When making your banner and just before attaching the banner sleeve place/insert a length of Dacron at the base of the sleeve ie, the same length as the width of the sleeve before folding in half. This should either be stitched in or held in place by folding/doubling back the bottom of the sleeve material. The sleeve can then be attached to the banner. This provides durability to the sleeve opening/attachment point but can also be achieved simply by doubling up the sleeve material. See Fig 1.

Insert an eyelet at the bottom of the banner sleeve, where the sleeve and banner join.

The hook should have a loop to attach the cord. If a suitable hook is not available then I have found that wire coat hangers that you get from the dry cleaners are ideal. Cut a 4" length of wire (using the pre-bent bits saves effort), with a pair of pliers form a loop and then at the

other end form the hook, which is approximately 3/4" long. For protection place and secure the end cap over the open hook end of the wire. See Fig 1.

The length of bungee/shock cord required varies with each banner, size of banner and/or the stretch of the cord, although 18" is a good guide. Alternatively, cut to size when banner is placed on the pole. Attach the cord to the hook, then thread through the eyelet and secure at a suitable length or adjust to fit with the banner fitted to the pole.

I use telescopic poles, which have end caps that unscrew at the bottom. This not only allows me to slide the pole onto a suitable stake but also provides the ideal securing point for the hook - eureka!! See Fig 2.

Now your banners will be suitable tensioned and will stay tensioned even if you have to or want to carry/wave your banner by hand - à la Brighton Fliers @ Portsmouth 2005.

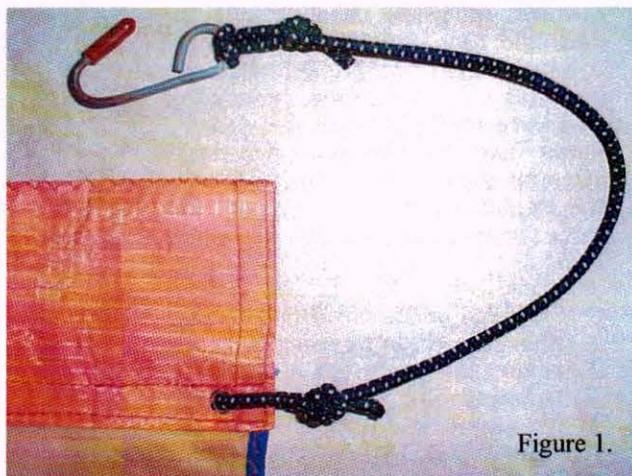


Figure 1.



Figure 2

The Pothecary Corner—Allan Pothecary

Draw a horizontal line, six inches long, on a piece of paper.

At the left side write Precision and on the right, put Tricks. Now, hold your pen in the middle and move it one way or the other and you will begin to appreciate the problems a designer encounters when trying to get an all round sport kite that will do everything – the closer you get to one – the further you are from the other. Somehow, of course, the other problem that has to be overcome is to make it fly in anything from 2 to 30mph without having to make any adjustments.

Pretty impossible task huh? – Well only a few years ago the line you just drew was twelve inches long and some of the modern kites of today have got it down to about four and are now trying to bend it in the middle!

Of course these kites don't come cheap, they are made of the latest, high tech materials and there is a mountain of research hours to be paid for.

Many sport kite flyers have known since last summer for instance that top British flyer and designer, Tim Benson has been developing a new sport/trick kite and I have watched him tweak it this way and that with different rods, tensions, panels and bridle settings all through the winter getting ever closer to what he wants the kite to be able to do before he releases it.

It's because of this sort of care and attention that other high end manufacturers like R Sky, Carl Robertshaw, Skyburner, Prism and Atelier have become trusted enough for experienced kite flyers to pre order (often spending in excess of £160.00 per kite) without having even seen it!

So, do you need to spend that sort of money, and what do you look for in a sport kite when you are buying for yourself or someone, not perhaps in to power, but would still like to be having fun flying.

At festivals our sponsor kiteworld.co.uk often send people over, who are interested in learning to fly but have no idea where to start. The easiest thing would be to say "Go spend at least a hundred quid and get something big" but that teaches them nothing.

Instead I take them through a familiar pattern

from which I can predict – I will always get the same reactions.

I start them off on a small kite – something around £30 to £40 which has low pull and needs a little bit of wind to get it going. These are usually quite difficult to fly at first but make good training and if, as usual, they are a bit quick then I'll put a tail on the kite which will also make it more stable and concentrate the flyer's mind on keeping it in the air.

Basic stuff of how not to do it (and try not to hit anybody/thing) is followed by how to launch and what to do to correct the Kite's flight path to keep it flying and then a quick demo by myself or my wife Marilyn just to prove that it is all possible.

As soon as they are confident enough and before they decide that they are going to head off to the world championships with this wonderful little beast, I deprive them of the kite and put in their hands something like a Prism Quantum (not the Pro), which has a shock absorber built in to nose.

I love the look on their faces on launching as they get their first experience of – "All kites are not all the same!" and they can feel the firm pull and much better controllability.

"£60 pounds?" they say "Perhaps that's a little too much – But I'll definitely buy the other one!"

So I put them back on it and the usual comment is about how wishy-washy it now feels and that maybe a more expensive kite is a better investment.

There aren't too many more kites around the £60 mark that will deliver tricks, precision and fly well enough to take you on to the next stage, maybe the Alpha Plus for instance, but a larger kite chosen carefully usually means that you can fly in much lower winds and will be much slower and easier to control when the breeze freshens.

HQ have a good new range of kites this year (look out for my reviews), and Premier have a nice range from top American designer Jon Trennepohl from Skyburner Kites. These kites are mostly good, all-rounders that you will be able to buy from most traders or on the net and will cost between £85 and £115.

The sail will be better quality though probably not the best available and most manufacturers

The Apothecary Corner—Allan Apothecary

are now using better quality, stiffer and lighter rods such as Skyshark or Avia (Skyshark now label all their rods) so that is another thing to look for. There are some kites here I would thoroughly recommend as a first or second kite purchase or even to use in pairs or team flying.

But if you want real class then it's going to cost more. Even the inexperienced eye can spot the difference between a high end kite and a cheapie if you stand them side by side, and believe me – you do get what you pay for! Don't be influenced by the colours – Some of the French schemes have not been to my liking but there are a lot of Opiums and Nirvanas being flown by some very experienced flyers.

A good, British, buy is the Fury or the smaller, easier to trick Fury 85. My personal favourite for this year is the Transfer XT.s and Atelier also have a smaller version about 85% of the size in the Transfer XT.r.

Marilyn and I now fly the XT.s in competition and at £240.00 per kite we are, perhaps understandably, less enthusiastic about using these for teaching or fly before you buy! These types of kites are usually available in ultralight, standard and vented to help cope with the extremes of conditions on the day.

We do keep with us quite a selection of mid range kites, so if you want to try before you buy then look out for the "Close Encounters" banner.

Mend your Fury

I know there are a number of people who bought the less expensive, Flexifoil, version of the excellent Fury by Carl Robertshaw and were sadly disappointed when the bottom spreader broke at the centre T. A friend of mine certainly was and, I'm afraid it put him off the thought of buying another kite for fear of not getting his money's worth.

But never fear! For those of you who, like him, stored a broken dream in your shed – a solution is at hand. It is mistakenly believed by many that when a two-line delta comes under pressure from a strong wind, it bends backward from the wing tips. In fact you will find that the wing tips come forward and that it's the centre of the kite which moves back and makes the kite change toward a "U" shape – or "buckets" –at least I think that's what they said...!!!

If you have ever watched Flame or Matrix Man-

agement flying with their Matrix kites in a bit of a breeze, you will have noticed how those kites change shape.

A number of people have glued a ferrule in to one of the spreaders leaving enough showing to push along through the T into the other spreader. I did this too using about 25cm (10inches) of glass fibre rod to give added strength along with just a little flexibility but you'll still need to do a bit more to stop the kite from moving back in the middle and breaking the rods and ferrule too!

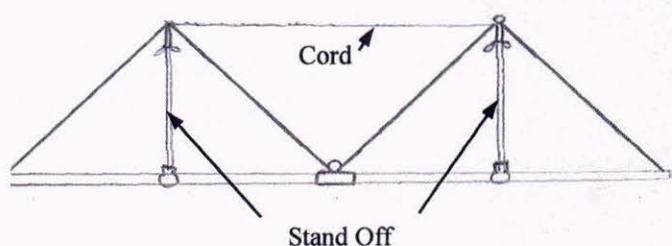
As you can see from the drawing below, I have tied a cord across the ends of the two stand offs preventing them from moving apart thus making it difficult for the centre to be pushed back. I used some bridle line to do the job, removing the sail grabber on the stand-off, tying a slip knot around it and put the line through the hole before pushing the stand off back and tying in a similar fashion on the other side.

Not wanting to take any chances, I left the tension so that there was no play but I have seen this done on Carl's Furies (No these aren't my ideas – I'm just passing them on!) with a fancy knot so that you can adjust it according to conditions. If you were really keen you could even sew tags on the back of the kite and attach the line to those – I've seen that too!

Another tip with these kites is to make sure that the spine is fitted properly in to the nose and that the Velcro at the base is adjusted to maintain good tension on the sail.

You may now find that the kite also flies a lot better than it did before so having read this far – what other kites do you have that would benefit from a similar modification?

I hope this spurs you into action – it's not difficult – I did it – and I don't do fiddly things!



Kite—Belly down and nose away

The Potheary Corner—Allan Potheary

Roy and empty field.

If you have been into "power" for any amount of time then you will know Roy Broadley, Hayley Gillingham and Kites Up.

Roy has been there since (even before) the early days at Brean and was the driving force behind what has become a mega event at Wallop.

Kites Up have recently moved to new premises – still in the village of Cliddesden, just outside Basingstoke, but now, conveniently, just opposite the pub! Behind the pub, accessed by a controlled gate down the road, is a dream of a field in which to buggy.

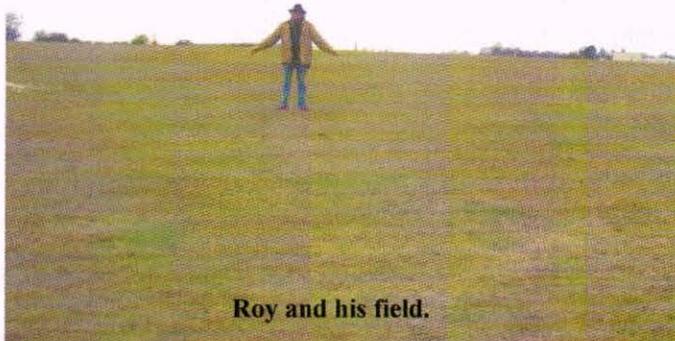
After a huge amount of work by the pioneers of this project in removing the stones and filling the holes, the grass has now grown and is purposefully kept to a reasonable length with golf course style "rough" around the edges giving a good guide and keeping you back from where the road or hedges are. Cliddesden is not the easiest of places to get to. Although it's right next to junction six of the M3, you have to go in to Basingstoke then find the Alton road out again. Once you have done that – it's easy!

There is a membership fee to pay of around £2.00 per week payable annually in advance for those who wish to use buggies and boards on the field and Roy is considering a fee of about half that for those who are looking for space and clean wind for precision, trick and single line flying – there is room enough for all.

Stay as long as you like and go when you want – seven days a week - the only requirement is the obligatory insurance which most people have when they join a club and, of course, if you are going to buggy, you **must** be a member of the BBC. The membership fee goes to pay for the upkeep of the field and the rent.

The only thing that seems to be missing surprisingly enough with this hugely popular sport of ours is the number of people wanting to take advantage. The weekends are obviously more popular and some low key events are sometimes spontaneously or otherwise organised for those who want to take part but during the week you can often have the whole place to yourself! Are you on shift work reading this – what are you doing this afternoon? – Get down there!

For more details contact Hayley or Roy at Kites Up on 01256 812 487.



Roy and his field.

New Kites for 2006

I have received a number of kites to review over the past few months of varying price, quality and ability. Some of the kites flew extremely well, some didn't and some broke almost straight away.

Unfortunately a couple of the ones that really excelled in the air with a wide wind range good tricks and rail-track precision let themselves down with over economy in either their frame or sail and some of them just looked plain awful.

I have communicated with manufacturers and importers about this and although some will make it to the shops some really good stuff will hopefully re-appear later using better rods and bridles and be aesthetically more pleasing.

I'll be writing about two dual line deltas in the next issue which will be going down a storm in 2006 – "The Over" and the "Tango 2". The manufacturers of these kites have been going through some major changes, not only with their quality but are now more in control of their own destiny having bought out their American counterparts – "Gayla" - took over one of their biggest rivals in France – Paimpol Voiles and now set up new, additional premises in Hong Kong.

If anyone wants to fly anything before they buy – we could well have one - most of the good manufacturers have been reasonably generous-including Prism, Premier, HQ, Eola, Atelier and Benson. Come and see us on the beach at the Weymouth festival on May Bank Holiday weekend

New Events

2nd April Wellington Country Park Kite Day

Come along and join in the fun at Wellington Country Park, off the A33 Basingstoke to Reading road, for a Kite Flying Day. There is an entrance fee to the Park. The Park is scenic with flying spaces, picnic sites, a restaurant and disabled access.

Camping is available, please contact 01189 326444 for more details. For any further details, please contact Roy, at Kites Up, 01256 812487 roy@kitesup.co.uk

29th & 30th April & 1st May Weymouth International Beach Kite Festival.

The 16th Weymouth International Beach Kite Festival will this year be held on Sunday 30th April and Monday 1st May. Saturday 29th April is reserved as a free flying day with no organised events taking place but the beach is free to be used for flying.

As usual a number of overseas visitors will be there flying their kites as well as many UK based kitefliers. Already confirmed are Team Spectrum, Close Encounters, The Flying Squad, Karl Longbottom, Avon Kite Fliers, David Gomberg, Peter Dolphin and Charlie Sotich.

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

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

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

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

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

Accommodation

Accommodation can be booked via one of the following routes— The Accommodation Line on 01305 785747. Or via the Weymouth web site at <http://www.weymouth.gov.uk>. Email: tourism@wpbc.weymouth.gov.uk. Reservations can be made for all classes of accommodation including caravan and camping.

Car Parking

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

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

Traders

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

- Up to 15ft (4.5m) frontage: 3 days £190, 1 or 2 days £165.
- Over 15ft (4.5m) frontage: 3 days £220, 1 or 2 days £195.

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

If you require a car pass then please send an S.A.E. and your membership number to the editorial address. Indicate the number of passes required. (One per car). *BEFORE the 14th April. Please remember to enclose a Stamped addressed envelope.*

6th & 7th May Swindon Kite Festival, Science Museum, Wroughton Nr. Swindon

Charlie Sotich from Chicago is coming to our festival; we have also generated interest in our festival from Kay Buesing from the World Kite Museum, Long Beach WA. Kay is interested in the Alick Pearson Roller kite exhibition that we have planned. We are still looking for Rollers of all shapes and sizes especially genuine ones! Alick was also renowned for his Bird kites; it would be great if we could get some of those there! Please let me know if you have a genuine one and you intend to bring it to the Festival.

The club's next workshop over the weekend 11/12th February, at Penhill Primary School, Swindon, will feature Holm Struck from Germany, Holm will be instructing the making of a replica William Eddy, this kite will be exact in all detail except he uses stainless

New Events

steel for the joints, apparently William's joints used to rust. There are some places on the workshop @ £75 each including lunch both days. If you are interested call me for a booking form.

Dave Robinson, White Horse Kite Fliers, P O Box 585, Swindon SN3 4YR. Tel: 0173 824208 Email: Darjer2@aol.com

3rd & 4th June, Basingstoke Kite Festival

At Down Grange Sports Complex, Pack Lane, Basingstoke. 10 am to 5 pm both days.

Come along to our 14th Festival and join in the fun! The theme for the weekend is to be MODERN ART. There will be a prize will be awarded for the best themed kite, so soon you can let your imagination get carried away!.

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

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

Camping is available on the Friday and Saturday evenings @ £5 for the weekend (payable on the weekend), showers and toilet facilities are on site. So come along and have a laugh and we look forward to seeing you there!!!

Alan Cosgrove—01256 421800 or Roy Broadley (Kites Up) - 01256 812487

Kite Clearout. The collectable. The rare. The mundane.

Any reasonable offer considered on these items. Contact Hugh on 01502 712570 or email H.blowers@btopenworld.com

Weifang Kites	
Med Butterfly x 2	£5.00 each
Small Hawk and Swallow	£3.00 each
Med Dragonfly X 2	£5.00 each
Large Peacock	£10.00
Weifang Swallows X 3	£3.00 each
Large Rigid Swallows 1 Wide 1 Narrow. 3ft 6" span. Rare	£20.00 each
Large Peacock	£30 Boxed work of art
Single Line	
3 cube box	£25 Monday Lunch original.
Large Cody	£175 Jaap Zilstra original H/Weight fabric
Lightweight Cody	£20 Greens
½ scale Cody	£50 From Andrews book, well built
Pioneer Biplane	£10.00
Raindrop 40cm Eddy's X 29	£100 (train project)
Sports Kites.	
King Cheetah	£10 Rare air collectable
Kona	£20 North Shore lightwind
Spectra Edges X 2	£20 each, matched team kites
Prism Radian	£20 Collectable
Speed Runner	£30 Soft power kite
Quad Foil Q2	£40 Complete with handles
Sprinter	£10 Soft foil, kids size
Miscellaneous	
Pfaff Tipmatic 1027	£40 (the kite makers machine)
Singer Universal	£20 (straight stitch gem)
Kite Lines magazine	£50 Complete run with 2 p/ copies.
American Kite	£10 for a bundle of 35

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Bits & Pieces

Steiff Kites on Ebay

An Original Steiff Roloplan Kite. The description reads "This kite has been in the attic and survived a fire. It was brought back as a present from Germany in the late 1960s. Canes are all original but a little bent (with wind pressure?) plus some spares. Rigging looks original from the knots but seems fragile. Cotton of kite in reasonable condition. Cotton storage sleeve a little fragile. All in all this must be a collectors item. Also included is the oiled paper instruction leaflet. A little creased but readable. Sold for £181. Interestingly, the same winner has also bought a similar item from 1900—the auction is in German so not translated—this sold for €311.



Whilst on the subject, also on Ebay. STEIFF TEDDY BEAR WITH ROLOPLAN KITE * L/E 2000. Description reads "Steiff Teddy Bear with Roloplan in a limited edition of ONLY 2000 pieces worldwide. Teddy is 30cm tall, made from the finest silver tipped brown mohair, fully jointed with a growler. He has a Roloplan kite attached to his paw. The original design for the Roloplan fabric kite was designed by Richard



Steiff at the beginning of the last century and used to take the first aerial photographs of Giengen. Roloplan Teddy comes to you store new, in undisplayed condition, complete with limited edition box and certificate. Starting price £129, this one did not sell.

The Kite-Park, Oxfordshire

The Kite-Park Club, with support from Kite n Sk8 and Flexifoil have secured a 22 acre in land flying site in near Wallingford in Oxfordshire with exclusive access for power-kiters of all abilities!

The site has a well exposed location whilst being easily accessible from the M4, M40, A34 and even a railway station 1/2 mile away! The park will be open access - anyone can fly here as long as they have liability insurance but memberships are available.

We would appreciate any comments and ideas that you have to enable us to create the ultimate power kiting venue. Feel free to bring along your gear and have a fly, although you will need to bring proof of insurance. There is ample parking on site and we will be serving hot food and tea and coffee on site all day.

Click <http://www.kite-park.com> for more info.

Chinese kites stir up a storm

From the Indian Business Standard Online. Maulik Pathak / Ahmedabad December 28, 2005 Chinese products are all set to push the dotted skyline further this Uttarayan, roping in a staggering 20 per cent of the total market share, according to market sources. It is tough to estimate exact figures since it is an unorganised sector.

"The market in Gujarat is worth Rs 4-5 crores for the kite sector. It is true that after the international kite festival Chinese players have

Bits & Pieces

marked a strong presence in the Gujarat markets." said Kirti Thaker, manager of Fairs and Festivals, Gujarat Tourism.

According to a conservative estimate, Chinese kites are expected to make business of over Rs 70 lakhs in the state. Last year Chinese kites and threads arrived late hence they found few takers, said a whole sale dealer in Raipur. Chinese products are selling like hot cakes with various types of kites, threads and charkhis in the offing.

These kites which come in various sizes and shapes including cartoon figures, birds, comic figures and insects are priced from Rs 25 to Rs 450, said owner of JK House in Jamalpur, a kite manufacturer and retailer.

"They are much costlier than the kites manufactured here, however they are very attractive and durable. The Chinese kites and threads hold a market of about 20-30 per cent, without affecting the local market," according to Rappubhai Rasoolbhai Patangwala, one of the biggest manufacturer and dealer at Kalupur.

"At present the market is facing shortage of papers and hence the prices are skyrocketing," said Devang Choksi, a wholesale dealer in Raipur area.

Besides, the Chinese kites and thread, which are made of plastic, are very much in demand.

"In Raipur, they have garnered a market of at least 20. As compared to our kites, the Chinese ones are more reliable. They offer cent per cent guarantee. Of the ten local-made kites, as many as 3-4 may fail to make it to the skies," he further said.

However, there is a select class for these products, according to Devang who purchases Chinese products via Delhi.

"They (Chinese kites) are stylish but I cannot buy more of them since they are very costly," said Chirag Baxi, a software engineer who purchases kites from Kalupur area.

In addition, the Chinese makers have also introduced an auto-thread winder, horror masks and electric tukkals. "The electric tukkals are battery operated and may soon blow away our traditional ones," he said.

The market is expected to take an upward swing from the first week of January and the "keepers of flight" feel that Chinese products are here to stay.

New Kite DVD

Treborsname have produced a new DVD, Evolution: Kiting Films. This 72 minute long DVD features:

- Kite and boarding basics: instructional covering riding to jumping.
- Second Law : Buggy jumping extreme with Richy Stones.
- Camber Session : weekend shoot with some of the UK's top boarders.
- Extreme Hebrides : Road trip to the far west of Scotland.
- Flexiwallop : Views and moves from Middle Wallop May 2005.
- Legend in the making : The rise of Mark Berry.
- Tales from the X-Zone : Event overview of the autumn games 2004.
- Ride the wind : The cream of the crop from the X-Zone NPFS,
- Blackrock Sands and Swindon kite festival.

Available from a number of kite retailers (see www.treborsname.com/evolution/evofactsheet.pdf for a list) or online at www.treborsname.com.

Peter Lynn Trivia

From the Peter Lynn newsletter, his latest claim for fame. As he says "Oh and in another blow to my sense of achievement out of '05, my life and work and passion has just been trivialised.

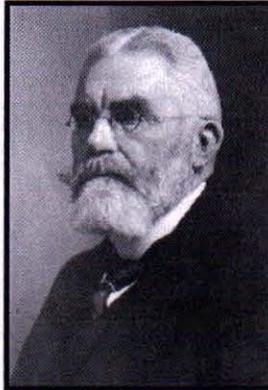
GV	• What nation's residents eat Vasilopita cake on New Year's, hoping to bite into a lucky coin?
SS	• Which actor directed the short film <i>I Killed My Lesbian Wife, Hung Her On a Meathook, and Now I Have a Three-Picture Deal at Disney?</i>
NWS	• What number was the Labour Government elected in 1984 known by?
WW	• Which historian and biographer wrote <i>Being Pakeba: An Encounter with New Zealand and the Maori Renaissance?</i>
INV	• What wind assisted invention did Kiwi Peter Lynn create in the 1990?
GT	• Which holiday weekend sees athletes competing in the three-day race program known as the Stawell Gift?

RICHARD ASSMANN and the aeronautic observatory of LINDENBERG

By **Pierre and Bettina Mazières** (August 2005)

Richard Assmann (1845 – 1918)

Assmann was born on the 13th April 1845 in Magdeburg, Germany. His father was an industrial trader in leather.



Richard began to study medicine in Berlin in 1865. Those studies completed, he practiced general medicine while beginning to be interested in the growth of meteorology. In 1879, he gave up medicine, convinced that it would not satisfy either his tastes or his ambitions. At the age of 34, he devoted himself entirely to meteorology.

In Magdeburg, Assmann together with Alexandre Faber (newspaper printer and editor) set up a meteorological observatory and edited periodical reviews on the subject. One of them "Das Wetter" (The Weather) was edited from 1884 until 1918.

At the same time he increased his knowledge of meteorology and in 1886 was appointed as a high grade civil servant at the Royal Institute of Meteorology in Berlin. He was also asked to give courses on climatology.

In 1889, Assmann set up an Atmospheric Exploration Centre. The Aeronautical Observatory of Tegel (Berlin) which later transferred, around one hundred years ago in October 1905, to Lindenberg, about 80 km South East of Berlin. It was from this Royal Aeronautical Observatory of Prussia that kite flights were made, among the best known in meteorology. Richard Assmann gave up those duties in 1914 in order to give courses on climatology at the University of Gießen. It is in this city that he died on 28th May 1918.

Inventions and discoveries

Around 1900, the objectives of meteorology were to study the structure of the atmosphere, to measure the direction and wind speeds at different heights and to attempt to define some kind of weather and their evolution.

Assmann contributed to these researches with the following works:

- In 1887, Assmann invented the induction psychrometer which improved the measurement precision of humidity in the air by artificially ventilating the collectors and at the same time protecting them from solar radiations.

- The invention of sounding-balloons by Frenchmen Gustave Hermitte and Georges Besançon in 1892 realised an older idea. Nevertheless, Assmann is credited with an important progress to this technique with his invention of the closed sounding-balloon made of an elastic material. These balloons expand while rising without losing their inner gas. The first ascent took place in 1901 and reached an altitude of twelve kilometres. One major advantage of this balloon as opposed to its predecessor, the open balloon, is that it rises to higher altitudes and at a constant speed. The onboard instruments are better ventilated and therefore have a shorter reaction time, which is crucial for the quality of the measurements. This constant ventilation was furthermore one of the advantages offered by kites compared to old time sounding-balloons.

- Rising from the ground, the temperature decreases down to (approximately) -50c and then begins to increase again. This discontinuity at around 10 km altitude indicates the beginning of the stratosphere. This phenomenon was unknown around 1895. Teisserenc de Bort invented the word stratosphere. In France, he is also credited with the discovery of this phenomenon. In Germany it is less clear. In fact both scholars, for some time suspected this phenomenon but they considered it so extravagant that they were afraid of errors in measurements. The Assmann balloons mentioned above would contribute greatly to erase those doubts. Teisserenc and Assmann published their discoveries almost simultaneously in 1902 (the first in April and the second in May). If there was any sort of rivalry between the two men, their relations seem to have been exempt of jealousy and remained respectful.

Assmann created an extremely favourable framework for the use of kites but he is not credited for the creation of any new models.

The discovery of the stratosphere has sometimes been attributed to kites. It is obviously wrong as it is extremely unlikely that they would be able to reach a sufficient height.

RICHARD ASSMANN and the aeronautic observatory of LINDENBERG

The Aeronautic Observatory of Tegel, (Berlin) from April 1899 to April 1905

In 1899, the Prussian parliament gave 60,000 marks for the establishment of a meteorological observatory, the management of which was entrusted to Assmann. The Blue Hill observatory in the USA dates from 1894 and those of Trappes (France) and Pavlovsk in (Russia) from 1897. The Maritime Observatory in Hamburg, Germany was established in 1898. All of these sites were great users of kites. Unfortunately for Assmann the site was not well chosen. It was too small (2 hectares, approx 5 acres) and according to Assmann "There are too many trees and too many soldiers in the neighbourhood".

Atmospheric observations were performed with untethered balloons (68 flights between 1899 and 1915, but was too costly and dangerous for the meteorologists), with tethered balloons, kites and sounding-balloons (with instruments) and pilot balloons (without instruments). In order not to be troubled by neighbouring trees, the kites were launched from the top of a 26 metres (87 ft) high tower.

The kites used were two Lamsons, a few Eddys and mainly Hargrave kites modified by Helm-Clayton in order to obtain curved lifting surfaces. The winch was driven by a 6 CV electric motor adjusted by a variable rheostat. In 1900, the maximum height reached was 4,360 metres (14,600 ft) with the use of 5 kites and 7,120 metres (23,750 ft) of piano steel wire. The tether line was made of 3 lengths of wire, each having a decreasing diameter. Assmann said, "We have learned this very practical method from our instructor and master, Mr. Léon Teisserenc de Bort". This arrangement insured a sufficient strength at the points where necessary and reduced the weight of the cable.

Unfortunately, the welding points of these lines constituted a weak spot. During a flight in a wind speed of 12 to 13 m/s, five Hargrave kites, having a total surface of 13 sq. metres, broke the cable with a pull of about 90 Kg. (190 lbs). The train of kites and 7 kilometres (23,500 ft) of piano steel wire dragging on the ground caused numerous accidents, a deep cut on the leg of a young man, a woman who burnt her face, several men having their clothes ripped, a horse thrown to the ground. In 12 hours, the line was dragged on the ground a distance of

140 km, the kites still in the air and the instruments intact. At other times, the steel wire fell on the electric line used by tramways creating a short circuit. It was necessary to install two protection cables on 20 kilometres of the tramway network. In short, the use of kites in Berlin was qualified as "a public danger" by the city police.

Assmann in 1900 therefore limited the kite flying altitude to 2,000 and 3,000 metres, one year after the establishment of the observatory. These heights were insufficient for the exploration of the atmosphere. Nevertheless, Assmann has to be satisfied with this before finding another less populated site because, according to Richard Assmann, the kite is "an ideal method in the Sahara".

Following his neighbourhood conflicts in Berlin, Richard Assmann looked for an isolated site in order to be able to fly his kites. The Sahara being somewhat far away, he established himself in Lindenberg, about 80 kilometres East of Berlin, in the Brandenburg region. In this isolated location, Assmann set up a welcoming site to attract about fifty people (men and their families) necessary to operate the site. So, on a small hill in the great plain, they built very comfortable buildings on a 28 hectares field. Assmann would have preferred 1,200 hectares, all for the kites. Again, because of kites, several trees were cut down. This work took place between 1904 and 1905 and inaugurated on the 16th of October 1905 in the presence of the meteorologist Rotch and Prince Albert of Monaco. Teisserenc was invited but, due to illness, was absent.

The winch shelter

The shelter still exists on top of the hill. Having been there for a century, it has recently been restored and therefore is in a very good condition. It is a metal construction, covered like a hot house with glass panes. The base is an octagon. The total height is 8 metres topped with a lantern. This contained a light to signal at night to balloonists and airplanes the presence of kites in the

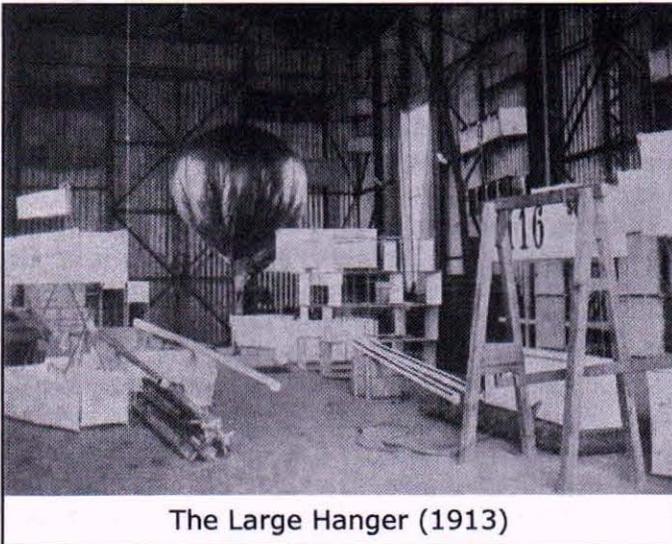


Winch Shelter (1913)

RICHARD ASSMANN and the aeronautic observatory of LINDENBERG

air. The entire shelter sits on wheels and turns around a central pole anchored in the ground. The use of a crank-handle system allows the opening of the building to be orientated with the direction of the wind. The winch is installed facing this opening.

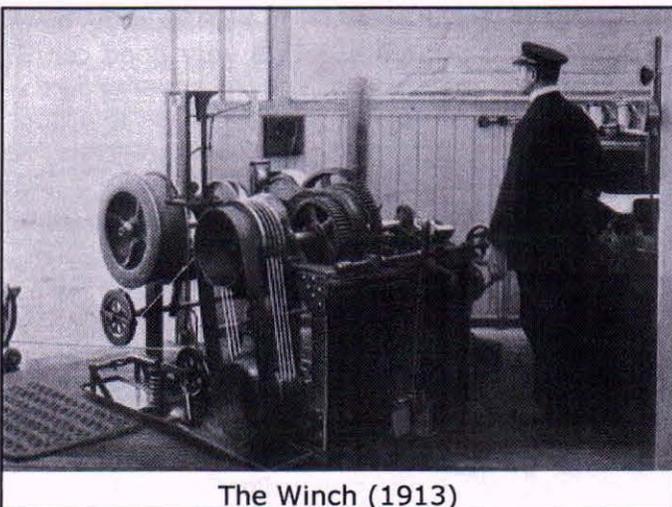
Launching the kites may have taken a whole day. The building is equipped with two coal stoves for winter weather. Near the winch shelter is the hangar, which currently exhibits the old kites restored by Werner Schmidt. By 1905, this hangar housed the kites and was also used as a room to inflate the sounding-balloons. Originally nearby were two other smaller hangars each containing 10 to 15 kites.



The Large Hanger (1913)

The winch

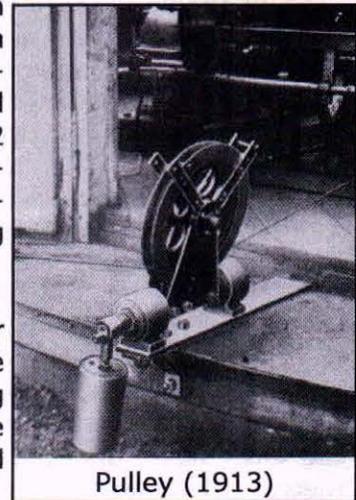
The winch used an electric motor running on continuous current which allowed the regulation of the speed with a rheostat. The cast iron drum could therefore wind in the cable at a speed between 0.1 and 7 metres/second.



The Winch (1913)

The time required to bring down a train of kites with an electric winch was significantly less than the time required with a manual winch. The manual winch used a crank-handle which winds a cable, with a power of 6 Kgm/s (kilograms/second or 0.08 horse power). The winding down of a train 10 km long pulling at 17 kg would require 3 men relaying each other during 32 hours or 16 men working together for two hours. Therefore, a motor was a must.

The cable came from the kites by use of a swivel pulley then entered the shelter and into the grooves of 2 sets of 4 pulleys in order to slacken the cable before being wound on a drum.



Pulley (1913)

The winch operator could control the speed of the winding or unwinding of the cable, its tension and the length unwound.

The cable

The cable was made of steel and was manufactured especially for this use. The reels of cable had a maximum length of 4,500 metres.

The wire wound on the winch had a maximum length of 20 Km. and was made as follows :

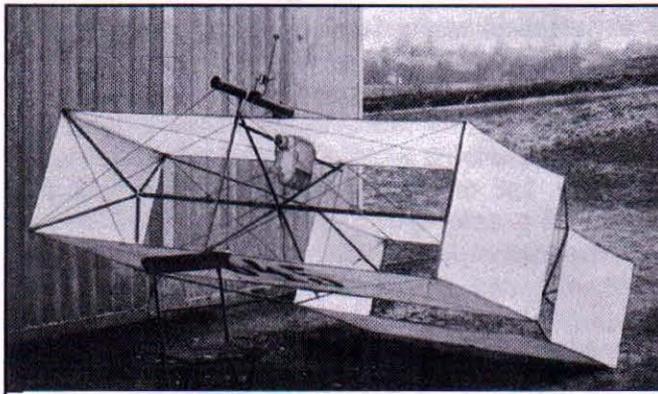
4 to 5 km	of wire	diameter	0.9 mm
8 to 9 km	"	"	0.8 mm
3 to 4 km	"	"	0.7 mm
2 to 3 km	"	"	0.6 mm

The cable weighed more than 70 kg. The wires were joined end-to-end by braiding and then were hard-soldered. These joints were fragile and a cause of great worry for Assmann. In 1913 3.6% of flights resulted in breakages, bringing down to the ground dozens of kilometres of steel wire damaging to churches, trees, castles and wind mills of the Brandenburg area. Some of the wire was recovered but other parts ended up chopped in straw bales and caused the death of some cows when they swallowed them. In short, just as in Berlin, the neighbourhood was irritated by the kites and asked for indemnities or they would refuse access to their land.

RICHARD ASSMANN and the aeronautic observatory of LINDENBERG

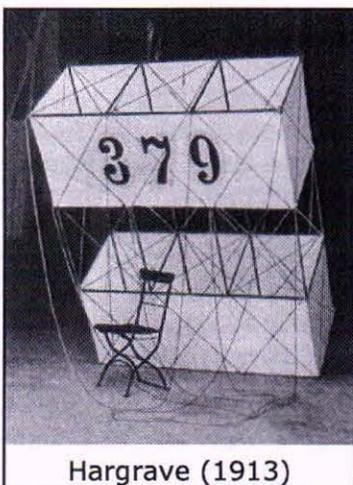
The kites

The sole function of the kites in Lindenberg was to lift as high as possible a meteorograph weighing approximately 1.5 kg which recorded pressure, temperature, humidity and eventually the wind speed during its ascent. At the beginning of his work, Assmann used the meteorograph made by Richard (France) then in 1901 a meteorograph made by Marvin (USA) which he considered as unrivalled in quality.



Model S Kite fitted with Meteorograph and equipment for measuring radioactivity

The kites were built on site in a 60 sq. metres workshop by Hermann Schreck helped by a workman. Following different trials, the kites were built with Oregon spruce cut in sticks about 10 x 13 mm in size. These sticks were varnished so that humidity did not affect them. The needlework was entrusted to the wife of one of the workmen. The sail was made of cotton weighing 68 gr/m². At first the cloth was impregnated with a paraffin solution to prevent the absorption of moisture. This technique was quickly abandoned. After that the kites for light wind were oiled to make the cloth air-tight, the kites used for medium and strong winds remaining untreated in order to maintain the natural porosity of the cloth.

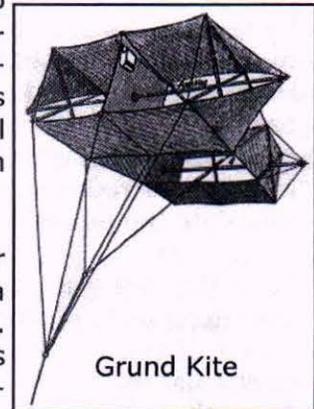


Hargrave (1913)

The kites were in use at Lindenberg from 1905 until the fifties, for almost half a century. The following different models have been successively been used. They were all cellular kites:

- Model Diamond kite by W. Koppen.

- Model X kite, light and folding.
- Model N kite, in other words the Hargrave.
- Model S kite called "the umbrella". It was the only model using bamboo later considered as too irregular. A clever system allowed the stretching of the sail with a screw. This kite was invented by Hermann Schreck.
- Model V kite was a Hargrave heavy and robust.
- Model Grund kite, invented in 1929 by Rudolph Grund who was working in Lindenberg. This auto-adjusting kite was the most successful kite model made in Germany.



Grund Kite

Except for the Grund, for which the surface area ranged from 7 to 35 sq. metres, the other models had a surface area ranging from 4 to 8.5 sq. metres. The heights ranged between 2 and 2.55 metres.

The kites were not used for very light winds (less than 6 m/s). During those days, only balloons would be flown.

For light winds (6 to 9 m/s), up to nine kites were flown. The first one was larger than the next ones and was lifting the meteorograph. Following, about every 500 metres or slightly more, a new kite was connected by a 50 metre cable by a clamp tightened on the main line.



Kite Clamp (1913)

For medium winds, (9 to 22 m/s) the kites were attached as above but spaced from 1500 to 2500 metres and of course, less kites were flown.

For strong winds (over 25 m/s) it was necessary to reduce the number of kites to one or two units. In this case, the winding of the cable had to be very slow in order that its own speed added to the wind speed would not cause the breaking of the cable. This winding speed could

RICHARD ASSMANN and the aeronautic observatory of LINDENBERG

be as low as 0.25 m/s. It then took more than 5 hours to bring down 5 kilometres of cable. In extremely high winds, (35 m/s), the traction of one kite only, could reach 100 kg.

The choice of kites before launching was difficult since no one knew the conditions they would meet at a few kilometres altitude.

Experience showed Assmann that below 4 sq. metres, kites had too much drag and that sometimes kites over 8.5 sq. metres, would be better. But, such a large surface area was liable to rip in case of sudden gusts. The kites in a train were sometimes behaving like "wild beasts". To reduce this behaviour, all kites were equipped with elastic bands on the rear bridles in order to reduce the angle of incidence and therefore the pull in case of gusts.

For 1913, the last year of activity for Assmann, the kite activity in Lindenberg was as follows :

* number of flights	789
* number of days flown	274
* average height	3,563 metres
* flights over 6,000 m.	3

In Lindenberg, between 1905 and 1932, there were 15,553 flights with kites, 5,930 flights

with tethered balloons and 687 flights with sounding-balloons.

The departure of Assmann corresponded to the end of the golden age of meteorological kites at Lindenberg.

Its very low cost and the ability of collecting the measurements immediately at the end of a flight made it very worthwhile. The advent of the transmission of measurements by radio in the twenties was a fatal blow to meteorological kites.

The two most remarkable flights were done first with a train of 8 kites and up to 9,750 metres on the 1st of August 1919 and second, the flight of a sole Grund kite up to 7,550 metres on the 23d of June 1935.

Thanks and bibliography

Our thanks are addressed to Mr. F. Beyrich and J. Hülskötter who allowed us to visit the observatory. And, our thanks to Mr. Jean Mellemans for the photographs.

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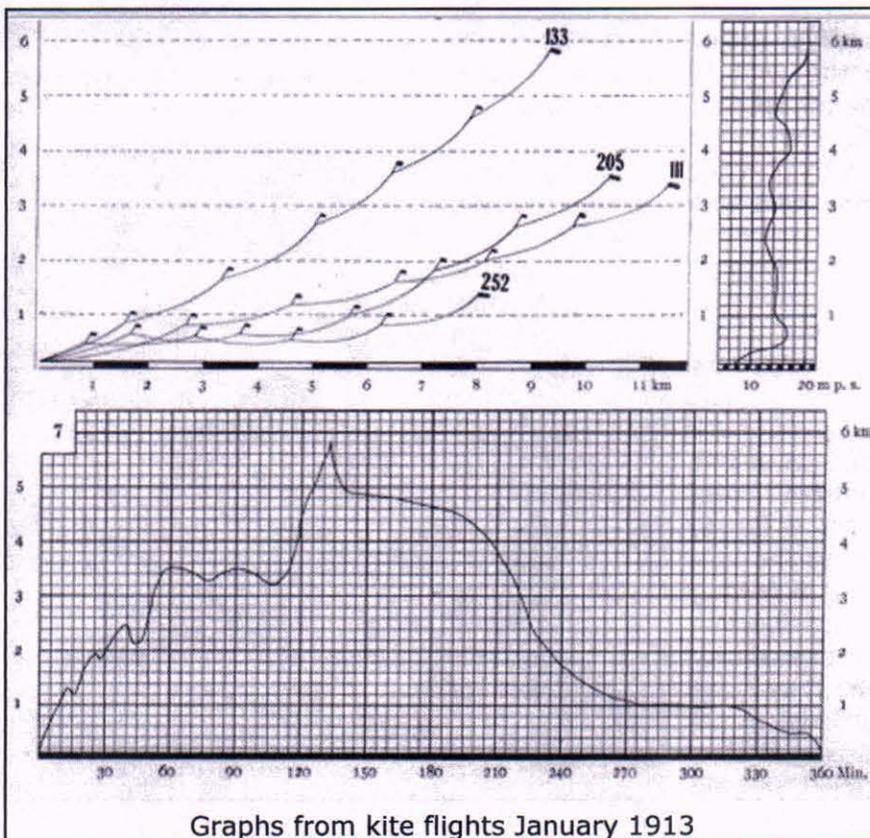
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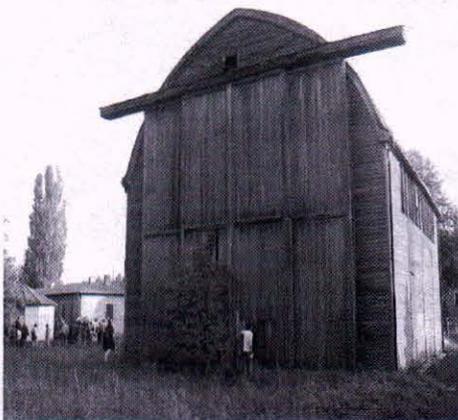


Graphs from kite flights January 1913

A Grund Time in Germany—Paul Chapman

The Historical Kite Meeting at Lindenberg

The road to Lindenberg is a long one. Pretty well 800 km from Apeldoorn, and much further than that from Bristol, so it was a two-day trek. Firstly by air to Amsterdam and then via several trains; on one of which I met up with my historical kite friend Douwe-Jan Joustra. From the start it was a discussion of old kites, historical kites, EBay and Drachen Foundation politics. Jan Westerink came too and by mid-day of the second day we were driving in the general direction of Berlin. 800 km is a long way to travel on a Friday afternoon when most of Germany also seemed to be on course for Berlin and where the rumours of 20 km tailbacks proved to be true. Eventually, and in the dark, we pulled off the old East German Berlin trail some 50 km south of the city and trundled southwards through the woods and cobbles to Lindenberg.



Lindenberg? We were celebrating the centenary of the meteorological Institute that had been set up with the Kaiser's blessing (and quite a few of his Marks)

by Professor Richard Assmann and where, until the 1950s, meteorological kites had been flown to collect data from the upper air. I had read about it in Hildebrandt's book (the 1908 edition was republished in English in 1973) and had since heard the stories of how kites continued to be used until one day it was decreed that they should be stood down. The kites were put away in the kite hall and the revolving winch house was locked. It was only after the German Reunification that Werner Schmidt and his historical kite friends visited the observatory and, presumably after some earnest discussion

with the director, acquired the precious key and.....discovered the untouched, but now somewhat 'distressed', old kites. The rest is modern history.

We found Gasthof Simke a short distance up the rough cobbled road from Lindenberg and were welcomed into the bosom of the 2005 Historical Kite Meeting. Head throbbing from the drive, it was instant Eurokitebabble. I had to give an EBay Gibson Girl to Frits Sauve. The German Luftwaffe version of the Gibson Girl, actually the originator of the type, complete with its Notsender generator appeared – owned by a consortium because of its scarcity and EBay inflation. Scott Skinner and the Drachen Mafia were scheming and interviewing. Old and new friends ap-

peared with things to show and discuss. Good beer and then Princess Diana beaming shyly from her picture frame in the hall outside the bedroom.



The group gathered in the gasthof courtyard for an early morning briefing by Werner. Cotton kites (and something very big and soft from Peter Lynn) were loaded into a truck for delivery later. And then we set off by foot in the autumn sunshine through the old East German village of Herzberg and along the cobbled road to Lindenberg. The first stop was Rudolph Grund Weg. Rudolf Grund (1886 – 1965) was THE Lindenberg kite designer so we stopped by to take a look at his street and house and to meet his neighbour. She was a lovely lady of a certain age who, as a child, had witnessed the meteorological kites flying overhead and who told us of Herr Grund and his motorcycle probably sometime in the 1920s. It was a

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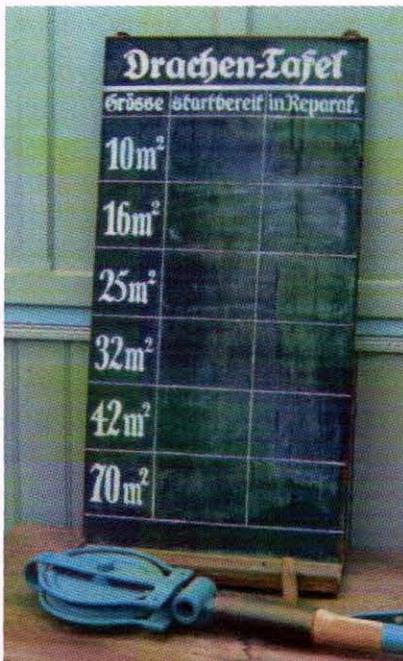
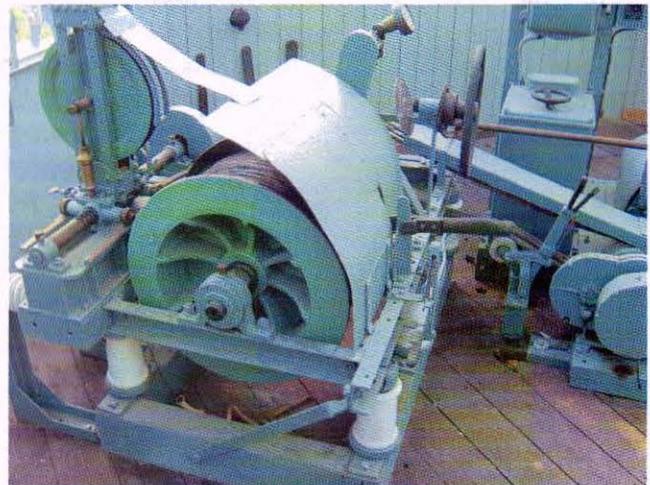


a child's cotton kite from the 1950s! Werner told us that this had been a launch site for the times when it was impossible to launch from the observatory.

So more walking along cobbles. And then we saw the observatory. High up, or so it seemed from the village road, was the distinctive Lindenberg signature kite winch house. The *Königlich Preussischen Aeronautischen Observatorium Lindenberg*, the Prussian King's Wind Palace built with no

very quiet village then but Herr Grund was so proud of the motorcycle that he HAD to drive the long way around the village, presumably at full throttle, on the way to work in order to be ready for the first flight of the day.

We then ambled along the cobbled road and found the reserve Balloon Hall and Winch House. At first I thought this was all that remained. A tall dilapidated wooden building clearly designed to house tethered weather balloons and an equally decrepit circular tin building would have housed the winches. Trees and other buildings had sprouted over the past half-century or so, but this place reeked of kite history. We prised a loose slat



from the hall just big enough to insert a camera and found the place to be empty although the interior of the wooden barrel roof would equal many churches. The winch-house was also locked but photos taken through a broken window revealed garden tools..... and an ancient kite;



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pense spared when Professor Richard Assmann moved the Observatorium from its north Berlin site at Tegel south to Lindenberg, partly to avoid complications with the then new airship business and particularly because of the vast openness of Lindenberg and where the nearby lakes offered alternative kite launching sites.

The walk took us past the kite manufactory



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A Grund Time in Germany—Paul Chapman

building that now houses modern meteorological test equipment and up the hill where we came to the great kite house (the ballon halle), recently fully restored, and now full of meteorological kites and kite instruments. It contained a huge 42 square metre Grund Kite, a not-so-small S-Drache, a triplane Lamson, a Hamburg Diamant meteorological kite with actuated storm wing extensions, other Grunds and more besides. Much of the stuff was original, albeit some that had been resurfaced by Werner Schmidt. Others were accurate replicas of kites actually flown at the weather station. The instruments were no less interesting with several kite meteorographs designed (I think) by Prof. Hergesell as well as one by Richard of Paris and one by Rotch of the Blue Hill Observatory in the USA. But the most amazing sight of all was the view out of the kite house door. Framed by the door was a view up a gravel path to.....the revolving winch house.

There were many trips up and down kite hill that day. Werner took us up and introduced us to the revolving gazebo with its balloon and kite winches (note the insulators to protect against lightning strikes), the huge drums of kite wire that will never again sing in the sky. There was a Drachen Tafel to list the number and sizes of kites being flown and a massive kite pull-down that I could hardly lift. Then there was the hand crank used to revolve the whole building so that it would face down-wind. The observatory originally had nine kite runways cut into the surrounding countryside where the kites could be walked out 1,000 metres or more for a long launch. We imagined the kite men marching out with the kites, maybe a 70 square metre giant Grund, attaching the cable and somehow signalling to the winch commander. Maybe that would be Herr Grund himself? A command would be given; signals to let go and the winchman would accelerate the kite skywards with the winch motor running at full speed, all the time watching the dynamometer for line tension. After lift off and with the kite into the upper air the winchman would spool line through the pulley system while the kite climbed to its operating altitude. They reached 21,100 ft on November 25th 1905 and Hildenbrandt's book notes that Assmann managed to fly kites on 1,379 consecutive days both from here and the nearby lake at Scharmützelsee.

The truck had arrived at the Kite Hall and disgorged its pile of cotton and Peter Lynn kites. With no wind and beautiful autumn sunshine there was no excuse not to erect a few kites. The grass was soon covered by every imaginable white (and some not so white) cotton kite. The scene was ethereal, so much so that a natural kite pilgrimage evolved where kite pilgrims hauled their kite offerings up the gravel path to be presented to the kite house in some sort of ritual worship. No sounds but only trudging up the hill and a sort of mutual amazement at the incredible sights that evolved. Back at the kite

park we enjoyed gulashsuppe for lunch and an incredible, never ending supply of German cookies, cake and coffee.

Eventually the autumn sun said its goodbye and we retreated to the good Gasthof Simke for a typically East German banquet – big chunks of meat, potatoes and rather special glutinous potato dumplings. And then the performance - a wonderful reunion of the old kite meteorologists where Professor (Werner) Assmann introduced the players (Teisserenc de Bort from Trappes, William Henry Dines from Oxford, Lawrence Rotch from Blue Hill, etc etc) and their assistants. The assistants (Walter Diem, Detlef Griese, Frits Sauve and Holm Struck) were tasked with telling the meteorological kite story.

Needless to say everyone was in period costume and with very real props. A really nice touch was that they included local people in the show and that a lot of Lindenburgers attended. And after that, sometime after 11, there was the auction (serious stuff; a Gibson Girl, a Russian anemometer, old books and kite drawings), and of course the bar stayed open for a considerable time.

We left early(ish) the next day. Werner had to go to the official opening of the new Assmann Institute of Meteorology and meet the President of Germany. Ours was therefore the last visit ever to be made to the Koniglich Preussischen Aeronautischen Observatorium Lindenberg. Perhaps not surprisingly we saw a Trabant on the way back to the autobahn. The thing had obviously expired so the resourceful owner had slightly modified it to become a "cyclobant" – the front end was a pushbike closely followed by the rear cabin of the old car.



42 ROMAN CANDLE 79.



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. Mindless drivel content still exceeds Nanny State guidelines, oh dear, how sad, never mind. Politically incorrect as ever, but lets face it, do they think we give a toss?

Phone firm attacked over teddy bear mobile for 4-year-olds

A teddy Bear shaped phone aimed at children as young as four caused quite an uproar when it was launched recently. The manufacturers claim that this phone will help parents keep track of their kids, whilst minimising any potential health hazards posed by the phones inherent R.F. energy emissions.

Whats really got the critics in a lather though is that earlier this year the Health Protection Agency advised that mobile phone use by the under eights should be discouraged as a precaution against potential health risks. Even the mobile phone operators association has got in on the act by claiming that their members do not market their products to under sixteens, in line with HPA guidelines.

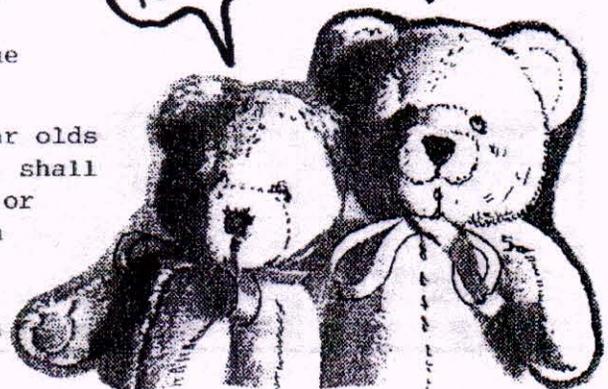
The makers of the, wait for it, Teddyfone, say that the device is aimed at four to ten year olds, and pointed to research showing that a quarter of seven to tens, already owned mobies, and that amount to about a million kids. They also said that if parents wanted to equip their kids with a low emission handset, then that was up to them as the benefits far outweigh any risks.

The Teddyfone itself is really very basic. It no screen and only four pre-programmed buttons, this say the makers shield the user from text message bullying, calls from strangers and inappropriate adult material. One of the buttons is an S.O.S. connection directly to a parents moby. There is an optional monitor facility so you can listen in to your child and whats occurring in the kids immediate area and perhaps the most

weird feature of all. A location device, optinal of course which sends you a map of your kids present

location, though lets face it. If you need a map to tell you where your four year old is at any one time, then somethings not as it should be.

Mind you, from the average streetwise four year olds point of view , the Teddyfone doe lack a certain, shall we say credibility, i.e. no screen, no wallpapers or gormless pricey animated ringtones that drive you barmy, no camera or for that matter MP3 player, no viking connection, sorry, Bluetooth, nor the most essential teasmade, nor a fold up 16ft delta and where on earth is the Chute and Pack hidden?



Raffle prize just too big for winner's house

Massive marsupial needs new home



LOOKS AS THOUGH SOMEONE HAS WON YET ANOTHER BENT RAFFLE. The raffle must have been a bit hows yer farva, as surely no one really wanted to win a kanga-bleeding-roo that size. Mr and Mrs Heath certainly never bargained on winning the soft cuddley marsupial version of the incredible Hulk. Mr Heath said all I wanted to win was the gallon of beer that was one of the prizes, but, no, we end up with something thats taken over our entire front room. Mrs Heath said that the organisers said that they would deliver the prize the next day, but when the monster turned up, she nearly had a heart attack.

The couple, desperate to unload that which now was dominating their every waking moment even tried to get the local hospitals kids department to give the roo a home, but they were a bit too long in the tooth to fall for that one.

However there is one guaranteed method of getting rid of the roo Mr and Mrs Heath. stick a chute on the sod, cobble up a thirty foot delta, and watch the sucker fly.



Shoppers help raise school expansion cash

Whilst we are on about oversized fauna and always being suckers for a good cause cash raising caper, men- must be made of the five ft Ted which went for £300 at a recent Shrewsbury Shopping Mall thrash, where, wait for it, 3,000 odd donated bears were up for sale in aid of a local Special Needs School.

Carol Robertshaw (familiar name) the headmasters secretary said the thrash was absolutely fantastic, with bears of every shape and size literally flying out of the venue. One customer actually bought 30 bears after being tempted with a BOGOF offer, that means she still paid for fifteen. About half the bears were sold and the organisers hope to have another thrash on a late night shopping do before xmas.

Fans outraged by Rupert's makeover

Gordon Bennet, what have they done to poor old Rupert? Take cover, cos sure as hell the you know what will hit the fan over this travesty. Most Rupert the Bear aficionados freely admit that much of the charm of the eightyfive year old Teddybear hero is in the old time look of the cartoon strip.

Over the years quite a few very tasteful and subtle changes were introduced but now the new owners Entertainment Rights have bought the copyright, they appear to have gone completely OTT. Not only is the new Rupert more rounded, his famous brown boots have become pink trainers and he now only has three fingers. Its probably only a matter of time before he sports a back to front I.Q. reducer or a hooddy.....



The new Rupert: a rounder look

Where the wild things are

Commenting on the Build a Bear emporium as mentioned in the last issue of R.C. Electric Arthur cheerfully confessed to being a bit of a wild thing at a stateside one, during a recent brief visit to the west coast. Arthur says that he was supposed to be taking a photo of the boss in front of a distant Hollywood sign when he noticed the fantastic outlet. Chock full of Bears of all shapes and sizes, clothing and accessories, wall to wall and floor to ceiling, it certainly seemed as if severe GBH was about to be visited on Arthur's plastic.



Momentarily resisting the urge to wallet bash, Arthur thought that a few photos would be in order, a, for the record and, b, for the jolly old www. thingy link, when from out of nowhere little miss faceache is there saying "you cant take pictures in here" No attempt at an excuse me or politeness, so Arthur bailed out and did'nt spend so much as a brass farthing. After that little episode, Arthur hopes that staff in the British branches are a little better trained in coutesy, but as he says, he certainly wont be going in to find out.

Arthur has been in e.mail contact with an ex pat resident in Sweden, who happens to bomb bears and is an ex airlinepilot. At a recent hobby fair he procured an Elk toggged up with a leather jacket, scarf, helmet and goggles and a Swedish flag. when he got him home he swears that he heard a collectivesigh of relief from his bears who instanly realised who was going to be the muggins destined to test the new ferry that is under construction, poor sod.
(e,mail= arthur.dibble@ntlworld.com

on the wall

SO THERES DROPNIK BILLINGS SWANNING AROUND XSCAPE IN MILTON KEYNES COLLECTING DOSH FOR THE BEEBS CHILDREN IN NEED, WHEN YET ANOTHER CRAZY IDEA HIT HIM.

Hey theres a shop with a climbing wall in it. Is there a record for being the first to Parachute a fauna from the top of one of these. If there wernt, there is one now as Mr Brown, one of the Billings fauna mob was whisked to the top of the wall by a nimble staff member and launched into the record book.

Steve says it was quite good really as the crafty bear did'nt deploy his chute until he was about 6ft from the ground. However fully deploy it sure did, for yet another addition to the never ending loctions from which parafauna are bombed. All that swanning certainly did some good, for when Steve did the cur up he found that the good citizens of Milton Keynes had swelled Pudsey Bears annual appeal to the tune of £104. Thanks to XSCAPE and witnesses Chris Miller, Ellis Brigham and Joe Rutter of VERTICAL CHILL.....

Grizzly bear loses hunt protection

The Grizzly bear, a potent symbol of the American West is expected to lose its special enviromental status later this year after three decades of federal protection. Brushing aside the pleas of enviromentalists, the federal administration said that the grizzly had staged a remarkable recovery in and around Yellowstone National Park, spanning montana and Wyoming.

From a population of just 250 in 1975, there are about 600 of the bears which are widely feared and attack humans. The Federal government has proposed that limited hunting of the grizzly be permitted. Yeah, right, nothing about a scientific cull to thin them out properly, lets hunt the poor sods back to how it was in 75. Maybe if the silly sods did'nt feed them, as they do, Mother Nature would soon even things up, without letting loose the good old boys, but of course Mother Nature woul'nt provide the government with loads of lovely permit dollars.



STOP PRESS.....

Cops shot dead a Malayan Sun Bear which was on a rampage in the Indonesian town Purwokerto. It was alledged to have killed its keeper and to have escaped from its zoo. Maybe it had been fed on tea, biscuits and cake.

Shortage of aircraft leaves the Paras without wings

YOU KNOW YOU ARE IN A BANANA REPUBLIC WHEN YOU FIND OUT THAT THE AIR FORCE CANNOT FIND ENOUGH AIRCRAFT AND CREW TO GIVE YOUR PARA-

TROOPS THEIR BASIC PARACHUTE TRAINING COURSE, LEAVING PARATEDDIES WITH MORE EXPERIENCE

Members of the Parachute Regiment are having the central part of their training, i.e. parachuting from aircraft repeatedly cancelled, so much so that there are a considerable number of recruits unable to gain their coveted parachute wings.

The MOD admitted that there were problems due to various operations that were ongoing and said that the situation had been aggravated because the latest Fat Albert Mk5 could only drop paras from one door instead of two due to prop wash. If that don't take the biscuit for a lame excuse, hows about this. The Ministry of Defence are even considering leasing aircraft from the Polish Air Force in order to reduce the backlog. You never know, maybe theres an opening here for the BMISS to get in on the act.....

Bear market for Mrs Merkel

A HANDMADE COMMERATIVE TEDDY BEAR, SUPPOSED TO BE IN THE LIKENESS OF GERMANY'S FIRST FEMALE CHANCELLOR, ANGELA MERKEL HAS GONE ON SALE..... The Bears, created by long time bear makers, Gebruder Hermann, have a distinctive hairstyle and trousersuit. They are in a very limited edition of 614, the number of members in the German Bundestag. No info regarding price, but no doubt very hefty.



The Merkel teddy

Judging by the pic, the Merkel bear appears to be very down in the dumps. Not surprising really as the bear has just learned that for the eleventh year on the trot, those upright and awfully honest Yuro Buro-crats have had their own court of Auditors refuse to sign off their accounts, the auditors citing errors of legality and regularity in the underlying transactions. (We stuck that bit in for our staunch supporters in central ENGLAND)

Avid Bear collector Elaine Brooks from Shifnal is pretty certain that none of her 200 odd bears parachutes from kites (wusses) but if they did she might have to take them to hospital where they would be given an anasthetic. Whereas every self respecting para bear goes to his or her local Gun and Ferret and self administers their own anasthetic, 5 pints of John Smiths and a packet of crisps please.....

Only in China.... Bear breeder Han Shigens job came to a grizzly end when six of his Bears turned on him and ate him in Jillin, China. Lets have a big hand for the Bears.....

The world renowned Stieff company are celebrating their 125th anniversary with a Bear named KARAT. retailing at an eye watering £20,000, they reckon they've sold a few already...wow!



Droptnik Billings says that even if your bears are

not in a transit you should be cautious of explosive gas, so put that stogie out.

CAUTION



PARACHUTING BEARS
IN TRANSIT

EXPLOSIVE
GASSES
LIKELY

And with that its the usual to the what not c/o The Boring Old Fart. 48. Laurel Lane, West Drayton. Middx, UB7.7TY. in what will be forever ENGLAND no matter what the traitors have planned .

Boom, Boom, Boom another one bites the dust. and another one there, another one there.



Joe Brown "The airbow kid" shows of his talents with the new revolution Air-yo.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

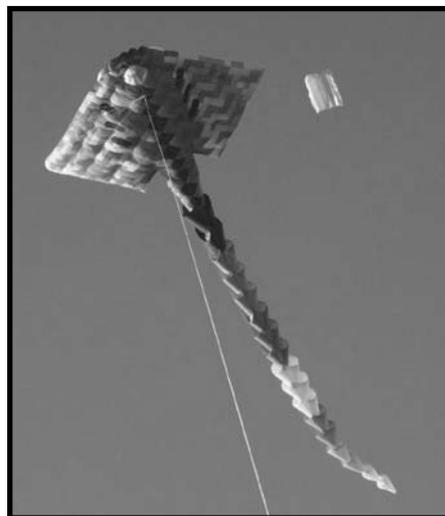
MARTHA HAS ANOTHER DAY OUT

As Simon was going to be away at the annual Lunen Kite / ice cream festival. So I got on the phone to "Martha" (Dave & Irene White) who had kindly offered a lift so Charlotte, Deanna-May & I so we were going to Ardingly Show Ground on Sunday 2nd October and the Autumn Show after all. We agreed to meet at 7am at our house as the old girl (That's not Irene by the way it is Martha) would take a while getting there.

At 6.50am Charlotte looked out the window & shouted "Martha's here!" (Martha is in fact the name of the camper van).As we carried our picnic & our kites out to the camper we looked forward to a great day out. The camper was truly amazing. It is an original 1970's VW camper with many original features. I was absolutely astounded to see how much was squeezed in. It was like a Tardis. It sleeps 4 people and even has a kitchen sink built in. They thought of everything!

With everything stored we were soon on our way and got there in plenty of time (unlike one of our members who shall remain nameless). As we pulled up we saw Matt's devils flying in the middle of the field so we knew that there was some wind. Manta was put up, attached to the back of Paul's Land Rover and the day started in earnest. We all flew a

variety of kites and some of us had our photos taken by a chap who claimed they might be in Sussex Life Magazine (these have now appeared in press). Many visitors came up to watch



the kites and chat to the members. It is always nice to speak to members of the public who cannot get over the number of different kites that are available nowadays: hopefully some of them will catch the enthusiasm we all have for our sport / pastime / hobby call it what you like.

Soon the wind started to change direction and as anyone who has flown at Ardingly knows there are an awful lot of overhead cables, some live some not (apparently).Manta decided to take a look at these cables and

the time had come for some drastic action. That's easy we thought we will just move the Land Rover except Paul had gone for a wander and taken the keys with him. Umm what shall we do now? OK there is a large enough tree over there and enough of us here, lets move Manta over there. So with a lot of team effort by everyone we soon had Manta tied down to the tree and a lot further away from those nasty cables.

The rest of the day was fairly uneventful except for an impromptu lesson from Andrew Beattie on Manta maintenance including "name that knot". Now there's a thought for the future when the wind doesn't blow! Soon it was time to pack away and head back home. Another good day was had by all, same time next year?

Corinne Hennessey



STEAM, KITES, COWBOYS AND INDIANS

A wonderful weekend at kindsfold for the "boy" in us all, what with motorbikes tractors and lorries not to mention all things mechanical and steam as well as kites what more could one ask for? If more were needed there is a replica western town complete with gunslingers and Native Americans as well as a saloon with a most unusual raffle more of this later.

The site held some surprises as well having been used to graze cattle until quite recently the "pats" were not completely done with only a crust and the insides still loose and slippery (those of you who remember cub camp, this was just as bad, and no I didn't remember to close the window!!!)

On Saturday the wind was first-rate steady with many kites being flown. The wind was such that, the planes coming into land at Gatwick were directly over us which gave many photo opportunities.

(Photo untouched by computer wizardry honest)



As Kingsfold is not too far from home (and I like my own bed), I returned early Sunday morning through the rain and wind it was not looking hopeful for a days flying. As we pulled onto the farm the sun came out and clouds cleared leaving us a sunny day with the wind growing throughout the day. Several of the group had stayed on site and greeted us very quietly (sore heads from the "Deadwood"

raffle - buy a ticket and receive a shot of bourbon as well.

The wind was at 180 degrees to the previous day, so the planes were exiting over us and much higher. Time for the big kites! We flew Manta and several others of the kites, until the wind picked up and then Manta picked Simon up - no mean feat to those who know our esteemed chairman, designer and general dogsbody. Eventually Manta went one way, the pilot went another and the two parted company. Much running and the pilot was retrieved from a ploughed field. Discretion then overcame us and we decided to downsize - Cat in the Hat came out and flew much better in the higher wind.

Much discussion and bartering took place later in the day to split the club kites into two piles, as the following weekend two events were scheduled: Ardingly Autumn Show and the annual kite festival in Lunen Germany.

Paul Hill

CHRISTMAS DINNER IN THE SCOUT HUT

This years BKF - Team ELF Christmas bash was going to be different, first off it was the turn of Team Elf's turn to host it , but more importantly they had decided to cook for all those going, rather than have a restaurant meal. We turned up at Ashford at about 1.30pm for a quick look around the outlet village before heading off to Manky Badger's house at 5.00pm. From there it was a short drive to the scout hut where Members of Team ELF had spent most of the day either cooking or decorating the hut ready for the meal. Matt and Lisa had set up a quiz around the room which we were all soon filling to in the answers some right and some very wrong (Andrew Beattie) who then put someone else's name on their sheet. The food soon turned up which was brilliant, and plentiful. The meal came to an end and we all thought we could

get down, but no the last round of the quiz was handed out while some of the group washed up and tidied away. This done we thought we could get down to a bit of drinking and chatting - you must be joking! It was then time to put the chairs in a circle pass the quiz round and answers. Some got 40 out of 40 some a lot less. Time for a drink now? No was it was time for pass the parcel, with a difference, each level had either a sweet or a forfeit in it. This was followed by eating a Mars bar using a knife and fork while dressing up in a hat, scarf and gloves, musical chairs and other such silly things. Not to mention the silly jumper competition. It soon came the time that those who needed to get off started to drift away and by midnight only those staying over were left. So now came the time for drinking and chatting and about 2am we were ready for bed

as well a quick game of glow stick ball in the dark first and it was off to bed.

The morning soon came around and the normal greetings made, we set about tidying up the hall and cooking breakfast. This done we headed home, tired but very happy, but also worried as to how we could follow this next Christmas when it is again Brighton's turn to host the joint bash.

Any ideas and help welcome.



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KITE MAKING PAR EXCELLENCE

I signed up for the Robert Brasington workshop at the Swindon Kite Festival in May, knowing that it would be popular and wanting to make sure of a place. I already had a Brasington kite that I bought off him at Fano in 2001, where I first met Robert and I admired the artistic quality of colours that he incorporated into his kites as well as the stability in flight and quality of construction.

After a long and arduous trip from Brighton, I arrived at the school gates where the workshop was to be held and where Pete Willis had very kindly said I could park my motorhome for the two nights and with an electric hookup - luxury indeed! No sooner had I arrived than there was Electric Arthur knocking on the window to take me off to the Italian restaurant for a night of wild



eating and drinking - they know how to enjoy themselves these White Horse Kite Flyers!

The following day, the sewing started in earnest, with seaming all the panels and hemming after that, which took most of the day for most of us. However, Arthur Dibble and Karl Longbottom had their kites framed up by that time, so experience won the day, but then it wasn't a race was it?

I did have an initial problem with lacing up the bobbin on my sewing machine, which I put down to poor instructions in the Singer guide, as I had not used this machine very much previously. My old machine, which according to John Barker sounded like a U-boat engine, was now relegated to my loft after thirty years of sterling work.

Saturday night saw us all going to the Blunsden House Hotel for an excellent carvery meal. My chauffeur for the evening being Pete Willis, so no drinking and driving for the second evening out - thanks Pete.

Sunday saw most of us novices framing up and adding the finishing touches to the kite and a final photograph showed most, if not all kites, standing on their own with the proud makers standing behind.

It was good to see so many familiar and friendly faces throughout the weekend - even Phil Scarfe popped in to say hello

and offer help where needed, but there was no time to go for a pint - was there Phil? I was also pleased that my kiteflying mates Ceri and Jan Jones were there, as they are also great admirers of Robert's kites and they joined WHKF on the strength of finding out about the workshop.

I cannot finish without thanking all those lovely ladies who kept the tea, coffee and food supplies going throughout the weekend - Janet, Diane, Tracy and Marla (apologies if I missed someone out). Thanks also to Marla for emptying my wallet - though I did well from the raffle, and thanks of course to all involved in organising the event - Dave, Pete, Arthur et al.



I can only say finally, if you want a busy weekend amongst friends, do the next WHKF's kite making workshop - enjoyment guaranteed!

Ray Oakhill



XMAS 2005



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For quite a few years now I have been heading off to Lunen in early October to fly kites and meet up with friends made over the years. In the past we have travelled in a mini bus, but this year with cheap flights being on offer to Dortmund, just a few miles from Lunen, 2005 was going to be different. Not only would we fly when we got there, but we would fly there as well.

So plans were started and flights booked, arrangements made for accommodation and collection from the airport for those wanting to go. Some UK flyers still drove but the bulk went by plane.

So early Friday morning I set off via here, there and everywhere picking people up and heading off to Luton for an early flight out. The group met up: from Brighton we had Ray Oakhill, Jill Kinloch, Alan Outram, Dave Styles (Manky Badger) Richard Mannering (Batty) and myself, from White Horse Don and Phil Bagget and Donald Capewell, and from up north Paul Barret, Joe Brown and Sean Turpin. All went to plan and we boarded the plane with no problems at all. On arrival at Dortmund the festival organisers had arranged to collect us and take us to the flying field, register and settle in. We soon found our host Christian and said a few of our hello's but being unable to get onto the digs (school gym) till about 2.30 and it being early we headed off to Lunen town to have a look around and get a bite to eat and some drinks for later. Those who have heard about Lunen kite festival may well have heard mention of an Ice Cream Parlour, which we normally go to on the last night. As we flew out this year and the festival was also on Monday, it meant the last night do for ice creams would not happen for us this year. A quick vote was taken and to the man it was decided that we could not miss out on ice creams so we hit the Ice Cream parlour on the 1st lunch time instead. The ice creams were duly ordered and

arrived (in some cases two) and these lived up to our memories of how good they were.



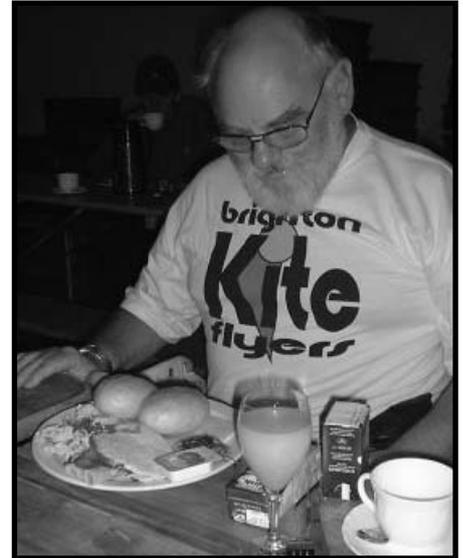
Heading back to the site at around 2.00pm to find more campervans setting up we were taken to the digs (not Ray and Jill who being not so young had booked into a hotel) and set up beds. After a quick snooze by some it was back to the flying field for a quick fly. The wind was very light and the ground and air damp, but we flew a few of the kites. As the wind dropped these were put away and with an hour or two to kill before dinner the Brighton group less Ray and Jill who had never surfaced after lunch (so much for the quick nap - Ray) headed back to the Ice Cream parlour at Alan's request for a second ice cream. I wondered why Alan was so keen but then it all came to light when Alan got hold of the swan.



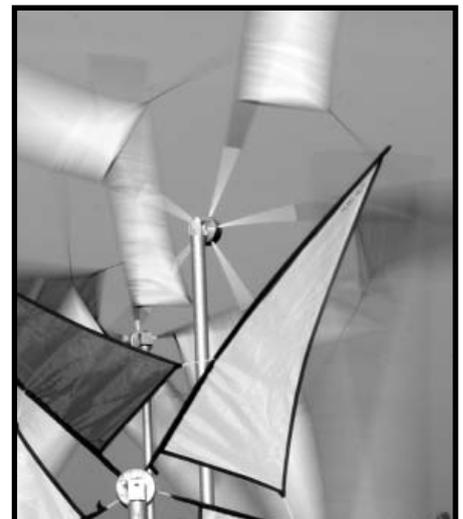
After this trip we walked back and had dinner in the aircraft hangar on the flying field and met up with flyers from around Europe. Had a few beers and then off for what seemed an early night for kite flyers.

Saturday soon came around and off to breakfast again held in the

aircraft hangar. As usual more food than you can imagine is on offer most of it being pork of some shape or form with the odd bit of egg and cheese thrown in.



It was good to see Ray and Jill again who had not surfaced all Friday night either. Saturday was a great day for meeting up with people as not much flying could be done as the wind was almost non-existent so we looked around the stalls and bought the odd thing or two by which time it was lunch time so a trip to an Ice Cream Parlour was thought up. So off we went in search of it again - no problems finding it and the duty duly done. We headed back to the flying site to see if we could fly. Still very light to no wind but we looked at all the ground displays of banners and windy things. The Germans make



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some great banners and have really interesting ground anchors for keeping their poles up, (we have seen these once in Lidl in the UK but never since). So still unable to fly thanks to the lack of wind we headed off to a D.I.Y. store to see if we could find the ground anchors. This was a fruitless trip, as although normally stocked Christmas decorations had taken the place where the anchors were and the anchors removed from sale. So we came away empty handed. A few kites were flown that day, some huge genkis and deltas but not many. It was soon time for dinner again a great spread was on offer in the hangar. This was followed by an evening of meeting up with old friends, a few beers, and one of the best ever night flights I have ever seen.



Just ask anyone who was there about "War of the Worlds". This was followed by some amazing fireworks and an evening of fun in the hangar.

Sunday soon came around for some of us, but others had a little too much to drink on Saturday night and could not get up.

Again breakfast was a huge do and again the wind was very light. Today we had booked into a workshop with Robert Brasington so Alan, Dave, Richard and I went to the gym where the workshop was being held to join in. Well we arrived and found that although there was a sewing machine for us to use someone had forgotten the power supply so we had to share with the person next door. So with Dave starting off on the sewing Alan turning the electric machine by hand me getting the bits in the right order and Richard unpicking where we went wrong we made some, albeit slow, progress. After several rounds of being able to touse the electrics and then byhand we finished the spinner.

Robert had great fun and said it was not only the first time he had seen a sewing machine used in that way but it was also the first time he had seen a kite made by committee. The four of us and Robert all went away with big smiles on our faces. The end of Sunday was finish off again in the

Hanger for dinner and drink.

Monday started with breakfast again and still no wind. We had come to fly kites, so come what may, we were going to fly kites today. In the end we did manage to fly quite a few kites of different shapes and sizes. Some in ways that were not meant to be flown, such as the new revolution air-yo (see front cover picture). We finished at the Ice Cream Parlour



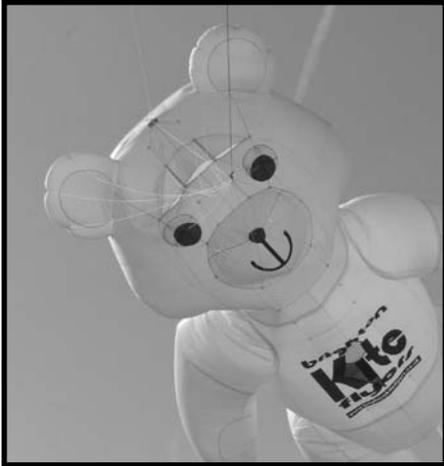
with what can only be discribed as the "mother of all ice creams" one between 4 and headed off to the airport for the flight home. Same time next year.

Simon Hennessey



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'Twas a sunny weekend with good, but erratic, wind conditions. This was the 20th Bristol Kite festival. We arrived on the Friday night at about 7:30 passing the fish and chip delivery people off to collect the food. Having announced our arrival, we phoned the fish and chip delivery



people and requested 3 extra portions. We then proceeded to the camping area where the caravan was set up, and the tent erected by many other children. After which we found the fish and chips had arrived, so food was eaten by all, including the Hennessey's, Mat and Andrew Jones, Mike and Linda from Kiteworld plus a few extra. Eventually, after much nattering, and a broken table, we went to bed for an "early morning" the next day.

Saturday started bright and early for some, later for others. Malcolm and Margaret went and spoke to the people at Flexifoil and met Andrew Jones, the co-designer of the original Flexifoil kite. Because of this Malcolm was invited to fly his stack of six 6ft Flexifoil splits in the main arena as part of the Flexifoil demonstration. While events were happening in the main arena, other Brighton members flew various club kites in the second arena, including Cat in the Hat which later won the people's award for best kite, both days of the festival. After the AKF kite display, the first 2 rounds of the Rokkaku competition took place, with an interlude by The

Decorators. BKF was represented in the fights by Victoria, Simon, Mat, Andrew and Ray Oakhill. Due to their close proximity to the arena, the kites of Team Mangalore also tried to participate, although they were luckily left uncut. The afternoon was spent flying kites, browsing the stalls and generally socialising.

The evening meal was attended by some members, which was a very good meal. After the meal, the Bradlys and a few others who did not participate in the meal joined the rest for the auction. Before the auction started, Margaret was plying people with homemade chilli vodka, with varying reactions. The first item of the auction was bought by Simon, and the prices just kept on rising after that. There were many fantastic items, including various commemorative 20th anniversary items, and a lot of money was raised for next year's festival. The auction was followed



by a firework display, and some kites were flown with lights, including Margaret and her green delta with glow sticks. Other members decided it was too early for bed and went and sat behind Mike and Linda's stall for drinks and talk. Soon, it was time for bed and everyone said goodnight.

Woke up Sunday morning to another bright and sunny day, and as none of the arena events had started, Malcolm joined Paul Thody from Airborn Kites who was flying his stack of 15 six foot stackers in the arena to fly his splits again. After a while Andrew Jones decided to fly the stack that he originally designed. The kites were then parked to the side

of the arena while the other arena events took place, until Malcolm once again flew as part of the Flexifoil demonstration. TC and PJ flying sports kites. Later on, the second 2 rounds of the Rokkaku fight took place, again with an interlude by The Decorators. BKF was again represented by the same five people with the addition of Charlotte Hennessey in her first ever Rokkaku fight. Andrew managed to cut out his dad and Victoria was cut, leaving a large knot of line on top of the commentators building, and her Bee being passed through the crowd as the line was wound in! The fourth and final round of the Rok fight was much more successful for all concerned with the final results as follows: Carl Longbottom in 1st place, Simon Hennessey in 2nd, and a joint 3rd between Martin Croxton, John Cotton and Victoria Bradly. TC, the judge, decided to award 3rd solely to Victoria due to her enthusiasm.

The afternoon was mostly spent packing up, although many kites were still flown. By the time the rain started at about 5:30, most people decided to leave. Although it took another hour to say everyone's goodbyes, we eventually got away. A fun weekend was had by all, and Bristol is a definite for next year's calendar.

Margret Bradly

P.S.

Thank you to Good Energy (power company) for the prizes. Brighton Kite Flyers came away with a 2nd and 3rd in the rok fights, and people choice.



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A GREAT YEAR FOR LEARNING

This year kite flying has been a great year for me, I have done lots that I have never even thought I could do before. From entering my first Rok Fight to helping fly the big kites and Dad's new doughnut (that's one of my favourite kites) I also did an interview about kites at Kingsfold Kite & Steam Festival for a BBC children's schools programme.

My first Rok fight was great fun I used Mums lady's face kite and headed off with Dad on the Sunday at Bristol to the Arena. The wind was great for me, not too strong, so I was able to hold the kite with no problem and launched ready for the fight. I was quickly into the fight and managed to bring down a really nice purple kite at the edge, and then moved in to the affray where I just followed what I had seen others do and soon got tangled with the best of them. I ended coming in a respectable 4th place for my first fight being beaten by I think, Ray Oakhill in third, Dad who came second and Karl Longbottom who came first. Dad bought me my own Rok as I did so well. Watch out, Charlotte is here and ready to fight in 2006. To those of you who do not enter the Rok fights I can say that

these are great fun and bring a different perspective to kite flying enjoyment.

As to the doughnut, some of you may know my Dad has a 9m pink black and purple doughnut. This year he bought a small 2m one in white and black which is great fun to use and if the wind is low will still fly and spin when you run with it. So at most festivals I managed to get this out of the car and fly it before Dad gets the chance. I hope that Dad will forget he has it and I can call it my own very soon, not that he minds me flying it. Again this was another new type of flying for me to enjoy.

The BBC interview had been planned for quite a long time at various events but with one thing or another it had to be put off till finally I managed to meet up with Rob Carter from the Big Toe Show. I was a bit scared about the interview to say the least, but Rob was was great and soon had me at my ease and talking away about the fun and joys of kite flying. I flew all types of kites telling him about each type and what it was called and why it was good fun. We even managed to get Rob to fly a few kites including Dad's Amun (power

kite) and he went away with a big smile on his face after this (I think he may be off to buy one soon).



As a thank you for doing the interview I am off to London to be on a live Radio show soon with some friends which should be fun, I can't wait.

But most of all, I have also been having fun with all those people who fly kites at lots of festivals and some, I hope, I can call my friends. I can now see what Dad means that when you have a string in your hand people are much friendlier towards you.

Charlotte Hennessey

SOME FUN EVENTS FOR BKF IN 2006

Berck Sur Mer, France, April
We are again planning to go over to this great international festival in North France. This will be on the second Saturday of the festival. Early start and a crossing on the eurotunnel, a day at the festival with a stop on the way back for dinner in a French restaurant. This will either be by coach if we get enough people or in cars if not.

2006 HHRFC Spring Fair. HHRFC ground Cuckfield, May 30th

This event is in its third year for us, and is again a very relaxed day where we just fly kites, no arena displays. This event has in

the past has been known as, the car park fly as the flying field is also used as the car park, but last year we had our own field which was much better, although the weather was against us we had thunder and lightning. We hope this year to have the field again but we are not sure. We might be back to the car park just to add to the fun and games on the day.

Brighton Kite Festival, Stanmer Park, Brighton. July 8th & 9th (provisional date as not confirmed by the council)

A fun packed weekend and a very relaxed festival for all types of kite flyers, with arena displays

and free flying areas for public and kite flyers alike.

Some other festivals we are planning to go to include:

Weymouth International Beach Kite Festival, Weymouth Beach, Dorset, 30th April - 1st May

Swindon International Kite Festival, The Science Museum, Wroughton, near Swindon, Wiltshire, 6th & 7th May

Suffolk Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk 20th & 21st May

Portsmouth International Kite Festival, Southsea Common, Southsea, Hampshire, 26th - 28th August

Useful Contacts: Merchandise

Coordinator/Chairperson:

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

Events coordinators:

Ray Oakhill
☎ 01273 306842
✉ ray@BKF.org.uk
Simon Hennessey
☎ 01273 582309
✉ simon@BKF.org.uk

Aerodyne:

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

Club library:

(BKF members only):
Paul Hill
☎ 01273 421286
✉ paul@BKF.org.uk

Club Kites:

(BKF members only):
Simon Hennessey
☎ 01273 582309
✉ kites@BKF.org.uk

Membership Secretary:

Peter Jackson
☎ 01444 451076
✉ Membership@BKF.org.uk

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

As you know we are 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

fly - in reminders

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

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

SAD NEWS

Sadly, Brian McDonnell, passed away on the 14th November 2005, he was well known on the kite festival circuit, particularly at the annual BKF festival where he and his wife Mavis had attended regularly for the last 10 years or so

Indeed after an initial operation to remove a serious brain tumour which unfortunately was not quite the success we had all hoped for he did manage, with the help of friends and relatives, to spend the August bank holiday weekend in his camper at the 2005 Southsea festival at Portsmouth, the last social occasion he was able to attend

BKF were represented at the funeral by Alan Outram along with Janet and John Dimmock.

Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible Paul Hill, Ray Oakhill, Corinne & Charlotte Hennessey, 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

BRIGHTON KITE FLYERS AGM

Don't forget that April 2nd 2006 is our AGM date, Fly-in on Telscombe Tye followed by the meeting (location to be confirmed).

We are looking at a hall rather than the pub to help with the noise problems.

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.



LUNEN KITE FESTIVAL 2006

We are planning to go to Lunen again in 2006. It is again in October, the plan is to fly out on the Friday morning and come back on either the Sunday night or Monday morning depending on how that fits in with the organizers (I expect Sunday would be better for them). If you are interested in coming spaces, are limited and it will be on a 1st come 1st served basis.



CLOUDNINEKITES

MAY 2006 BE ALL YOU WISH IT TO BE

**Email: cloudninehelp@aol.com
Tel: 015395 38899**



**Sue and David would like to thank everyone for
Their invaluable help in their first year of trading:
Our customers, kite society members, and of course,
Our fellow kite traders.**