

THE KITEFLIER

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

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Front Cover

Phil McConnachie with his new EO cellular kite. Phil will be at Portsmouth with these and his large inflatable kites.

Photo: Phil McConnachie

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.

Dear Reader

Time is close approaching the Portsmouth Kite Festival and this year there are more international fliers than ever attending. It would be nice to see as many kitefliers there as possible—parking is free with the use of the car pass on page 26. To help with the costs of the festival there is an auction during Saturday evening where everyone is welcome. Although the BBQ is for invited kitefliers—only due to it being free! - you are more than welcome to come along and chat.

In the news recently there have been a number of bans on kite flying. We keep an eye on these situations and give our support and advice where it is required—in many cases the local organisations are more than capable of resolving these issues. We are also carefully following the activities at DEFRA regarding possible changes in by-laws. We will keep you informed if there are any effects on our hobby.

Membership Information

The main vehicle of communication between members is the quarterly publication 'THE KITEFLIER'. published in January, April, July and October of every year. 'THE KITEFLIER' contains news of forthcoming kite festivals, kite retailer news, kite plans, kite group news and a comprehensive events list. Other benefits of membership include free, or reduced, entry into selected kite festivals in the U.K., special parking arrangements where possible, discount - from 5% to 15% - on all kite purchases from the majority of kite retailers in the U.K.

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

If you wish to join The Kite Society you can join online and pay using Paypal (credit or debit card payment) at www.thekitesociety.org.uk or send your name and address (plus the names of any supplementary members) and your payment for the appropriate membership type, to the address shown above. All cheques, made payable to 'The Kite Society' and, for overseas members, should be drawable in the U.K. and be in sterling.

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Letters

From Roy Martin

I feel that I must take to task P D Cleave in his article How Kites Fly - a Different View (The Kiteflier issue 107) .

He appears to be confusing upward pressure on the bottom of the kite sail as not being lift, but that lower pressure on the upper side of an aerofoil is. Sorry, they are both part of the same lift equation. In engineering terms, all forces are conventionally shown as acting away from the centre (lift, thrust, drag, gravity etc), but this does not infer how the force is generated: a propeller at the front of an aeroplane pulling generates exactly the same force in engineering terms as one at the back pushing: this force is still thrust, and it opposes drag.

I quote from his article 'I suggest that the concept of 'lift' is the key misconception when applied to kites.' Sorry, lift is fundamental to how kites fly: lift is the upward force exerted on a body (kite) when it is moving through (wind) a fluid (air). Without this upward force, a kite would not/could not fly. It does not matter how quickly or slowly it moves, just that it does. This is no different to an aeroplane. This does not say how the lift is generated, above or below the kite (or aeroplane), or a combination.

I quote again 'aeronautical sources are wedded to the concept of *lift* as applied to the aerofoil wing section; a force which occurs above the wing...' Of course they are wedded to lift, it is what keeps an aeroplane (and a kite) up. But it does not, and cannot, ALL come from above the wing. This is just the direction in which it is shown acting.

Depending on the design of wing, the air speed, and the angle of attack, most may well come from above, but never all. Many aircraft, particularly jet fighters, do not have an aerofoil wing where the upper surface is curved and the lower virtually flat: they are symmetrical above and below and very thin throughout the wing chord, but will still fly, even upside down: where does the lift come from now? Again, that most beautiful of birds, Concorde, when supersonic, has a clean airflow above and below the wing, and may well generate most of the lift from above. Is this still true when it is subsonic, and the airflow above is turbulent? Here the engineers improved the lift of the wing in a most elegant manner: the leading edge of the wing is so shaped that the turbulence above it is not random, but instead rolls down each wing in a vortex, accelerating the speed of the air in contact with the wing and increasing the lift. I do not know if most of the lift is generated above or below the wing, but it still flies. (Flew, sadly. There should have been one kept flying, and why didn't we get one here at Farnborough's FAST Museum where so much of the design, engineering and testing was carried out? Personal gripe over.)

It is the same for kites: without wind tunnel tests

and aerodynamic analysis, no one can say how much of the lift is generated from above or below, but it is all still lift. And it does not matter whether the wing is that of a kite or an aeroplane, whether it is rigid or flexible, a true aerofoil or a single skin, the theory still applies.

He quotes Professor Schaeffer 'aerodynamic forces are due to pressure *difference* (my italics), and so to support a kite against gravity and tension in the line, the pressure against a kite's underside must be greater than that against the top surface...' Absolutely! 100%! Exactly as for an aerofoil! What he does NOT state is whether the pressure below the kite is higher or lower than normal atmosphere, or whether that above it is above or below, because what is important is that there is a ***pressure difference AND IT IS CALLED LIFT***. This does not define what proportion of the lift is generated above or below the kite because it actually does not matter.

My final quote from the article 'I think we should study kites as a separate species rather than as some aberration of aeronautics.' Aberration? Tell that to many of the aeronautical pioneers, including Samuel Cody, but especially the Wright brothers, all of whom tested their ideas with their aeroplanes tethered as kites! All that they needed for true flight was solved at low kite speeds, because the principles are **exactly the same**.

Does an aeroplane in a wind tunnel behave differently to the same aeroplane outside in free air? Yet it is tethered, and so strictly could be called a kite. A delta kite, when the wind drops, and because of its balance, turns into a hang glider and flies like an aeroplane. All that has changed is that the line goes slack. Yet it is still the same thing, just a kite and/or an aeroplane. A glider on a winch is flying like a kite, but once released flies as an aeroplane. The Voltaire Cube is a radio controlled electric powered aeroplane, but is actually made from a Prism Cube kite: same carbon fibre frame, same ripstop sail, no aerofoil wing, just add a motor and propeller, yet it still flies as an aeroplane.

Make no mistake, kites and aeroplanes fly on exactly the same principles, and what keeps them both up is lift.

From Nick James

I am writing to give a different view of the International Kite Festival at Ahmedabad. I was flying Angels for a large part of the day, for a lot of the time over the river and so out of the arena. I had no problem with people trying to fight or cut my line. Talking to George Peters about the first festival 16 or so years ago this was then a problem (although he treated it as an adventure). I think over the years the Indian flyers must have realised that western kites are different and mostly not for fighting.

I also saw no sign of the police 'beating back the crowds with their staves' and I was there until the end of the day. There were a lot of people at the festival but I saw no signs of aggression, just friendliness and curiosity about us strange foreigners!

From Ian Meredith (MeII)

Yes, we've scored an own goal!!!!

Earlier on this year there was a blanket ban on ALL kite flying activities at Lytham St. Annes. The media including TV, press and radio all reported a story about an incident that occurred leading up to the ban. After viewing many of the kite related 'public' forums the hysteria this caused was partly surprising and sadly somewhat expected too.

The 'stunt kiters' blamed the 'power kiters', the power kiters blamed the 'kite surfers' the 'single liners' blamed the 'power kiters' and on it rolled. Many spleens were vented, emails, articles and rants were then sent to various newspapers, councils and generally every man and his dog joined in. After the initial articles appeared there was another press release about how some £15,000 was going to be spent looking into the health and safety aspects of our sport by the council concerned. This then preempted another round of public 'slagging' of councils, companies etc.

Now, why do I think that we have scored an own goal?

Well, basically the whole thing was not really as reported. The 'incident' that occurred was actually dealt with however what followed was in fact the cause of the ban.... L. st. A has a rather 'sensitive' history due to a very unfortunate accident some years ago. On seeing the incident mentioned above a 'member of the public' became somewhat concerned over what had happened and received a torrent of abuse.....not from the specific person involved in the incident but from those around them.

As a result this member of the public complained to the council and rightly so. The council took the only action that was open to them and banned EVERYTHING!!

What followed was even more pitiful, the council was bombarded by every man and his dog (when really the true facts were not known) and accused of all sorts. Meanwhile there were some of the 'official' bodies negotiating with the council and when this became apparent in a panic many other organisations felt that they too had to respond else 'they would be left out'. As it happens, after some discussions the council agreed that they would open the beach to limited activities and then carry on discussions with local orgs and other interested parties to review the situation. The money that they had budgeted was in fact to look at the management of the beach and in-

vestigate the various activities.

Now, where I started to become a little concerned was that a lot of this went on in publicly accessible sites and covered across the board of all kite fliers. Assumptions were made, facts were NOT known, rants were common place and all under the gaze of the very people who allow us/disallow access to their facilities. The accusations, the 'it was them not us attitude' was appalling and its about time that as 'kite fliers' we understand that it does not matter what discipline you come from, the fact is that a person with a kite is a kite flier no matter what and can have an impact on us all.

As I have pointed out it wasn't the 'activity' that caused the ban but the 'attitude' that followed and its this 'attitude' that seems so prevalent. Whilst I accept that as a group of 'people' we are never going to be that euphopic 'big happy family' but at least we should understand that we are all responsible for our actions and that these actions can have a major impact on us all. Its so easy to 'point the finger', blame them and so on but if we could take a step back and think before engaging our mouths, fingers, computers etc then maybe authorities would not have to take the drastic action that they did.

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Empty Spaces—Eddie Megrath

This year has already seen an unprecedented number of 'empty spaces in the sky' as we have lost far too many well-known kite flyers in the last few months. Of all the people that have sadly departed, only one, Edward 'Eddie' Megrath, was known to me personally, and that is particularly poignant as we have had some right old 'ding dong's over the years, but always remained on good terms.

I first 'met' Eddie, if you can use that term, at Weymouth in about 1992. I say met, but as he was completely enclosed in a soldier windsock at the time, I had no idea at all who was in it other than the name. Later that day Lynn and I did meet Edward and Ann and although we were relative newcomers to the scene were soon to become firm friends.

Edward was massively enthusiastic about everything he became involved in and kites were no different. No matter what it was, Edward wanted to be good at it, and would work until he was. He was also more than happy to share his enthusiasm and knowledge with anyone and everyone, including those who disagreed or held quite opposing views. This could provide some of the 'best moments' and I have been part of more than a few of those, loosing many valuable hours sleep in the process.

Eddie, along with Ann were tireless workers in promoting kite flying, ensuring that festivals ran smoothly, transporting, accommodating, arranging, entertaining foreign and British flyers alike and keeping festival organisers on top of their jobs. No matter how late at night or how early in the morning, and anywhere in the country the pair of them would be looking after the interest of other flyers first.

Edward acquired an unfortunate nickname early in his involvement with kite flying, but this really belied his extrovert enthusiasm for kites and 'kite people' and was more an acknowledgement of this rather than anything less complimentary. Above all he was a passionate believer and promoter of British kite makers. He could see no logical reason for importing flyers from around the world when there were talented makers in Britain being ignored. There was no xenophobic element to this at all, as he would embrace ideas and personalities from wherever they came, and go out of his way to ensure that foreign flyers were being looked after at festivals. He would sit and chat for hours to anyone that was interested in kites, even if there was no common language. You were never short of the opportunity for a good discussion or argument on just about any subject.

Edward would question continuously, he thought deeply about every aspect of kite design and wanted to 'know'. He would call into question any and every aspect of a design if he thought it could be improved and would never shy away from telling the designer the errors of their ways, which did not always endear him to people, although his infectious personality seemed to keep him safe from trouble. Not just a critic however as he would put his thoughts into practice, changing, altering, improving and adapting designs to produce his own, better version of kites. I have no idea how many different kites he and Ann produced over the years, but it was more than a few.

Edward Megrath had not been in good health for a while and after he had undergone his very major and traumatic operation a few years back, many of us feared that it would be the last time we would see him at a festival, if ever. Within a very short time he was back, minus some important bits of plumbing it has to be said, but still up for the 'craic'. He was not robust but would still be tramping round

festival sites, flying, talking well into the night with a stamina that put many of the younger and healthier to shame. Mind you, he could still be as contentious as ever and the 'discussions' continued without quarter. Over the last couple of years there had been further health scares and it seemed questionable whether Edward would be able to get out, but sure enough, there he was. Not at so many venues now as travelling was difficult for him, and less involved with organising, but flying more and showing incredible stamina and good humour in spite of his problems.

When we found out in the spring just how poorly he was, it was not a surprise and it was somewhat ironic that Edward Megrath finally succumbed in the days leading up to the Cleethorpes Festival. Cleethorpes in a way was Eddie and Ann's festival, as they had guided it from a little local event to the major international festival it now is. It was therefore fitting that this year's festival could be dedicated to Eddie. He had given a perpetual trophy to the festival to be awarded for the 'most innovative kite by a British maker'. To universal acclaim, the first recipient of the trophy was to be Jock from NEKF for his train of Snow White and the Seven Dwarfs. At 12 o'clock on the Sunday, all those with kites made or designed by Eddie and Ann assembled, along with George Webster, to fly to the memory of a true 'kite character' and someone who will be missed by flyers from all over the world. Tiger and Panda flow forms dominated, but there were numerous other designs flying with just one small orange owl called 'Edward' that features on Eddie and Ann's business card. After commenting on the kites and describing the influence that Eddie had had over the kite flying community, a few minutes of silence gave people time to reflect on what had been lost.

Our love, condolences and best wishes go to Ann and the family. Edward will be fondly remembered and will take his place in 'kite lore' whenever those of us left take to reminiscing.

Hugh Blowers



Pothecary Corner—Allan Pothecary



Hoffman's Bow

With Kiteworld already starting to report good interest in Hoffman's bow by HQ, I was pleased to receive the one TKC had been using on their exhibition stands for me to test, review and to let interested kites fly before they buy. Unfortunately, as is the norm at any exhibition, bits get jumbled up or lost in the confusion of packing up. Happily though I managed to get some spares from Hayley at 'Kites Up' and I had a picture to work from, so it wasn't that long before I was airborne.

As you would expect from a large kite of this design it wasn't the easiest of juggling manoeuvres in a 12mph wind on first assembly but it can be put away leaving only the spine to be slotted together next time – and there is a knack to keeping it under tension as you go. You'll need about 7mph minimum to get the Bow away and it's better not to go too high be-

cause although it is a fairly large kite, it starts to lose its obvious presence after about 50 meters.

There is a weighted bag to keep the kite vertical. Some attention should be paid that it does not tangle itself with the bridle during launch as this will undoubtedly affect the kite leaving the ground. At first sight Hoffman's Bow appears to be a little flimsy but it is made and tensioned in such a way that it is quite robust and won't easily fall apart. Once airborne the Bow is very impressive and sits nicely stable in the sky but the sideways on spectator gets a better view than the flyer. Then without prompting, it starts to dance about on its own. It is supposed to do this apparently (by accident or design) but whether this is caused by the tails on the back or by an interaction between the sails is a matter for further discussion.

My only concern with this kite – it's not expensive at £150 when you compare the work in it to some of the delta kites around – is that the bag provided could have been better designed (perhaps with pockets or even zip fastened) because the rods keep falling out and could be easily lost.

STOP PRESS

I have just received another Hoffman's Bow (having had to give the other one back) and the bag is now of much stronger construction and an internal pocket stops the rods from keep falling out. Because of the awkward shape of the kite it comes in a rather large bag and partly assembled- I'm not complaining about that - I don't do fiddly.

The Slave

Mixed bag of stories to tell after Rougham. We (Close Encounters) didn't do well in the music ballet on Saturday due to 2½ mistakes by yours truly and a mid air collision. Probably the scariest thing I've ever seen as a big Manta Ray was set free by a severe gust of wind and shot off at about 30mph with its big metal stake dragging and bouncing along behind it. As conditions continued to worsen the organisers sensibly brought the festival to an early, first day, close.

The STACK competition carried on where they could between squalls – you have to give it up for the three judges and field director, Marie Anne, who stood out in it all for two days!

Pothecary Corner—Allan Pothecary

The picture shows Andy Preston telling me about the finer points of his latest freestyle kite.



Andy could be seen putting the 'mark two' version though its paces in testing winds earlier on Saturday surprising himself that this lightweight version didn't explode in the quite severe gusts that brought the festival to an early close. A launch date will be announced for this kite soon and there will probably be a new DVD with it too, but you shouldn't be expecting to see one in your 2006 Christmas stocking.

Unlike the long awaited and recently released Benson, Deep Space there will be no speculation over the name. "The Slave" is designed to be just that. Mr Preston is, without doubt, the Master and he says the kite will do exactly what he wants it to do and it will **not**, get away.

There will be the inevitable comparisons with the DS, the most obvious with Andy Wardley's idea of putting roll bars on the back designed to catch the lines in roll-ups and help stop the sail from bunching as they wrap around. There are more ideas to come on this though and as I write, the mark four version is already being tested and Andy is in China finalising the production of his "Depower – Powerkite". There will be no compromise on quality with The Slave and at the same time the price will be kept to an affordable level.

A full review can be expected as soon as the first batch of pre-production models arrives.

Sunday and the weather started off OK and we fared much better in the precision disciplines but decided not to risk putting the tent up after the fight we had to get it down yesterday. The

rain soon came in again so we spent a big part of the day in our sponsor's tent (kiteworld.co.uk).

The Rougham festival has now firmly established itself as "one of the biggies" of the festival season so much so that veteran commentator and P.A. provider, Paul Redhead couldn't resist it, defying doctor's orders and arriving to take turns with his very capable stand-in (Kay Redhead) on the microphone.

The organisers really did deserve better weather and the bigger crowds that would have come with it to enjoy it all.

The Jazz

Another inexpensive kite recently on the market ideal for beginners is the Prism, "Jazz". It's also a kite that the experienced flyer might like to add to his/her collection – why?

Well it performs very well in experienced hands through just about all of the tricks you can think of and, a major feature, it packs down in just one fold of the leading edges in to its own bag of just 25 inches (63.5cms) in length! That's small enough to take anywhere and keep with you just in case you get a chance to fly.

For a small kite the Jazz isn't as fast as you might think and its deep sail also gives it good precision with a firm but light pull. I couldn't help but keep comparing it with the "My Fly". I did the slamming it in to the ground test and it didn't break, but it did come apart on the bottom spreader – probably due to the large wing span? I didn't like the graphics as much as the HQ kite but then I thought that I could do more in flight with the Jazz and I really liked the fold down size. I had to give the My Fly back but I should have another by the time you read this, so why not come over and give them both a try.

As is much the norm with Prism you get a fairly decent set of lines with the kite. I'm glad to see that Manufacturers are starting to give straps and a winder for the lines much more now, instead of providing lines on hoops. This means that the new flyer has no option but to let out all of the lines and then, of having them level..! This in turn means that the chances of them getting real enjoyment from the sport and wanting to carry on are better too!

Pothecary Corner—Allan Pothecary



As a present for someone - for a beginner – or as another, very portable toy - at under £35.00, the Prism Jazz is a must have in my book.

My Fly

It's always difficult when someone asks "what two line kite should I buy for my child?" or "is there a cheap sport kite I can start off with to see how I get on?" Often the less expensive end of the range kite would only serve to put people off. They are not going to get any fun out of it because often, either it won't fly too well or it will very quickly break.

Well HQ Invento now have an answer with their new "My Fly". This distinctive kite measures 145cm x 72cm high and is framed in fibre glass. TKC asked me to take this and several other kites out for a test and report - and I have to say that it was one of the best two, out of a mainly good bunch – I had a great time flying it and so did my novice friend.

There are, particularly, a few good points as far as beginners (and their usual mistakes) go with this little gem – the lines are not on hoops – you get straps and therefore **all** of the line has to be let out before launch and, on the kite I had, they were of equal length!!!. The line was not stretchy which is also good - it did bind a fair bit once there were more than about eight or ten wraps in it but then hey – how many beginners can put in that many turns before hitting the ground?

In lower winds or on the window's edge tricks like yoyos axles and flat spins were surprisingly easy so I tried just waving my arms about all

over the place and the 'Fly' just did some stunning manoeuvres then, amazingly, just corrected itself and carried on.

I let my novice friend loose with it and with the wind increasing much delight was shown as it shot around the sky looking like a demented – well.....fly! However having found that an experienced flyer can get some really good fun out of it as well as a novice I thought about what would happen if an absolute beginner tried it - you know the sort of thing – "It's nice and windy today, just right for flying a kite!" (Not!)

So off they go and no sooner than it has launched it has slammed back in to the ground. The wind was around 25 to 30 mph when I took it to the top of the window and (how many times have you wanted to do this?) walking backwards as well, the My Fly was powered straight down, nose first, in to the ground - and do you know what? It actually bounced off the ground back in to air and carried on. Again I deliberately, (yes it was!) hit the ground and this time it stayed there.

We went over to inspect the damage and there was none! Nothing broken, not even a spar or a stand-off dislodged.

The only annoying fault I found was that you have to push the lower spreader through its rubber retaining ring to fit the My Fly back into the bag – pity they didn't make it about 2cms longer.

At around £28.00 – Yes! - I would recommend this as very good value for money!



Dongdail

I have heard the expression "cheque book kiting" but there are lots of people out there who don't have either the time, skills or, like me,

Pothecary Corner—Allan Pothecary

the patience to design or copy build the own kites.

There are those (again like me) who get a tremendous amount of enjoyment and relaxation from just being on the end of lines - and playing!

and so yes, there is always another point of view but I think most people are always going to buy a few kites before they even contemplate making their own and if you are going to buy a kite then why not buy something which is of a reasonable size and not give you too much trouble.

I have been flying just such a kite recently – The 184cm x 130cm Dongdail from HQ that comes ready to fly at a relatively inexpensive retail price of around £60.00.

I have been a fan of Lutz Treczoks since I acquired one of his Cody kites. Treczoks seems to have a certain methodology in his designs which is very recognisable in its complexity, yet with a logical simplicity.

I know us blokes don't need to read instructions but I would advise to at least look at a picture first if you are going to attempt your first assembly out of doors. Of course if you have a



woman handy she will have read the leaflet and be pleased to advise or you could try to ask a teenager while they still know everything!

Seriously though the Dongdail can be quickly put together and is launched with no trouble at all. It comes with a tail to help with stability if you want to leave it unattended for a while and, because of its shape, has a wide wind range of 4 to 18mph

Try as I did, I couldn't find anything wrong with this one – it had a good bag, went together with no problem (after Marilyn read the instructions) and the 80lb x 200ft line on a spool that came with it was just the job!

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Extracts from Pocock—Paul Chapman

Reference Paul Chapman Aeronautical Archive: Extracts from "The History of the Charvolant or Kite Carriage" published 1851 No Author given although likely to be **George Pocock**. Illustrated by his daughter **Rose Gilbert**.



THE ORIGIN AND PROGRESS OF THE INVENTION.

" Doge. Some thirty years ago—it seems to me As fresh as yesterday— being then a lad No higher than my hand, idle as an heir, And all made up of gay and truant sports, I flew a kite, unmatch'd in shape or size. It soar'd aloft, Soar'd buoyantly, 'till the diminish'd toy Grew smaller than the falcon, when she stoops To dart upon her prey."

Foscari, a Tragedy.

When a boy, the inventor of the Buoyant Sail amused himself by attaching to the string of the common paper kite a stone, which it would rapidly draw along the ground; by experiment, he found that if the stone was very light, the kite would fly swiftly away with it, and thus, unduly ballasted, would soon fall to the earth. By attaching a stone of heavier weight, a diminished speed was obtained, and the kite continued floating at an uniform height. Greater elevation was soon after obtained, by fastening to the back of a second kite the end of the first kite-string, and the draught-power of the two, combined, now carried out a great length of line. Like the old Doge Foscari, the inventor observed: —

" I sent for cord,
Playmate on playmate hurrying, till the kite
Shrank to the size of a beetle; again I called
For cord, and sent to summon father, mother,
My little sisters, my old halting nurse —
I would have had the whole world survey
Me and my wondrous kite."

Subsequently it was found that by attaching several kites one after another, each with its length of line, that they might be elevated above the clouds, and their draught power almost indefinitely increased. Hence arose several new ideas connected with their practical application. The first test of their power of traction was made by attaching the kite-line to the end of a board, on which a person took his seat. So great, however, was the velocity with which this rough sledge was hurried along, that all attempts to overtake it were quite fruitless; it was stopped solely by being deposited, as safely as it was swiftly, at the bottom of a quarry, where the fortunate adventurer was found in possession of his runaway equipage. The next practical application of the power of the Buoyant Sails was made by attaching them to a four-wheeled car, when it was found that a full party were easily drawn along the turf.

After this positive proof of draught power, thoughts frequently occurred of getting a carriage constructed for the express purpose of being drawn by kites, which, after several years, was attempted. The proper control of the vehicle was a subject of

much difficulty, and although many progressive advantages had been obtained, the whole scheme was abandoned for a considerable time, from the great inconvenience of carrying the kites, whose dimensions rendered them unportable and liable to be broken; even when laid by, they occupied much room. As, however, it had been ascertained that with this novel draught-power, travelling might be performed at the rate of twenty miles an hour, such advantages could not be tamely abandoned.

The idea now occurred of constructing the Buoyant Sail with joints, which, after many trials, perfectly succeeded, and they now became portable, and occupied but a small space. Till this period, the covering of the kite had been of paper; it was now made of linen, and not subject, like the former material, to injury from rain and rough weather, and was every way more durable. The kites might now be taken with the car without inconvenience, and this advantage suggested many improvements in the car itself. Much had been now accomplished; but there were difficulties still unsubdued, quite sufficient to render the whole scheme abortive. It was now known how to obtain any requisite power of traction, but the control and the direction of that power whilst aloft in the air still remained a desideratum. To raise these Buoyant Sails was easy: to stand against them—to take them down again—laborious. Again, when travelling with them, it often became necessary, in order to prevent the entanglement of the cordage in lofty trees, to detach them from the car. This required great strength, and occasionally much more than the travelling party could command; the toil was necessarily great. And all ideas of making the system pleasurable was again relinquished.

from "The History of the Charvolant or Kite Carriage" pp 5 – 8

REGAL PRIVILEGES CONNECTED WITH AEROPLEUSTICS.

There is a peculiar satisfaction in not being detained at the toll-bars. The pains and the penalties which there arrest common travellers, never intercept this celestial equipage. The Charvolant, then, has the distinguished prerogative of conferring this royal privilege; and those who travel by Kites travel as kings. They and their retinue pass the turnpikes free as the descendants of majesty. A most delightful sensation is produced by this proud exemption. The herald-bugle is sounded—the gates fly open—you pass unquestioned—and on looking back, and seeing even the thorough-bred obliged to pull up, to purchase a passage and to procure a passport, it is then, "pride playing a busy tune on your heart-strings," you almost fancy some of the royal blood to be galloping in your veins. Besides, the Charvolant may claim one honour as yet sacred to Majesty. Neither peer nor prince may travel with more than three pairs of horses; but a whole troop of these aerial steeds may be harnessed to the flying car. Thus, then, a private gentleman may travel legally and regally through the whole kingdom. However, on one occasion, an old, inquisitive, lady-like turnkey refused to open the gate to a party with the Charvolant. Hearing a carriage rattle up to the bar, she ran hastily out; but, on seeing no animals attached to the vehicle, she started and stared, and after a short pause exclaimed: —" Why, gentlemen, what d'ye go by ? what is it that draws you ? " The kites were pointed out to her, aloft in the air; and then, and for the first time, she noticed the lines fastened to the car. " What!" she added, " do they draw you along? —do they indeed! Well, what must I charge you, gentlemen? What d'ye call them ? " Kites — kites!" —"They ben't horses?" "Oh no!" —"Nor mules?" " No!" —" And I'm sure they ben't donkeys, nor oxen!" Then, looking up at her toll-board, she observed: —" Kites —kites ? why, there be nothing about kites on my board; so I suppose you must go along about your business!"

from "The History of the Charvolant or Kite Carriage" pp 31 – 32

Moorish Idol—Peter and Sarah Bindon

We'd first seen pictures of the Moorish Idol fish sometime last year when it's designer, Robert van Weers, published them on his website - www.softkites.com. We'd also seen them for real at Bristol last September and were impressed. So after deciding to treat ourselves to one we put an order in to David Gomberg. He also had them at 20% off at the time.

I eventually had to collect it from Parcel Force the day we left for Berck (I foolishly thought they'd deliver it on time rather than hang on to it for ages). We got to fly it on our first day on the beach at the festival. We ordered an orange fish but after plenty of adjusting lines, swapping kites between lifters and deliberation between myself and David Gomberg, who was also there, we decided that the orange material must be letting more air out than was getting into the kite hence it's flat shape. However, David was kind enough to swap our orange idol for a yellow one which I have to say flies like a dream.

At 3 metres it isn't in the same league as the massive inflatables you see at the major shows. However, the



kite appears to be a crowd pleaser, particularly for children. We heard lots of excited cries of "le poisson, le poisson" from the French kids at Berck. It has also had some admiring glances at a number of events since we got back.

Bridling is simple. There are two attachment points; one on the top fin and the other, which is adjustable, coming off the nose and eyes. We found only slight adjustments are required depending on the wind conditions. The gauze air intake is situated between the pointy nose and eyes.

We've flown the kite in varying wind conditions and the description of "decent to strong" appears to be about right. The best method of flying is just to at-

tach it to the line and leave it to its own devices and you find it inflates reasonably quickly

This fish inflatable made under licence by Gomberg comes in a more than adequately sized drawstring stuff bag and is made in a number of different colours – black and white stripes with either, blue, red, yellow, orange and gold. We'd certainly recommend the Moorish Idol as an excellent edition to those looking to add to their line laundry collection.

For those who prefer a challenge Robert Van Weers, the designer, has produced a kit for a Long fin Banner Fish. From his web site:

Heniochus acuminatus, is it's scientific name. But don't let that fool you. It's a little beauty and at 1.75 cm tall this one is specially developed for you to make in your own studio or work space. This piece of line art has been developed with the kite builder in mind. I have received a lot of requests for the plans of my "Fish in Line" so I made a decision to accommodate those wanting to make one of these pieces.

Not for the faint hearted. This is by no means an easy project to do and after conducting a study where several volunteers made one of these to test the waters so to speak, no pun intended, I came to the conclusion that it is more suited for kite builders with at least 2 to 3 years experience. In saying that, there were a few beginners in the study and they were able to complete this model albeit using a little more time than the more experienced. I would like to officially thank those who took part in these trials so that you can benefit from their experiences.

One of the ideas behind this little exercise is that once you have completed your Kit-Set, you should have acquired the necessary skills to go and develop your own models. Well I believe so anyway. This Kit-Set involves a lot of curved sewing so you will learn to master that technique in the process.

At the moment the Kit-Sets are available in orange and yellow but you can have your favourite colour if I happen to have that in stock. The price for this Kit-Set is set at NZ\$150. Please use your favourite converter to see how much that is in your own currency. You'll be pleasantly surprised. The Kit-Set comes complete with [fish carabiners], line, dacron, basically everything you need, just add wind.

Once you have ordered your Kit-Set, you will receive the website address and a user name and password which gives you access to the plans. You are then able to print a hard copy for yourself. I also offer full on-line support to you should you get stuck or need more help or detailed images of the various stages.

To get yours go to the web site www.softkites.com.

Event Reports— Hugh & Lynn Blowers

An Unusual Kite Festival.

We have just been involved in what could only be described as a somewhat 'surreal' kiting experience. A festival that was 'dry' in spite of torrential rain? A night fly that had to take place during the day because of 'health and safety'. The award for the 'best British kite' going to a string of kites designed in New Zealand and made in China? A wizard covered in Vaseline (don't ask, please)? Someone trying to fly an Air Gallery Edo inside the WHKF workshop tent, via the roof? A famous Italian kite maker reversing the design process of Martin Lester by starting with a whole body and then ending up with a top half and a bottom half?

If this seems like the ravings of deranged flyer then you are probably right, but they will all be confirmed by the 140 or so flyers at the recent seprohteelC International Kite Festival. (note some names have had to be changed to avoid embarrassment).

The dry festival. Because of local bylaws the entire festival area including the flyers marquees had to remain alcohol free, even into the evening for the official reception with the mayor present. Keeping kite flyers from their sustenance is not considered to be good form but it certainly clears the field quickly.

I must now admit, however, to committing a criminal act. nnyL and I (crafty, you don't know who I am) partook of a couple of ales whilst having our lunch in the car park. Oh the shame if we had been caught.

The night fly had to be scheduled for 7.00pm so it could be concluded before dusk because of H&S considerations. Kites outlined in 'Scotchlite' with powerful torches not illuminating them, highly technical LED displays that could not be seen and crepuscular themed kites such as bats all seemed to loose impact in broad daylight. Kite flying at night is dangerous apparently!!!!

Is it any more dangerous than during the day one asks, in which case could we see kite festivals in the future where kites are banned totally. The best brains are already working on this idea. Mind you, councils across the country are already embracing this concept, as are governments worldwide.

The Judging of the best 'British' and 'foreign' kite was carried out by t'council official who awarded the best 'British' kite to a string of Peter Lynn Penguins made in China and sold by David Gomberg. No more bizarre however than the award last year to the 'pretty white kite'. Either have your criteria clear or do not let non-flyers be the judges!

A character wandered about all day in lovely silk pyjamas even though it was ***ing down and freezing cold. Turned out he was a 'wizard' and when asked by nyloraC tfiwS why he wasn't freezing, replied that he 'covered himself in vaseline' and 'would she like to feel his skin'? The true impact of this story has to remain between the residents of Ginnie's.

The Edo incident. eteP srutS, chief flying instructor for the Air Gallery, launched an edo (artist unknown) in a perfect on shore wind only to see it describe a geometrically correct semi circular flight path and score a direct hit on the WHKF workshop marquee, punching a hole in it in the process. IlihP tteggabB manfully balanced on chairs to patch the roof with gaffer tape only to have neeroD, his mum, point out that he had holes in his underpants. (Too much information one would suggest)

The commentator, one egroeG retsbeW found all this too much to ignore and promptly heaped further embarrassment on eteP throughout the rest of the weekend via the commentary. Mind you, this gave nhoJ nosboD temporary respite, as his sky clearing antics with his newest kite had given egroeG a great deal of ammunition with which to amuse the assembled multitude. YnoT from oG setiK has a unique ability to separate nhoJ from his hard earned it seems!

Less amusing, unless you are a sadist that is, was the fate that befell ocraM oidassaC, or to be more exact, his large mermaid (damn, that has given his identity away). Everyone knows how Martin Lester started with legs, then made a top half, and finally joined them together to make a complete body in various guises.

Well, thanks to the aforesaid torrential rain, and a squall, ocraM reversed this trend by starting the day with a complete mermaid, but ended with a bottom half comprising the fishy bit and naughty bits, and a top half, which to commentator egroeG, is the more interesting for two totally unfathomable, but large reasons. The mermaid had been neatly severed across what would be the belly button region if they had them. Hardly recompense for the superb display put on throughout the weekend.

Apart from all this a lot of flyers enjoyed some very good (if damp) flying conditions and put on a first class display, whilst consuming vast quantities of what was described as 'cappuccino'. I did not know that cappuccino could be had in flavour such as Guinness, red and white wine, Stella, scotch and beer, but it bodes well for Washington if we are not to be hit with ASBOs for drinking on the flying field.

Event Reports— Hugh & Lynn Blowers

A Very Hot Weekend At Bedford

The Saturday night buffet was aptly named 'food from around the world' as it mirrored the diversity of flyers assembled for the 4th Bedford International Kite Festival, held over the weekend of 17th/18th June.

Sadly, the wind was again absent from this site, which is surrounded by trees, and makes flying there a challenge anyway. It was therefore all hands to the flying lines, when Malcolm Goodman wanted his dragon flown, the kite being longer than the space available and Iqbal Hussain his William Tell version of a dragon. He had left behind the feathers that go on the end of the stabilisers and used heads of corn instead, seemed just as effective. The Chinese team managed to put their dragon into the air regularly with only the two of them.

George Webster on mic. organised us into flying numerous altitude sprints and Karl Longbottom demonstrated that his specially designed sprinter was well up to the task, Ann Megrath claimed victory, because she had got to the end of her line but was over ruled and Stafford Wallace beat us all with his fighter.

Kelvin managed to persuade 16 of us to work our socks off flying his beautiful butterflies, even Andy King was press ganged into the fray. White Horse Kite Flyers sweltered inside a marquee making green sleds. Older brothers and sisters are now bringing their younger siblings so that they can make a kite for themselves this year, nice one.

Sky Symphony the Midlands kite team, showed that hours of practice pays off and flew a very polished routine right through to the end in difficult conditions.

Jim Manall used his local knowledge to appear just when there was a small breeze, and while the rest of us were sweating into our boots looked cool and fresh flying his superbly built Canard and one of his trademark bird kites.

Stars of the event for me though, were the Malaysian team, flying their traditional Wau Bulan (Moon), Wau Kuching (Cat) and Wau Jalabudda? (Woman) kites. The two women flying, never anchored them and these kites flew at almost 90 degrees, way, way above the trees, and just sat in the sky all day long.

Bedford Council represented by Andy Pidgeon, and accompanied by his son Alexander (next generation flyer along with Daniel Hoath) deserve a huge vote of thanks for a very well run and enjoyable festival.

20th Berck sur Mer, France, 8th-17th April

400,000 people are claimed to attend the festival over the 10 days and having seen the cars packing the streets, the crowds along the promenade, sea-wall and on the beach, I think that figure could be under estimated.

Matrix Management flew the British flag in the World Sportskite Championships, and had to contend with strong wind conditions. It takes real dedication to fly at that level, a short routine represents hours of work, from selecting the music, working out the choreography, and then its fly, refine, fly, refine, practice, practice and more practice.

Steve Hoath although not competing still goes through this same system with the Flying Squad, and at French festivals the sports flyers entertain the public 3 or 4 times a day, and over 10 days the words 'hard work' spring to mind.

The wind also caused the regimented pastel coloured beach huts used by the wind garden people, to take on a drunken appearance, some balancing precariously on small islands of sand, whilst others disappeared down into hollows, and the flat surfaced gardens were transformed into interesting sand sculptures.

Kites that caught my eye, Gill Bloom's black and white cityscape with a red sun that sat nailed to the sky all day long. Beautiful appliquéd designs from Silvie Pretie. The overall number of kites in the sky all through the time was just brilliant.

For me the highlight had to be the night fly, postponed from the Saturday night because of rain, the Sunday night was just perfect for flying. Single line kites shared the spotlights with trick flyers and rev's. Martin Lester's white spirit flown by the Avon Kite Flyers stood out really well. In the middle of all this a troop of dancers, young, female and with the smallest trace of clothes, danced to the music. Their entrance was via the bucket of a large JCB (H&S would not have allowed that here or flying in the dark come to that) Then at 11.00pm the fireworks burst into a massive display that well and truly celebrated the 20th festival. This was not the closing ceremony as we still had another full days flying on Easter Monday, and once again the huge crowds basking in the warm sun were entertained to a sky filled with kites and a full arena programme.

We almost got to the stage of being so tired that we felt kited out, but once we had recovered sufficiently to empty our bags, the ton of sand that poured out reminded us of a brilliant festival and will continue to do so over the year



From Berck.

- New Peter Lynn Dog.**
- Pedro Gonzales Giraffe and Friends.**
- Pedro Gonzales Chinese Masks.**
- Peter Lynn Geishas.**
- Wedding Group, maker unknown.**
- General Flying shot.**

Photos: Gill Bloom



Event Reports— Hugh & Lynn Blowers

A 'Rough' Rougham International Festival

If there is a wetter or windier place than the middle of an ex USAF bomber base in East Anglia, given the prevailing weather during May, then it would be a desperate place indeed. Sadly, this was the scene for all those who braved the elements for the Suffolk Kite Flyers International Festival at Rougham airfield. One feels the greatest of sympathy for those that have worked so hard, just to see it all negated by the 'great British weather'.

Martin Corrie (The Boss) had provided the opportunity for a fantastic event, combining a STACK competition, international fighter kite competition, a full arena display each day, the Wind Gallery from Holland as well as a whole host of flyers from all over the country to add to the spectacle.

It did not bode well as we had to use the cars to provide shelter from the wind while we pitched our tent between the rain showers. A 'rough night' at Rougham followed, eased only by an extreme intake of incihol, but the promise of one of Graham Jackson's famous breakfasts kept our spirits up.

Saturday looked hopeful with sun and a pleasant, but fickle, breeze and soon there were a goodly number of spectators enjoying the displays and trade stands. Brian Cante, Team Spectrum, Carl and Jamie Robertshaw, all strutted their stuff. Flying Squad's routine has been improved by the skills of their newest member, 3-year-old Daniel Hoath flying a suitable scaled down Rev. With the wind varying between about 2 and 18mph, flying was never going to be easy and so it transpired. Andrew Beattie launched his Manta, only to see the main line snap instantly and the kite sail majestically across the airfield towards the trees bordering the site. Safely recovered, the kite was again launched ready to play its part in the major drama to unfold later in the day.

Into the afternoon and then it happened, an unheralded line squall hit the site and the Manta again departed, but this time complete with ground stake and lifter. Andrew's large lifter and tube tails went into suicidal death throes and another Kevlar line parted. This in turn involved all the Beccles Bunch inflatables, which were joined by Carl's deltas, and suddenly it was a fight to get everything down before a disaster ensued. Much wrestling with lines and manically possessed ripstop followed (thanks Steve for your help) until we were finally able to survey what was left. Lifters all over the landscape (including the road), cars full of wet, tangled kites and lines and a sky almost totally devoid of kites.

Having recovered from all this and had a cuppa to calm the nerves it was time to put kites back up

again, so after a period of untangling we were just getting things back into the air when another squall arrived and the whole farce was repeated. Andrew and Kathy were still on kite recovery duty so avoided a 'second helping'. Thoroughly wet and dispirited most of us called it a day.

Instinct at this stage was to give the weather best and head for home, but the promise of one of Graham's banquets was sufficient to lift the spirit. What can one say about Lynn and that man? To organise the catering and hospitality for that number of people was a mega display. With his many helpers, including Mick and Norma House they provided a sumptuous feast for all the invited guests and helpers, as well as washing up all the utensils. Thanks to you all, you kept body and soul together over the weekend. Sadly, Barney seemed to do little, except exercise stock control on the sausages.

Late in to the evening Martin announced that 'the wind had dropped completely' and so it proved and a decent nights sleep was enjoyed. Sunday morning looked very hopeful but the weather was only teasing us. By mid morning it was raining, and then it took to raining hard. There were still a few hardy souls spectating, but one must question their sanity?

Amazingly, the STACK programme was continuing and even more amazingly, the fighter kite contest was still in full swing. Mike Harrison had organised flyers from Belgium, Holland, Germany and the UK and 39 competitors were able to keep flying somehow, with the eliminating rounds on Saturday and the final rounds on Sunday. A sudden death final between the top 4 flyers took place in the arena, late on Sunday afternoon, almost as an epilogue. The winner was Elke from Germany, raising the banner for female flyers.

Wading through knee high soaking grass, retrieving kites as the wind varied, and looking for an errant lifter led to rising damp and the feeling that enough was enough. The traders started pulling out and flyers were also heading for the exit. The only worry was the route out, as that was across a field, but it was liquid mud rather than soft, so most of us were able to get off OK. Dry clothes and a warm house never seemed so welcome.

It could have been a superb festival and commiserations must go to all those involved in organising and participating, but one lesson MUST be learned from the weekend. It is not sufficient to anchor large inflatables to a single ground stake. There must be 'bomb proof' back up. It was only luck that prevented a tragedy. It has now happened twice at Major festivals and that is too many. The odds are not in our favour any more.

Alick Pearson's Kites at Swindon—George Webster

When David Robinson and I talked last summer about having an Alick Pearson Display at Swindon this year, we agreed that it would work best if we could get someone who had flown with him at the Round Pond, Kensington Gardens, London. Fortunately Dan Leigh came to Bristol and we persuaded him to come. He suggested Bob Weil, WHKF took care of the arrangements. I had hoped that we might get Andy King and Mark Cottrell but the end of the Kite Store not long before the Festival put paid to that.

This piece is really about what I learned from the weekend rather than the standard information in the articles by Bob Weil and Dan Leigh.

The programme was: set up the kites on Saturday morning, listen to a talk/discussion group led by Bob in the afternoon, take the exhibition down Sunday lunchtime & fly some kites when possible in the afternoon. We ended up with all the space we wanted, roped off in the hangar; with some display stands and tables for displaying printed material as well as kites. Picture 1 is a general view taken before all the exhibits arrived.



1.

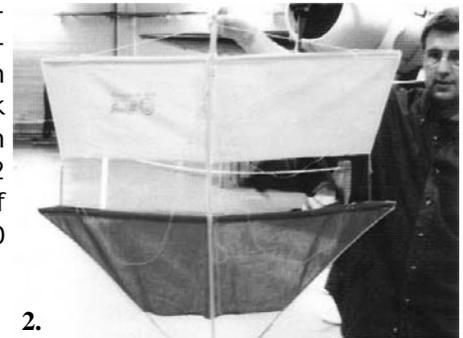
Original Alick Pearson kites were brought by Dan, Bob and me. Kay Buesing from the World Kite Museum, Long Beach, Washington State, came over to the event to learn more about Alick & the Round Pond Flyers. We had some facsimiles from Hugh Blowers; Paul Chapman had made an Alick Pearson – type bird and Ernest Barton a split Malay. The Alick Pearson designs represented, comprised three stages of the Roller, a Diamond Roller, a strange 3 Celled Roller (Pic 3) and two types of Bird (Pic 4).



3.

I know that other Alick Pearson designs exist e.g. The double Diamond roller, the Concorde & the Red Devil – it

would be great to see them one day! We had some kites made by other Round pond fliers, including a very pretty Hexagon. Ralf Maserski's exhibit of four Roloplans was interesting in itself and very useful as a comparison with the Alick Pearson Roller (Pic 2 shows Ralf with a 1960 kite).



2.

Some of the things that I learnt were: -

1. How much kiting has changed for someone like Bob Weil who has been out of it for 25 years? Ripstop was only just established in his time & Round Pond Kite makers were using taped edges, reflecting what was necessary for cotton fabrics. In his day there was, it seems no 200 ft. limit (when was it introduced?). Although Alick Pearson used aluminium tube spine in one kite in our exhibition, wooden dowel was King. The scale & shape of Soft Kites were eye opening for Bob.

2. Bob met Alick Pearson when he was 12, having started with a Brookkite at 8. Round Pond Fliers (who could trace flying back to 1925 and had links with the Clapham Common Fliers who were going into the early 1980's) flew in a very different society where Nannies were pushing prams around Kensington gardens and some fliers, such as John Petty, were seen as 'posh' while others definitely weren't. I didn't know that Lucky Gordon flew West Indian kites next to them (for the benefit of younger readers, Lucky was the man for Christine Keeler who featured in the Profumo scandal). I didn't know that when Ernest's first kite wouldn't fly he asked Lucky & his brother Cyril for advice- the spars were too heavy (Pelham didn't give spar sizes). Bob had a story that when Princess Margaret's helicopter- she lived nearby- was due to land a Policeman



4.

Alick Pearson's Kites at Swindon—George Webster

was sent along on a bike to get the kites down. Seeing him one of several fliers would shout 'Kites up lads!'

3. There were several bird kite makers, some of whom can be found in books of the time – John Shaw seems to have been the most influential. A key difference was the attachment of the cross spar to the wing spars. This might be a pocket inside the angle of the wing (essentially as in a Delta) or having the spar projecting and attached to cords (see Pelham pages 90 & 175). Photo 4 just about shows the difference. It was also agreed that bird kites of this type weren't easy.

4. Alick Pearson's output was never large even when he supplied the Kite Store from about 1977 to 1980. Towards the end his stitching, (which would never win prizes), became erratic. He cut out kites by hanging the material on the wall, then holding up the template and cutting around it. Sometimes his hand would slip and the bird, say, would not be perfectly symmetrical. I know; I've got one. It's the darker one in the photo.

5. Undoubtedly Alick Pearson's greatest contribution was the Roller. Dan was very clear that although British Roloplans had been made at Clapham & elsewhere since the 1920's, it was Alick who simplified the kite and in the process gave it a light wind performance. He seemed to have hit upon the single wing tip correctors between the two sails, right from the start. The leading edge at first had a point, which was probably filling in the space between two stays on a Roloplan. He then widened the point until finally we have the shallow pointed leading edge with no protruding spine, which we know today. (See Pics. 5 & 6)



If you have an old Roller and want to check whether it might be by an Alick Pearson – it might not be made of



ripstop. Anyway it will be edged with tape, almost always in

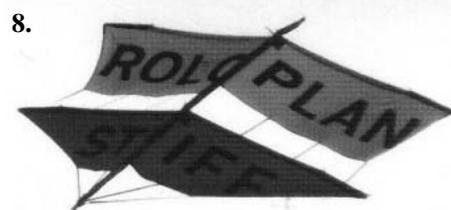
white. – Poor stitching and odd materials/reinforcing products is a good sign. – The front sail is especially square. – The Pelham design is not an Alick Pearson, firstly it's too narrow, and secondly Alick's Rollers never had the front keel & rear fin just the rear fin. The story is that 'a lady' approached the Round Pond and asked for the plans of the roller. Someone gave her a kite, which wasn't one of Alick's. Surely it can't have had an aluminium rod (!) spine, which is specified in Pelham Page 204.

6. Gabriel was generally acknowledged as the maker of the finest 'Deep sky' reels. His had 4 bolts – Dan has one with the bolts concealed. Alick of course felt that his 6 bolt reels were better.

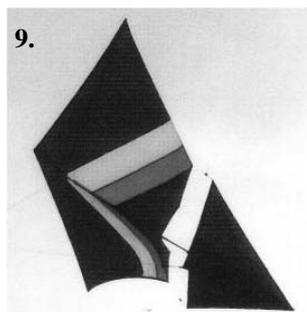
We did fly some kites in very light wind conditions on Sunday. Bob flew a Dan Leigh bird (Pic.7), which he saw as a development of the Alick Pearson design. We didn't get a standard Roller up but had a Dan Leigh Diamond Roller & Ernest's Split Malay (Pic.9) also one of Ralf's Roloplans. (Pic.8).



My thanks; to WHKF, Bob & Dan and their families who made it possible.



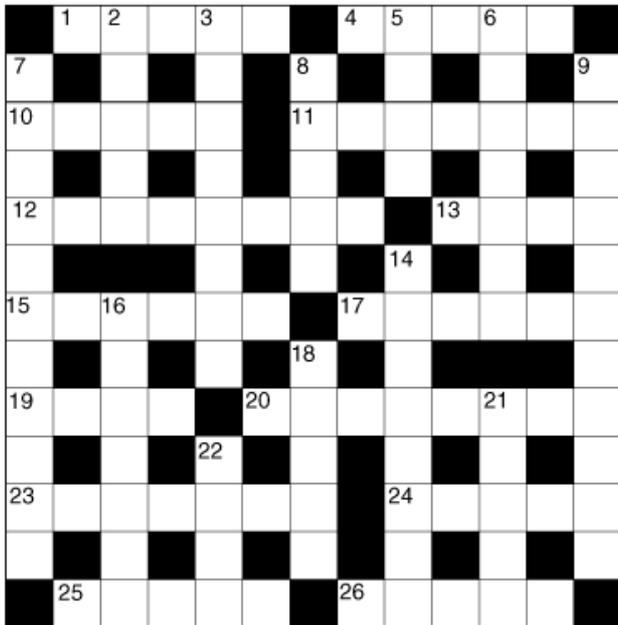
David and I have talked about next year. Assuming the Festival goes ahead, I'm hoping that the WHKF will agree to an



exhibition of box kites. Primarily Hargrave & developments to date. Also included would be Bells and Lecornu's – but not Conyne's, as will have enough from the first three. We would like to get more advanced information on what you

intend to bring so that we can plan the exhibition to be more informative to the public. More in The Kiteflier, later.

Crossword



- 13. These could stabilise flat kites – or be put in the tail. (4)
- 15. Dogfish pursued by backward artists brings an infantryman. (8)
- 17. Confused liar goes around after Christ – like the bridles on a circoflex. (6)
- 19. What a bore! - it lowers a kite's efficiency. (4)
- 20. Heading left initially, muddled up, then Delta man appeared.(3,5)
- 23. All one son makes is a sled. (7)
- 24. Weasel without direction gives the painting a rest. (5)
- 25. Not weak, no no! - the fighters line may need one. (5)
- 26. Less expense for the K.S.G.B. County. (5)

Down

- 2. Tibetan beast knocked out a footman kite. (5)
- 3. Hooter and headlight for a sled, maybe a tree too. (8)
- 5. A month without a leading Frenchman lets us make one of these with a train. (4)
- 6. Backward? I? No! Cram a jib kite in. (7)
- 7. Theatre darling? Without gin it must be a Bell's. (11)
- 8. Another lap, it gives us a way to store multiple bridles. (5)
- 9. Rugby Union down south – ask a price for a large room to get a complex two-stick. (7,4)
- 14. Like a good Malay, is the Manx cat. (8)
- 16.Gulp! - it's the Chinese classic. (7)
- 18.Tales of spun lines. (5)
- 21. Sue is about this edition. (5)
- 22. There are fighters galore here, as I accept within. (4)

Across

- 1. I left the smithy untidy and found some fabulous stories. (5)
- 4. It sounds mad -but these are the breezes that we like. (5)
- 10 In the desk ergonomics a gravel ridge is found. (5)
- 11. The French grain gets you a cellular pioneer. (7)
- 12. Unruly mob with right hands initially ahead – it leaves idiot confused but makes a more efficient box. (8)

[Answers—next issue]

Sewing Appliqué Designs

I've been making appliqué kites for some time now trying various methods with a fair amount of success. I started off pinning the layers together but that tended to make creases, holes and to get little red dots on the fabric! Then I tried a roll-on type of glue but the needle and thread didn't like it. I used an embroidery ring at first on the smaller parts, as sometimes recommended by other kite making articles, but you can't sew near the edges of the ring and have to keep moving it unless it's a very small piece. I stopped using it when I discovered.....Blu-tack!!

Blu-tack is the answer to (relatively) easy appliqué. I draw the picture on both pieces of cloth keeping the weave lined up. Then I line the first two pieces of the picture up and stick them together using small pieces of Blu-tack an inch or so away from both sides of the line as needed to keep the material taut enough for sewing easily. I use a zig-zag stitch on large pictures and a straight stitch for the smaller or more fiddly parts. I don't cut off the spare material close to the picture till after that part of the sewing is done. This also allows for a little inadvertent deviation in the sewing line. The Blu-tack can then be retrieved and the next two pieces stuck together. If you intend to leave both pieces for a colour combination effect, use the Blu-tack only round the outside of the sewing line. It's a bit difficult getting the Blu-tack out through the edges of the appliqué design!!

To encourage you to try appliqué on your next kite I've enclosed a photo showing one of my pocket kites made using the Blu-tack method. I also made a 5m banner with an appliquéd design based on kites I've made and including my parachuting duck - but that's another story.

Sue Storey



Bits & Pieces

Seen on Ebay

A Donald Duck Kite Book—described as rare. Actually titled “Donald Duck Tells About Kites” and in very good condition. There were a total of 19 bids at the time we saw the item and the price was \$3000 (roughly £1600).

From what we can determine—it did not reach the reserve price.

Flying Empress Kite Reels—John Barker

At the Swindon bash I noticed Keith Boxall and Alan Outram were armed with some very nifty looking kite reels. After the usual pee taking banter we got around to whose, where from and the most important bit, how much?

When Keith said he had found the reels on the net, I’ll confess that my eyes did start to glaze over, but not to worry, all was revealed to a netless nut via a phone call. The reels that Keith and Alan had were about 7.5” in diameter with a hand grip nicely made from chromed steel, with a rubber hand grip. An extension of the hand grip leads from the outer edge of the spool and a fishing rod ring is utilised as a line lead out. The spool itself is made from Paxolin, resin impregnated cloth, nicely bolted together and smoothly running on a ball bearing.

Interestingly, the hand grip side of the spool has an oversized surround which is the breaking system via a thumb. The spools are drilled with six large size holes, and once you have let out the chosen amount of line, you can utilise these for a different hand hold—nice touch that. As supplied the reels are loaded with approx 500ft of, say, about 20lb twisted line—terminated with a small swivel.

The reels are ambidextrous, so no problems there, and whilst the reels are not really for those big banging larger kites, there are any number of smaller kites for which these reels are just the job.

When I contacted Mrs Dodds at Flying Empress she said they stocked two sizes of reel, for some reason I thought the reel Keith and Alan had was the larger of the two—not! They were the WHL2 model (£18.50), the WHL3 model is larger (£23.50). An impressive 9.5” diameter spools with no less than 14 bolts holding it together, again on a very smooth running bearing. This larger reel is loaded with the same line as the smaller one, but your guess is as good as mine as regards the length. These reels appear

to be something of a steal, how do they do it Stanley?

Flying Empress, 01244 335408, www.flying-empress.com.

Peter Powell on-line Encyclopaedia Entry

Wikipedia, one of the many on-line sources of information has an entry on Peter Powell. It says: “In 1972, Peter Powell (not to be confused with Peter Powell of DJ fame) developed a steerable kite, using dual lines. Early Peter Powell kites had spars made of aluminium tubing - later ones had glass fibre spars. Most came with blue plastic sails (although other colours were available) and all Peter Powell kites came with a long, hollow plastic tail that was inflated by the wind. The tail did not influence flight performance and was only meant for aesthetic purposes.

Peter Powell won the silver diploma for his kite at the Exhibition of New Inventions and Techniques in Geneva in 1975. In 1976, the Peter Powell kite was elected toy of the year by the British Association of Toy Retailers. Millions of kites were sold and flying steerable kites became a craze in the mid-70's in the UK. The popularity of all types of multiple-line kite flying today can be attributed directly to Peter Powell's development of a modern, dual line kite.

There is also a link to a BBC video showing Peter in action along with comments from a number of well known kitefliers.



**Peter Powell with Close Encounters
at Wroughton 2006**

A New Craze on the Water

The Wego Kite Tube is a 10ft diameter flying tube. The sales blurb reads:

"Take flight with the WEGO KITE TUBE! The next generation of action towable is here, taking you to a whole new level of excitement! Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water, reaching incredible heights, leaving nothing but adrenaline in your wake! The level of extreme sport has been raised with the WEGO KITE TUBE. Anything else is beneath it." Cost \$599.95.

However, there is a catch. There have been reports of at least two serious accidents involving these tubes. In the most serious a user fell 40ft at 40 mph and suffered a broken neck, other incidents have included a punctured lung, broken ribs, chest injuries and back injuries.

Beach kites ban lifted

Some of you may be aware that following an incident at St Annes the local Council introduced a temporary ban on all kite flying other than "children's kites".

The authority performed a U-turn on the temporary ban of power kites on the beach – just in time for the Bank Holiday weekend. Alex Fishpool from Hangtime Kitesports in Fleetwood was one of a group of kites who negotiated with the council to get the beach reopened. He said: "It's fantastic news. There are already kites down on the beach and the phone hasn't stopped ringing with people saying we're allowed back on the beach.

"The council have been brilliant and acted very quickly since meeting with us to get the beach reopened with the safety requirements we have always wanted in place.

"After all the people wrote in when the ban was first brought in and the coverage in the press I think they realised how much this meant to us." Double-stringed power kites were banned last month after a woman became entangled in the strings while walking her dog on the beach. Kites gave the council a number of reassurances which the authority said enabled them to lift the suspension.

The kites carried out their own robust risk assessment and came up with the new safety measures to which the kites must adhere, in-

cluding a "no fly zone" within 50m of the dunes – this applies to all kiting activity, including setting up. All those participating in kiting must also behave in a responsible manner to avoid another ban.

The new operating procedures have been approved by specialist consultants and the Royal Society for the Prevention of Accidents (RoSPA) who are undertaking the full beach review. The council's beach patrol will also be on hand to enforce safety measures.

Councillor Susan Fazackerley, cabinet member for risk management and health and safety, said: "This is an interim measure to allow the safe continuance of kiting on the beach pending the introduction of a full beach management programme later this year called Safer Sands.

"We are keen to recognise the value of our beach as one of the best kiting venues in the country and have made every effort to re-introduce kiting in time for this Bank Holiday. "We want to encourage all beach activities to take place in a safe manner – allowing all our residents and visitors to enjoy the beach."

Experts are consulting with the RNLI and RoSPA to produce a beach report expected to be completed by the end of September.

From the Peter Lynn Newsletter—May 2006—Something old.

I've just gone and done something I haven't done for many many years: - Bought a kite.

Not just any kite either, but a very old kite- possibly the oldest surviving anywhere, though it's actual origin date is not yet established, presuming it can be- and I haven't as yet made extensive enquiries as to what rivals for this title may be extant in a museum or collection somewhere.

However, over the last year or two, informal questioning of kite history specialists in various countries has not yet suggested any challengers if in fact it's 'face value' date of 1753 or something within 50 years or so of this is eventually verified.

Very early kites are by their nature ephemeral things. They were lightly made of impermanent materials (leaves, paper or fabric over lightweight bamboo or wooden frames), are easily damaged, were often made for seasonal use by children, and usually discarded soon after- or at

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best carelessly stored. If trees and strong winds don't get them, neglect and diverse biological action soon does- one of my earliest kites was eaten by a horse for example- but that's another story.

That this particular old kite has survived in such excellent (probably even flyable) condition can best be described as it's having won a long odds lottery. That it's not only lucky, but was clearly a very special kite to begin with, increases these odds to absurdity- maybe there's some sort of kite related anthropic factor at work.

It's a European "pear top", 625mm across by 930mm long plus tail, carefully made in paper over a wooden frame with rather intricate cut out and stuck on paper edging and face designs. It's tail is the traditional short folded rectangles of paper tied at intervals to a long string. The frame comprises curved (heat bent?) side pieces and a central spine. There is no cross spar. The bridle is attached to the spine ends and has little slack in it.

It's flying line attachment point appears to be rather low to my eye.



What I know of this kite's recent provenance so far is that, about 1985, a person demolishing an old house in den Hague (Netherlands) gave it to Vlieger Op, (Gerard van der Loo's kite shop), where it lived thereafter; eventually in a glass case on the wall. It's discoverer said it was found in a space between the floors. Some people associated with Vlieger Op and kiteflying in den Hague during that time have yet to be interviewed, so more information about this may come to light.

On the lower left hand side, "1753" and the ornate letters "RB" are clearly written (just discernible in the attached Ben Ruhe photo) in what seems to be pencil. The paper pieces used for the tail, or at least some of them, appear to be pages from a book- with archaic style type set printing, in Latin.

The decorations are intriguing; In the top quarters; six pointed 'Stars of David' embedded with something like a Celtic knot. Across the centre; inward facing stags with as yet undeciphered blobs beneath them- dolphins? Across the bottom; 8 dancing girls.

There is what seems to be an irregular 50mm diameter hole in the top centre left which appears to have been filled in by a backing paper- which Nop Velhuizen has suggested may have been done for support and strengthening by a museum that used this kite in an exhibition about 1990.

The date 1753 may or may not have something to do with the kite's construction date, but as a start point, seems not inconsistent with other design, material and constructional details. On the other hand, I have seen the same date "1753", prominently displayed on advertising billboards in Dutch railway stations during the last few weeks, commemorating some significant event no doubt.

In kite history, 1753 was the year during which DeRomas, a scientist from Nerac (Bordeaux, France) reproduced Franklin's electric kite experiment - with unfortunate consequences for the dog. He used a pear top kite. Not wanting to spoil the fun I'm going to have sleuthing all these unknowns by rushing things, I haven't looked further into this or the initials "RB" as yet.

The imperative now is to get the kite out of the light, into a controlled humidity atmosphere, and

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to start a professional conservation program as soon as possible. Drachen Foundation have very kindly offered to organise this, and will also collate and publish, via website, such further information, dating (and conjecture no doubt) as comes in. It is to be kept accessible for study and available for exhibition subject to conservation concerns.

A personal goal in this for me has been to keep it away from museums. Justifying themselves by 'funding constraints', they have a tendency to lock historic kites and kite related items away out of sight and out of reach. Understandably, but unacceptably, kites aren't as interesting to them as they are to us. From another sense, this acquisition is a bit embarrassing; somewhere around the mid '70's I swore a personal oath (Elwyn remembers it as loud public and repeated), that I would NEVER again have any kite made of paper and sticks, committing myself from that day forward to the durability of fibreglass and fabric. Oh well, just another turn of the wheel- who knows, next year I could move on to rainbow tie-dyeing- but don't bet on it!

From the Drachen Foundation Journal. Setting the Altitude Record Straight

As unofficial historian of kite doings over the years at Lindenberg, Werner Schmidt has carefully researched the feat most closely associated with the observatory----a high altitude kite train record set Aug. 1, 1919. The world mark claimed was 9,750 meters or 31,989 feet. Details of what he learned are as follows:

Before and after that date, the station routinely achieved heights with its trains of 6,000 meters. There were dozens of 7,000-meter flights and the occasional 8,000-meter flight was achieved. On the day in question, weather conditions were excellent, with a high pressure area covering most of Europe. The observatory flew eight Hargrave-type Boxkites of the S-type. S-type means Schirm-Drachen or umbrella kite.

This kite had a bamboo framing. The cells were opened by an inner framing with an umbrella-like mechanism to tighten the fabric. The connectors were of metal. The first kite on the wire carried the measuring equipment and had 10 square meters of lifting surface. The remainder of the kites each had 8 square meters, with the exception of the third kite on the wire, which had just 5. This made a total of 63 square meters of lifting area.

Launch was at dawn. By 11:15 a.m. the reel was empty and a total of 15,000 meters of wire in the air. Diameters of the wire ranged from 0.6 (.023 inches) to 1.0 mm. The first section which was attached to the carrier, was the thinnest. Progressively thicker wire was used later. The ensemble of wire and kites weighed 115 kilograms (253 pounds), as shown on a dynamometer.

When weather conditions worsened, the kites were hauled down. After some winching, the pull on the dynamometer hit 145 kilograms, but presently dropped. Then the wire broke. This odd effect----wire resisting maximum pull but then breaking under much less tension----had been noticed before by observatory fliers.

The train flew off as a breakaway, but was later retrieved far away, exact distance unknown, along with its intact measuring equipment. Analysis of data on the barometer showed the train had reached an altitude of 9,190 meters. The spring of the recording device was seen to be on the edge of its inner frame.

The actual claimed altitude, when the recorded temperature was taken into account and following temperature gradients, was set at 9,750 meters. Records showed an almost linear ascension, and no discontinuation. If the altitude record had been achieved by untethered kites, the recording would have shown this. It did not. Although the breakaway slightly marred things, the achievement remains a notable one----a flight of aerial fancy still untopped after 89 years.

See the Drachen Journal at www.drachen.org

Electrician Electrocuted by Kite!

Kite flying in March is about as Belizean as you can get, but a family is in mourning after an accident in Sandhill Village left a loved one dead. News Five's Jacqueline Woods has the story.

Shortly before five on Sunday evening twenty-six year old Kennon Hernandez decided to take advantage of the windy weather and fly a kite. Hernandez was on his family's property in Sandhill only a few yards away from the road; but within minutes, the young man was electrocuted.

Romulo Hernandez, Father of the Deceased
"Well at home no one wouldn't think that he would have done it, because he knows; he works

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with electricity, he knows about it."

Romulo Hernandez says his son had been flying the kite for one of his nieces, but he came back to the house looking for more string because he wanted the kite to go higher. For some reason he ended up using a piece of this copper wire to go and fly the kite. But after raising the toy in the air it apparently broke away near these high tension power lines. The copper wire then fell back down on top of the power lines. Hernandez, who was holding onto the end of the wire, was shocked and thrown several feet back on the ground.

Romulo Hernandez

"He couldn't find any string, so he picked up a piece of the electrical wire and took it with him and join it on the same line and string the kite higher. It so happens that the kite popped away and the wire came falling down on the high tension wire."

"A little boy, who knew him well was passing on his bike and saw the kite flying, going. He see Kennon there with the thing and so he went there and when he looked up he saw the wire running from the high tension wire smoking. And so he run over and hail us and say the boy is over there electrocuting."

Hernandez says when he got to the site Kennon was lying on the ground badly burned and in pain.

The Belize Electricity Limited issued a press release in which they urge the public to practise the following kite flying safety tips. Never use wire, it is a conductor of electricity and you could be electrocuted. Always use dry string or wood and paper in your kite. Never fly your kite near the path of incoming aircraft. Always fly your kite away from TV and radio aerials, power lines, or substations. Always keep away from fallen wires. Never fly kites on or near public highways. Never fly kites in wet or stormy weather. Never attempt to remove a kite from power poles yourself.

British Power Kitesports Association

After some discussion the British Buggy Club has decided to change it name to British Power Kitesports Association. Originally created in 1994 the BBC was set up to promote and encourage the sport of Kite Buggy. Over the years new power kite related sports started to emerge and were fully embraced by the BBC and subsequently were taken on by the insurers. As power

kiting has grown over the years a level of 'confusion' has arisen over what our club actually covers.

British Power Kitesports Association is an all embracing name that reflects the full scope of power kite related sports and no one area is any more or less important than any other. We currently cover Power Kiting, Kite Buggy, Kite Land Boarding, Kite Surfing and Snow Kiting and are more than willing to adopt new sports as they arrive.

Our philosophy is simply to promote and encourage the growth of the sport and make it accessible to all and combined with an excellent relationship with our insurers we are able to offer membership to the club at an exceptionally low level.

We have implemented an affiliation process thereby giving local clubs a level of autonomy and self representation such that they are able to gain access to areas to participate in the sport and at NO EXTRA COST to the individuals or club. Our training scheme is being completely revamped and we have introduced a very specific 'first aid' course to help clubs or individuals to be aware of how to deal with incidents as and when they arise, we have implemented a 'club based' competition scheme such that participating affiliated clubs can compete with others over a range of power kite related disciplines, a closed forum for 'members only' has been created to improve communication and finally a new 'Retailer Scheme' has been launched allowing retailers the opportunity to achieve a nationally recognised level of ability, all completely free of charge!!

The BPKA is an 'inclusive' organisation and are more than happy to share public beaches/sites with any other organisation where possible...

Individual Membership is £15

Family Membership £40

Affiliation FREE

Retailer Scheme FREE

The new website is being updated as I type and is hopefully completed by the time this article is published.

For further information please visit www.BPKA.co.uk or email Admin@bpka.co.uk

International Kite Festival, Portsmouth 2006

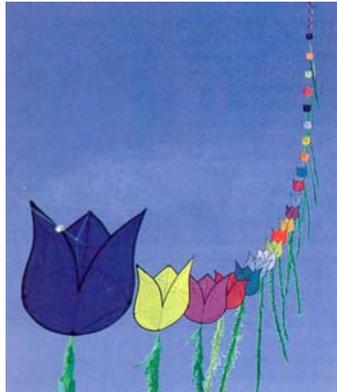
Taking place on Saturday 26th and Sunday 27th August, with Monday 28th August reserved for free flying at Southsea Common, Portsmouth. AA signposted from all main routes.

We look forward to seeing many of you at the festival and welcome you to take part by flying your kites around the common. If anyone wants to put on a display of their kites, no matter how many lines, then please contact us before the event so that we can timetable your demonstration in.

We have a wide range of kite fliers at Portsmouth this year—some regulars and several new fliers appearing for the first time.

We have a number of new people attending this year:

Holland Kite Team, Herman van den Broek and John Verheij will bring a selection of big and spectacular kites as well as a number of special kite trains including the Tulip Kite Train shown here.



From the UK Kelvin Woods makes spectacular appliquéd kites and has a butterfly collection. One of his Edos is shown.

From France we have two new groups. A team of flyers from Club Miztral—who between them cover all



kite disciplines. The club is also organiser of the Hardelot Kite Festival in France. The other group are Crazy Drivers a team of Four Line kite fliers.

We also have one of the winners of the Drachen Club Deutschland (German Kite Club) annual Kite Competition Christian Laskowski who is a designer of soft kites—one of which is shown here.

We also have some returning kitefliers from Australia, Bill Farber with his appliquéd kites, Robert Brasington with his signature cellular kites and Phil McConachie with his big soft kites and new cellular kites—see front cover for an example.

Other returnees are Robert Van Veers (New Zealand) with his soft kites and line junk, possibly Peter Lynn (New Zealand) - we don't know yet, Jos Valcke (Belgium), Marco Casadio (Italy), Janneke Groen (Holland), Robert and Heleen Valkenburg of Wind Gallery (Holland), and Michel Depuijdt (Belgium).

From the UK we have The Flying Squad, Close Encounters, Team Spectrum, Brighton Kite Fliers, Avon Kite Fliers, Tony Cartwright, British Buggy Club, Andy King and George Webster on commentary and Sue Wardle and Alison Whitfield running the children's workshop.

There will be a good selection of kite traders and caterers on site as well as a selection of non-kite stalls and a craft marquee.

Festival Auction: There will be a short (hopefully) auction taking place Saturday evening around 8:30pm to raise funds for the festival. This will take place in the childrens workshop marquee. Items for the auction gratefully received before or on the day. Everyone is welcome to attend the evening events—even if you are not eating.

Free parking is available for KSGB members and the pass should be displayed in your windscreen. Please photocopy the pass as required. You will be able to unload your vehicle on the site but PLEASE, once unloaded, move your car to the car park. There is NO parking around the arena. There is no funfair this year so the kitefliers parking area *may* be moved to make room for another arena.

Camping is not permitted on site other than for trader security. For details of local accommodation please contact the Portsmouth Tourist Centre on 023 9283 6722, www.visitportsmouth.co.uk.

International Kite Festival, Portsmouth 2006

Special Displays this year for which all kitefliers are welcome to come into the arena and join in include:

Mass Serpents Fly
Earth, Wind, Fire and Water
Small Kites—maximum dimension 1 metre

Just listen for the announcements or turn up according to the timetable.

The events will take place in the main display arena. In the second and third arenas a continu-

ous display of kites – large, small, soft and rigid – will be shown.

A free children's kite making workshop is available all day.

Robert Valkenberg will be displaying The Wind Gallery - his collection of wind powered musical instruments.

Of course all events are subject to the weather conditions.

Timetable Saturday 26th

10:30	Altitude Sprint
10:45	Dual Line display by Close Encounters
11:15	The Avon Kite Fliers. One of the largest groups in the UK shows their collection of soft kites, playsails and arches. Joined by the Brighton Kite Fliers.
11:45	Kites from Australia and New Zealand
12:00	Multi-Line Kite Display by The Flying Squad and Crazy Drivers
12:30	Dual Line display by Team Spectrum.
13:00	Traction Kite Display by the British Buggy Club
13:30	Introduction of the Kite Fliers. Parade of the invited kite fliers from the UK and overseas.
14:00	Mass launch of Serpent Kites.
14:15	Dual Line display by Close Encounters
14:30	Multi-Line Kite Display by The Flying Squad and Crazy Drivers
15:00	Dual Line display by Team Spectrum
15:15	Small Kites Mass Display
15:30	The Avon Kite Fliers. One of the largest groups in the UK shows their collection of soft kites, playsails and arches. Joined by the Brighton Kite Fliers.
16:00	Kites representing the theme of "Elements" – Earth, Wind, Fire and Water
16:30	Open Rokkaku Challenge – Japanese Fighting Kites.
16:45	International Kite Fliers Display. Fliers from around the world with their marvellous creations.

Timetable Sunday 27th

10:30	Altitude Sprint
10:45	Dual Line display by Team Spectrum
11:15	Multi-Line Kite Display by The Flying Squad and Crazy Drivers
11:45	Dual Line display by Close Encounters
12:00	The Avon Kite Fliers. One of the largest groups in the UK shows their collection of soft kites, playsails and arches. Joined by the Brighton Kite Fliers.
12:30	Kites from Australia and New Zealand
12:45	Dual Line display by Team Spectrum
13:00	Traction Kite Display by the British Buggy Club
13:30	Multi-Line Kite Display by The Flying Squad and Crazy Drivers
14:00	Mass launch of Serpent Kites.
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15:30	Dual Line display by Team Spectrum
16:00	Kites representing the theme of "Elements" – Earth, Wind, Fire and Water
16:30	Open Rokkaku Challenge – Japanese Fighting Kites.
16:45	Close and Prize Giving



Kitefliers Car Pass

Portsmouth International Kite Festival
26th, 27th and 28th August 2006
Southsea Common, Portsmouth

This pass entitles you to park, free of charge, in the festival car park. Parking is NOT permitted anywhere else on the flying site without permission of the organiser

Future Events

1st Summer Kite Festival—Beverley Race-course September 2nd & 3rd

Wigsley Wings are hosting this event, invited guests include The Midland Kite Fliers, The North East Kite Fliers, Northern Kite Group, Sky Artists and Graham Lockwood.

This festival has a fantastic flying area being the inside of the racecourse, with great views over Beverley. There is camping from 5pm Friday – 9am Monday, this costs £22.50 this must be pre booked, pay by credit/debit card/cheque. Weather permitting camping will be within the flying area. Campers will be given a pass for entry into festival and they must carry this with them at all times. Showers will be open 6-8 am, 6-8 pm Saturday/Sunday.

Day visitors will have to prove membership of a kite club i.e. membership card otherwise entry fee will have to be paid. £2.50 adult, £1.50 child. Only the person/s named on the card will be allowed free entry.

The flying area will be as last year, members flying area for those members with Public Liability Insurance. Clubs will be asked to produce a

copy of their insurance. If fliers have no Public Liability Insurance they will be asked to sign a disclaimer and there will be an alternative arena for them to fly in. No movement of vehicles will be allowed between 10.30am & 5pm. Speed 5mph with warning lights.

There will be an auction on Saturday at 8pm, the meeting place will be given out on the day. As well as the kite festival there will be a car boot, both days, craft stalls and other displays happening elsewhere on site.

For camping contact . Blooms A1 Events 01430 860070 www.kite-festival.co.uk. Email ann@countyshow.fsnet.co.uk

Linda Richardson

Dieppe—9th to 17th September 2006

The official registration form is now available online from their web site.

Or write to Dieppe Capitale du Cerf-Volant - BP 142 - 76204 DIEPPE Cedex - Tél : 02 32 90 04 95 - Fax : 02 32 90 07 72
Email : infos@dieppe-cerf-volant.org
Site : www.dieppe-cerf-volant.org

HUNSTANTON KITE FESTIVAL

Sunday 20th August at the Smithdon School Field



The Hunstanton Rotary Club will be hosting their tenth Festival this year

Gates will open at 9 am with full days arena events

Team flying with Team Spectrum Indian fighter kites Stafford Wallace

Man lifter buggies and foils Team Adrenalize Stuarts Flexi stack

Multi kite flying with Carl (Team Spectrum) and Dark Star

Bruno & Son Stacks Peter Powells by Team Picean in the wind

With support from the Great Ouse Kite Flyers Thorpe Kites

PLUS AN ANNIVERSARY MASS SINGLE LINE FLY FOR ALL IN THE ARENA

Also Classic cars & Motorcycles Craft Fair Refreshments Childrens entertainer

Kite Retailers with DUNSTABLE KITES

and so much more on the day

For more info Contact Bryan Cantle 01223243825

or Info@dark-star.org.uk Mobile 07908085564



Bristol International Festival of Kites and Air Creations

Saturday 2 & Sunday 3 September 2006 11.00am - 5.00pm, Ashton Court Estate

Introduction

We are looking forward to welcoming familiar friends and hopefully lots of new faces to Bristol this year. After marking our 20th year in 2005 this year is our actual 20th festival – so all the more reason to come and join in the celebrations.

Please do bring along any interesting kites, wind-socks, inflatables, ground displays or sky junk to fly either in our special arena spots or generally in the free flying areas to add to the Festival atmosphere. If your kites are really spectacular or unusual let us know in advance and send in pictures so that we can build them into the Festival programme and pre-publicity.

Guests:

We are still liaising with various flyers and clubs as well as looking to share costs of some long distance flyers with both Portsmouth and Dieppe.

Invitations are still out to some people but so far we can confirm the following. We have a strong contingent from the Southern hemisphere and will welcome back big softee Phil McConnachie from Australia, fellow Australian Bill Farber, the ever-green Peter Lynn from New Zealand, Robert van Weers and finally Robert Brasington all the way from Tasmania, whose beautiful cellular kite was featured on our poster two years ago.

Closer to home we're delighted to have back Claudio and Caterina Cappelli from Italy known to many as the organisers of Cervia festival, Janneke Groen from Holland who has probably attended more Bristol festivals than any other overseas guest, another big softee Marco Casadio and a new face Bas Vreeswijk also from Holland. There will be others so as the line up and programme gets firmed up this will be posted on the festival website (www.kite-festival.org)

From the UK we also hope to welcome back many of the usual suspects such as the Decorators, Carl Robertshaw and many other wonderful UK flyers not to mention local talent of Nick James and Martin Lester. Karl Longbottom will also be making up the second of two special 20th anniversary edos we commissioned featuring panels from various kite guests over the years.

Last but by no means least the stalwarts from Avon Kite Flyers will again be host club and they are particularly helping to liaise with UK clubs, societies and flyers as we hope that many of you will come along too. The team from AKF work really hard not only helping with the organisation, running chil-

dren's workshops and the information marquee but also putting on their own impressive arena displays.

The format for the weekend will be along similar lines as usual with two display arenas, one for single line display kites and the other for a rolling programme of timetabled competitions and demonstrations. There will be the usual Rok battles, both days, so do bring along your individual and team kites ready to enter. AKF have again requested more relaxed rules a la Francais to help entertain crowds, so within reason anything goes but for safety sake no kevlar or sharp objects please!

Alongside the arenas there will be the usual line up of kite traders and Festival food and drink, a licensed bar in the popular inflatable pub (and for the second year running we will try harder not to run out of beer!!) , a range of air sculptures and inflatables and some modest children's entertainments.

Saturday night party

As has become a tradition at Bristol there will be an on site kite flyers Saturday evening party under cover in the large marquee with the usual excellent hot meal and bar which will be followed by the Festival auction. Afterwards there will be the usual wonderful fireworks and hopefully some night flying. If anyone can contribute to night flying we would love to hear from you.

Tickets for the meal cover a choice of two or three hot dishes, (vegetarians catered for) and a pudding. Prices have been pegged for the sixth year running at £10 per adult and £5 for a child (under 14 please!!) which, for those of you who have enjoyed the food before now, is good value.

Those not eating are more than welcome to come along and generally join in the party especially for the Festival Auction.

We have to confirm catering numbers the week beforehand and if you leave it to the day you may well find tickets have run out so please if reserve your meal tickets in advance by contacting the Festival office. Either pay by cheque on application or you can pay and pick up your tickets on the day from the Information tent but you need to collect these by 3pm on the day or they will be released for others to buy as we ALWAYS run out!!.

Accommodation

We have again negotiated rates, which are the same as last year and ring fenced an allocation of rooms at the Corus Hotel Bristol (Redwood Lodge Hotel). This is the nearest hotel to the site and the car park can take vans, cars with top boxes etc.

Bristol International Festival of Kites and Air Creations

These rates will be held for reservations made before 31st July 2005; the room rates vary depending on which nights you require. All include bed, full breakfast and VAT.

Friday 2 September or Saturday 3 or Sunday 4 (i.e 1 night only), £84.00 bed & breakfast per double/twin or £67.00 bed & breakfast per single room

Friday 2 & Saturday 3 September or Saturday 3 & Sunday 4 (i.e 2 nights), £75.00 per night for bed & Breakfast per double/twin or £60.00 bed & breakfast per single room

Sunday 4 September (as part of a 3 night stay)
Special rate of £50.00 bed & breakfast per double/twin or £35.00 bed & breakfast per single room

Please note that the hotel will charge their normal rates for reservations made after 31st July (though we are working on them to be a bit more flexible re this cut off time!). Bookings should be made direct with Corus Hotel Bristol tel 0870 609 6144 mention you are booking as part of the Kite Festival.

If we get any other hotel deals offered these will be posted on the festival website www.kite-festival.org. If you want to look at other hotel options try the Bristol Tourist Information Centre Accommodation hotline 0845 408 0474 or try www.visitbristol.co.uk

Camping

As many regulars will know this is always a real problem for us as the Council has a ban on all camping in Ashton Court which is so frustrating as there is so much space. Also we appreciate that many of you want to stay close by and hotels aren't an option!

The Council do however let us have what they call a 'Crew Area' where we can have pre-booked camping for traders and suppliers to which we manage to add in a good few of you flyers as well! But places are limited which is why we ask people to book in advance. Also there are various restrictions and rules starting with keeping the estate gate locked at night, no barbecues and no glass - as this is the local horse club gymkhana field.

Unfortunately every year some people abuse the system which is unfair on those of you who have paid to book in. Last year we had particular problems with people lighting barbecues and scorching the ground and leaving masses of rubbish everywhere. As a consequence there is a real risk we may not be able to camp at all on site this year – and are waiting for confirmation. We are also asking other nearby farmers etc if they will give us access to any nearby fields but this hasn't proved that

successful in the past.

Assuming (fingers crossed) that we do get the go ahead we need to ensure that the site is left much better condition than last year and that only those who actually book in advance camp there rather than a free for all. We are hoping that a couple of AKF people will camp on site to help collect camping fees and keep things working properly. If you would like to book in there and it will be pretty basic please write in with an SAE and we will try to fit you in! We are again trying to negotiate a small area on the edge of the crew field for caravans/motor homes because at the moment we are limited to tents - because it's the gymkhana field!

Alternatively we are also talking again to the registered caravanning club at Failand (less than 2 miles away from Ashton Court) which some of you with caravans used in previous years. Again we will post details in due course in the website or contact the festival office for details but they do get booked up very early.

Parking

To help cover costs, such as our site fee and entertainment licence, we are again asking flyers for a contribution to car parking. On arrival any flyers displaying a valid festival pass will be asked to pay just £2.50 per day, (instead of £6 for general public).

To get your car pass please apply in writing, with SAE, BUT SEND NO MONEY to:

Festival Office, 5 Lilymead Avenue, Bristol BS4 2BY

Passes will be issued by on a first come first served basis up to a maximum of 500. (Any kite flyers who are AKF members will have received details in the recent AKF Newsletter asking their members to reply to Paul Clarke). The Festival will also be running a system of dropping off passes for those with particularly heavy loads of kites and kit so again mention this in your car parking request.

On behalf of the Festival team we are looking forward to seeing you soon.

Any queries please contact Avril Baker or Lynn Gibbons at:

Festival Office, 5 Lilymead Avenue, Bristol BS4 2BY

Tel: 0117 977 2002 Fax: 0117 977 4255

www.kite-festival.org or e-mail info@abc-pr.co.uk
e-mail: info@abc-pr.co.uk or festival@kite-festival.org



We will fight them on the beaches, we shall show them what we can do, we will enjoy ourselves and fly whenever possible.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

ANOTHER SCORCHER OF A WEEKEND

Teston Bridge is not really a kite festival but a really fun weekend where kites can be flown if you want to. This year's June event was no exception to that rule. With the temperatures getting into the low 30's and very light wind some of the more adventurous headed off to the river to keep cool, others just lay in the shade, a few even flew kites. We try and fly at least one of the club inflatable each event and this year we put up one of the new club Geckoes which brought great delight the to the general public.



Saturday ended with quiet game of poker in the ELF encampment

and then a good night's sleep. Sunday soon came around and it was just as hot. Although there was a little more cloud about the wind was even lighter than

Saturday so more messing around in the river and the odd water fight were the order of the day just to keep cool. The day soon came towards it's end and tents were taken down and cars packed up (I must say a big thank you to everyone who helped us out with the tent etc over the weekend as my back had given up, it was touch and go if we would even make it). John Browning then arranged for all the kite flyers to meet for the Teston Team photo, there is quite a collection of these now I should think.

Simon Hennessey

PS Don't forget the tiger



brighton
Kite
flyers

AN INTERESTING DAY AT HHRFC

After waking up this morning, thinking as most of us do, that we will have a nice quiet day relaxing in the Sussex countryside flying a few kites, I have to say I'm totally knackered.

It all started at about 8.30am when we arrived at the rugby club to be greeted by the usual "Oh, uh, I don't know where you need to set up" & "Oh, uh, we didn't think you were coming". But this was all sorted out in a few minutes and we set up "Camp BKF" just to the south of the boot fair field on one of the pitches.

After a quick trip around the boot fair we decided to start the days show by putting Manta up. The wind was fairly light with the chance of some showers and the forecast had said the winds were due to strengthen in the afternoon. By this time some more of the BKF crew had arrived and we had ourselves a nice gathering of kites and banners flying. Suddenly, from out of nowhere, a squall hit us with wind speed of around 30-40mph and within a minute gazebos, "Carnopies" & kites were being lashed with a howling wind and driving rain. Two of the rugby club's Gazebos suddenly lifted



up and took off. Paul and Simon headed straight to Manta to bring her down but with such a strong wind were struggling, as I rushed to help, but before I got there Manta broke loose snapping her line clean through. She all too quickly gained height & shot over the trees down towards the valley and over the village of Cuckfield. I started to give chase on foot, but could only watch as it sailed

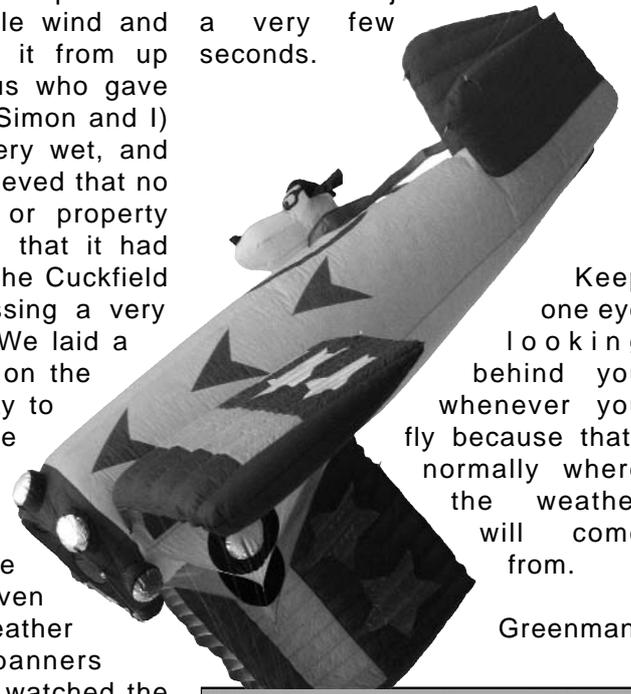
off to the east of the village church. We quickly switched the chase in Paul's Land Rover and after a brief hunt found Manta with her lifter still flying pointing out the spot in the back garden of a house owned by a mildly surprised lady who kindly let us retrieve it. (I must add that Manta landed not only in the back garden but within feet of a nuclear fall out shelter. Perhaps



she was looking for a place to hide from the terrible wind and rain and had seen it from up high). The four of us who gave chase, (Beth, Paul, Simon and I) returned to base, very wet, and more than a little relieved that no damage to person or property had occurred, given that it had sailed straight over the Cuckfield village narrowly missing a very tall church steeple. We laid a very wet manta out on the grass and were lucky to find no discernable damage to the kite either. We were not going to be bitten twice in one day and kept an even closer eye on the weather taking down the banners several times as we watched the black cloud and then the wind and rain coming in. Between the showers we laid Manta and her lifter out to dry and contented ourselves with flying an array of smaller kites for the rest of the day. This included the recent club acquisition of Snoopy & The Red Baron dual line kites (These were brought from Martin Burt and are the original productions), Danny

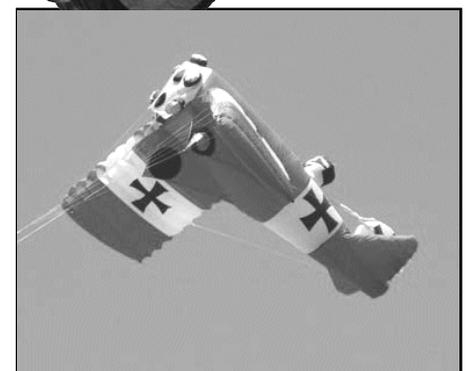
Rice flying a pair of Indian fighters on one line, both great to see. Bryan turned up and flew some larger power kites having great fun sliding around much to the amusement of the crowds and HHRFC marshals. As the day drew to a close we decided that rather than pack a still slightly wet Manta we would have a heavily manned (and womened), short Manta flight. Keeping a short line and A VERY CLOSE eye on the weather Manta was flown dry and packed within half an hour.

Tired and very happy we all packed up and said our goodbyes and we checked that we were wanted next year. (Yes, and dates to be confirmed). All of us now a little more wary of just how fast the weather can change from no wind to howling gale and torrential in just a very few seconds.



Keep one eye looking behind you whenever you fly because that's normally where the weather will come from.

Greenman.



THE CATHERINE WHEEL

Thanks to Eddie (of legendary 'Mad Eddie' fame!) and Ann Megrath for sending this design all the way from Scunthorpe for inclusion in Aerodyne.

'Mad Eddie' writes....

"After being fascinated by the 'wriggling snakes' of Bernd Knupfer at the Washington Festival in July 1991, I went home and made the Catherine Wheel. Although there are many differences in the design it performs in a similar fashion.

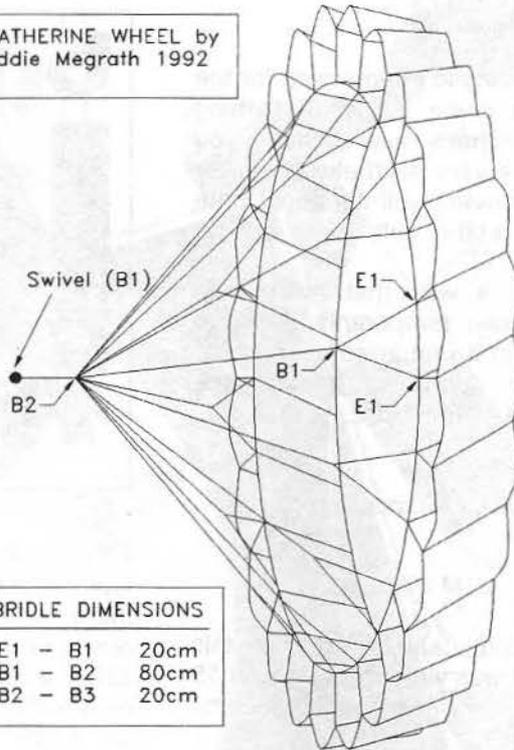
As you can see it is made from 24 cells; but can also be constructed from 48 cells using the same dimensions - which, in my opinion, looks more aesthetic in the air.

It also gets rid of the off cuts from your rag - bag!"

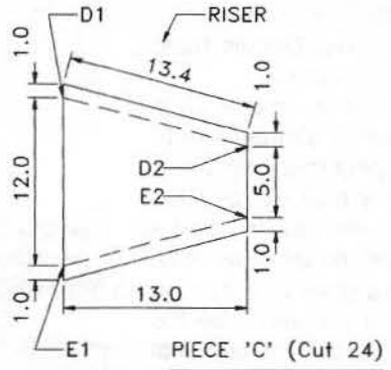
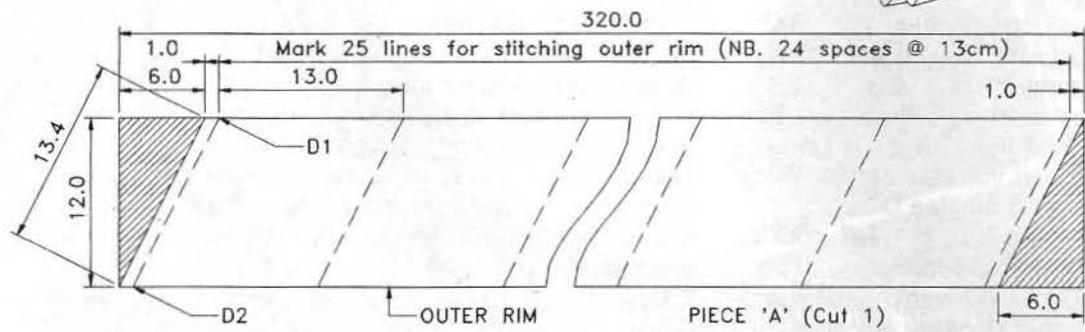
Design by Eddie Megrath

Drawing by Mik Jennison

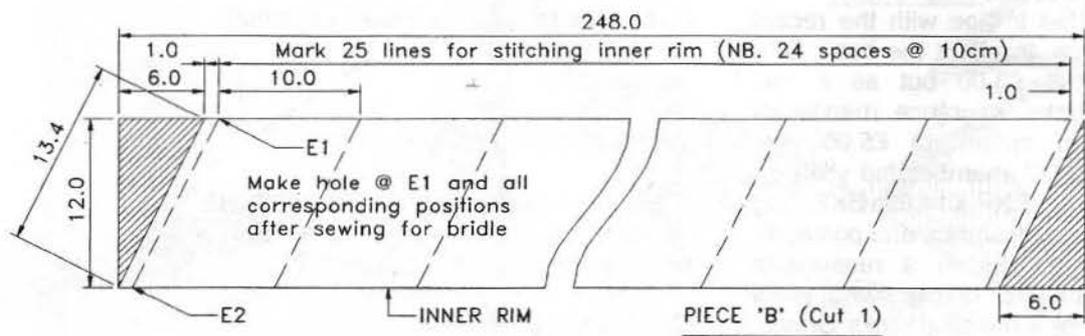
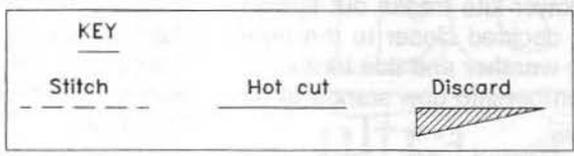
CATHERINE WHEEL by Eddie Megrath 1992



BRIDLE DIMENSIONS		
E1 - B1		20cm
B1 - B2		80cm
B2 - B3		20cm



- INSTRUCTIONS**
- 1) Hot cut pieces 'A', 'B' and 'C'
 - 2) Sew risers D1 - D2 on to outer rim x 24
 - 3) Sew risers E1 - E2 on to inner rim x 24
 - 4) Join outer rim to make circle
 - 5) Join inner rim to make circle
 - 6) Make small holes @ E1 for bridle



AERODYNE

THREE GRUMPY OLD GITS AND A CAMPER

Imagine, you're 10 years old and your told on Christmas Eve that Christmas has been cancelled. That's just how I felt on hearing the news that the Tewkesbury Kite and Fun weekend had been cancelled. I later found out, that's how Alan and Maurice felt too.

Kites had been packed, food had been bought, rockets had been assembled, only for the wettest drought I have known to have waterlogged the flying field.

My commiserations to GVKF's, all that work just for the weather to take it away. Hope to see you all in July.

Alan and I were looking forward to our Camper weekend and our rendezvous with Maurice. The last of the Summer wine Team reunited. We were all mourning the fact, that we would not be allowed to misbehave again.



Having made up our minds that no matter what, we had to get together, we put on our thinking caps, that's when the Beaconsfield Kite Fun weekend was born, also to include KS3 science, Sat Nav workshop, Camper maintenance, computer / WiFi workshop and Waitrose / Sainsbury's shopping course.

Little did we realise this would include watching gliders and Red kites (real kites), a quite unique Jewellers, a fabulous Italian restaurant, meeting new friends, that we hope to see at kite festivals in the future and Alan's amazing liver and bacon followed by fruit with custard extravaganza, in his camper on the edge of a superb flying site (after an incredible days kite flying) the location of which will remain a secret.

The most important factor in

making this weekend so wonderful was the excellent company. Thank you Betty and Maurice for letting us camp on your drive and a very special thank you to Betty, who was hoping for a quiet weekend without Maurice and ends up with THREE grumpy old gits to contend with, what a star.

Saturday started early, the idea was to have breakfast with a view, not too far from Beaconsfield, and to give Maurice and Betty a chance to get up. Dunstable Downs was the ideal spot, great views plus a car park without height restrictions, Alan still has to work out the height of the camper. M25 was OK, M1 road works, there's a surprise. On arrival we had to organize camper contents, it's amazing what you have to take, to have a kite fun weekend, then kettle on for coffee, and while Alan cooked breakfast (he got to the cooker first) I took pictures of gliders and surroundings.

Great breakfast, well done Alan. Having set up Sat Nav for Betty and Maurice we resumed our journey. Enjoyed our convoy, it's quite strange how vehicles line up nicely behind a camper. Stopped off in Berkhamsted, looked interesting as we queued in the Saturday morning traffic jam, found a very interesting jewellers we will be going back come Christmas. Arrived at Betty and Maurice's about Midday, spent a relaxed few hours, sorting Maurice's new Mobile phone and Sat Nav. Then some shopping at Waitrose, needed finishing touches for Alan's Liver and Bacon for tomorrow. Maurice had very kindly booked a table at a local Italian Restaurant and a wonderful time was had by all.

Sunday, Maurice joined us for breakfast, as planned, had we been able to go to Tewkesbury. After breakfast it was time to put Maurice's kite bits in the camper, as we intended spending the whole day at Maurice's favourite flying site, we needed to make

sure we had everything with us (we already had the kitchen sink). What a beautiful site to fly kites and we could park the camper right on the edge. First things first, kettle on for coffee and lunch, camper life seems to revolve around coffee and eating. Then it was time for KS3 (Key Stage 3) science lesson, how much pressure is required to explode a 2 litre coke bottle, good job Alan brought his electric pump, 120psi (8bar) and pump the stalls, coke bottle intact. So we decided to see how far the bottle will travel, if released under



pressure. It should be noted we did have a safety device, a rolled up sheet of plastic. 5, 4, 3, 2, 1 blast off!!!! Bottle shoots into the air and swerves all over the place, (that's why rockets have fins for stability) but travelled quite a long way. Next we assembled the proper rockets, filled to the required level with water (150ml) attach to launcher and turn on pump....120psi (8bar) 5,4,3,2,1 blast off, and where was I standing? Right behind the rocket, needless to say my glasses looked like a windscreen in heavy driving rain, I never realised how wet you can get from 150cc of water. The rocket flew straight and true 200ft (60mtrs). Boy are we going to have some fun with these rockets. Last experiment, if we fill a 2 litre coke bottle with water then pressurize it ,can we blow it up? Yes 140psi (9.3bar) good job we had our safety device. This should be seen as a series of very important science experiments with proper tabulated results and not just 3

T H R E E GRUMPY OLD GITS AND A CAMPER

old gits misbehaving. Science lesson over, time to fly kites. During the afternoon we flew several kites, helped other kite



fliers with their kites, launched Alan's new teddy Waylon on his maiden parachute jump, and met some new friends, who enquired "are all kite fliers like you"? We did wonder what they were implying. If you go to www.kitesoverepsomdowns.co.uk you can see what we got up to. The evening was finished off with Alan's liver and bacon dinner. Well done Alan, when can we do it again?

Monday, much more relaxed, still very enjoyable, camper repairs, thanks for the tools Maurice, more shopping, the food keeps running out, Sat Nav lessons and logging on to the unsecured wireless networks near Maurice, surfing the web for nothing. There really should be more warning for your average wireless network user.

Even the journey home was relaxed, we didn't stop once on the M25.

All that remains is to say THANK YOU to everyone who made this weekend so great and lets hope we can do it all again some time.

WHILE THE THE JONES

It started out as a standard Saturday night getting ready for a Sunday of kite flying. This was for Isabelle Boudaud from East Sussex County Council at Shinewater Park in Eastbourne. Then it all went wrong as I found out that Lucy had to be in Rochester for a dance show.

This put a big spanner in the works, but not to be put off I started out at six o'clock in the morning, as it happened this was to be the best time, as it only took an hour and a half to get there. Once Lucy had done the group dancing that she was required to do with the dancing group that she is with, which ended at ten thirty. Once finished and packed up I only had an hour and a half to get back to Shinewater Park, at six in the morning I would say that this was ok, but at ten thirty on a Sunday morning this was a tall order with all those Sunday drivers, but those that know me I will do my best, So, given the traffic arriving at 12.30 was not too bad, We had a bit of fun finding the place but luckily Paul was there and Manta was in the sky shining like a beacon showing the way, which was a great help.

Now down to the business of why we're there. Isabelle Boudaud of East Sussex County Council invited the Brighton Kite Flyers to help with the promotion of the annual wildlife weekend in Sussex. We had the football pitch to fly in that turned out to be great, if only we had this site closer to home as it would be perfect as a BKF flying home but we can't have everything. The wind was almost perfect. OK the lifter did wander about the sky a little but you can't have everything can you? Up in the sky we had the club Manta, a Blue Gecko (a new addition to the BKF kites) and a Lobster. I also had my train of devils and a couple of others to help fill the sky. Martha put up his delta with tails and a butterfly adding to what was a

CATS AWAY WILL PLAY

great display of kites. Talking to the visitors at the park, the reception about the display that Brighton Kite Flyers managed to put on was very good and there was a lot of interest for the Brighton Kite Festival in July. Some people who were driving down the bypass had to turn around and find the show guided in by the kites. The day finished off with Ice Creams at the Ice Cream Parlour. What more can I say? A perfect end to a perfect flying day.

Matt Jones

CLEETHORPES MAY 2006

Saturday afternoon on a cold wet and windy weekend, thought we'd give Cleethorpes the once-over as we were in the area. On arrival an unnamed WHKF member quoth "Brighton?, we don't want none of you soft southern b@#%@*&s up 'ere."



Happily, the welcome extended by the organisers, North East Lincolnshire Council, was much friendlier with flyers' passes produced in minutes in the hospitality tent. I got the chance to give the Ostend Bird its first proper outing, shook last year's sand out of the Pyro Fish, and let the Sutton Flow-form have a blow - it's still pulling to one side and not a clue why. After two and a half hours and, despite four layers, I was frozen, so I guess WHKF-man was right, after all!

Blackgold.

RAY BETHEL GOES INTERNATIONAL

This was the 2nd International Kite Festival held on the beautiful Island of Guam and once again David Gomberg and I were very lucky to have been invited to represent our countries along with other featured flyers



representing from Japan, Australia, Korea, also many kite flyers from Guam. It was also great once again to meet and see Congresswoman Madeleine Z, Bordallo still very much involved with every aspect of this unique Kite Festival, every one involved did there utmost to help make it even more successful than it was last year, which was indeed a very tall order, and just like last year, the festival was so well organized everything went like clockwork, the only difference was that the winds were in the 30 mph plus range but that did not stop the kite flyers from putting on a great show to entertain all the spectators who came to support there kite festival as they know that Make a Wish Foundation, raises funds and organizes "Wishes" for the children with terminal illnesses, There were 147 Blue Make a Wish banners from one end of the flying arena to the other and each one had a name on of a Guam "Make a Wish Child", it certainly stops one in their tracks and realize what a great job this Make a Wish Foundation is doing not only in Guam, but countries all over the world.

Last year I ran into a few problems with my flight to Guam

as my first part of my trip was cancelled so the airlines had to reroute me, but this year every thing seemed to be working okay my flight out of Vancouver to Seattle, Honolulu took off right on schedule and it looked like I would have lots of time to enjoy a few hours at the Honolulu airport before catching my connecting flight to Guam. We were in the air for over an hour, when the captain announced that there was a problem, he had a red light flashing indicating that one of the doors of the aircraft was not closed properly so he did not want to take any chances over the ocean so he was going to turn around and head back to Seattle and get it fixed which we did and it took an hour or so to fix the problem before we headed once again to Honolulu, so now my problem was would I arrive in Honolulu in time to catch my scheduled flight to Guam "phew this was panic stations" for me and 9 other passenges that were going on from Honolulu to Guam, plus how was I going to get in touch with the Guam festival committee to let them know we would not be arriving on time, but no worry, Ray help was on the way. Patrick Higashi the lead flight attendant and trouble shooter of situations like this of Northwest air line was doing everything possible to help us make our connecting fight from Honolulu to Guam, when we arrived at Honolulu airport everyone was asked to remain seated except the people that were going to Guam. We were rushed through customs like we were Royalties, and then we were put on our scheduled flight, which Continental airlines had held from taking off on their schedule for us. To the delight of all the passengers who had been on the plane wondering what was the hold up, both of these airlines literally bent over backwards to ensure we made our flights. When we arrived 8 hours later in

Guam, we were only 15 minutes late. The pilot must have really "put his foot down," I take my hat off to both of these airline companies and without any doubt would fly again with them any-time, On arriving in Guam we were greeted with "Hafa Adai" hugs and hearty hand shakes by representatives of the Governor's office who even collected my luggage, then in seconds had us through customs and passport check then, I was greeted with "Welcome Back Ray" plus with hugs and Lei's of beautiful delicate shells were put around our necks. We were then driven to the beautiful 5 star hotel, "The Reef Towers" and as last year was given a luxurious suite over looking the ocean and beach at Tumon Bay.

Guam is a very beautiful Island. It is also America's gateway to the West Pacific and Asia. It's beautiful coastline and pure white sand beaches are ringed by coral reefs and crystal clear water very safe for children to frolic in all day long to their hearts content.



And beyond the reefs it is ideal for swimming, sailing, etc. The waters are also teeming with all kinds of exotic marine life, the blessed balmy tropical climate is ideal for that long awaited vacation for which many people day dream about. The island is only 30 miles long and less than 9 miles wide so one can take their time sightseeing. Just to name a few places which is a must, there is 6 War in the Pacific Historical Parks full of military relics and unparalleled World War

2 Artefacts,. Fort Santa Agueda, which was built in 1800, and Talafak Bridge that was built by the Spanish in 1785 (David Gomberg asked me if I remember seeing it built) and another must is the Historical Inarajan Spanish village, and the beautiful waterfalls that are throughout Guam. Oh and I must not forget to mention the Yokoi's Cave which is very hard to envision that this was the home of Sergeant Soichi Yokoi who hid in the jungle all alone between 1944 and 1975 completely unaware that the War between the USA and Japan was over. The people of Guam are the most friendliest people I have ever met in all my years of travelling the globe and I know David Gomberg will totally agree with me, wherever we went on the island we were greeted with a big smile and "Hafa Adai" (which means Good Day, Welcome, Have a Nice



Day etc) the people are well noted for their hospitality and friendship, One man put it in a nut shell I quote "The very essence of our people is compassion. It's about caring, accepting and helping one another with open hearts and open minds, Inafa'maolek is the inner strength and treasure of our families. We live it daily, the warmth, the generosity, the deep and abiding respect for our elders. It lives in the hearts of our people." Governor Carl Gutierrez. Feb. 14, 2000".

Once again one of the highlights of my stay in Guam was visiting Guam's Hearing-Impaired children along with all the other International kite flyers we spent a very happy couple of hours helping the children to make their

own kites with first hand instructions given on stage by Mikio Toki from Japan which was then translated into sign language by the children's teachers, along with hands on help from all the International kite flyers, the children were so excited and could hardly wait to get outside to fly their creations, for me it was very heart warming to have so many children that gave me a big hug and the thumbs up sign that recognized me from last year, also to see how well they have accepted their disability, what a thrill it is to have these children run up to me with and point to my hearing aids then with a huge smile on their face then point to theirs and give me the Thumbs up sign, one of the teacher told me that I have inspired them but I think it is for sure the other way around.

After the kite making all the children went out into the school field along with the entire International kite flyers that gave kite demonstrations to children and adults that had arrived from two other schools. The wind was not the best but we did our very best to put on a show which was thoroughly enjoyed by everyone. And I must say by that time we were all ready to enjoy the great lunch that was prepared for us. They have a special way of cooking chicken. It is delicious and some of the people were going back for 2nd, 3rd, and some for their 4th helpings. I know for a fact that Sue and David Gomberg did, as each time they both tried to push in front of me.

After all the months of planning by the Guam Kite Festival committee, the day of the festival finally arrived. All the International kite flyers arrived at Asan Memorial Beach Park at 10am. The kite fields were all set up by Terry Hernandez the owner of the "Chill Out Kite Shop" and members of Team Guam; fields for sport kite demonstrations, and single line kites, a free flight areas. Soon the school children began to arrive by the bus load, spectators came from every part of Guam. The parking lots were

full and the roadway to the park was jammed with traffic. It was estimated that over 10,000 attended this year's one day kite festival which was three times as many as last year, The festival from start to finish was a huge success in spite of the 30 plus mph winds the weather was super in the high 80's which is right up my street it was awesome to feel the sun on my back again, Australia, Japan, Dave and Sue Gomberg and all the locals filled the sky over Asan



Memorial Park with their kites. It is always great to see the families enjoying themselves especially the children. Before I left to return home I heard that the festival committee is already making plans for their 2007 3rd Kite festival. So the big question would I return if asked? My answer is "You betcha".

Once again I would like to take this opportunity to thank the Make a Wish Foundation, also the festival committee for inviting my companion and myself to your World class 2nd International kite festival, also for your friendship and superlative hospitality, thank you Monica and Cliff Guzman, thank you Lorraine Okada for such a beautiful day of sight seeing especially to Lovers Point which was one of the high lights for Dolores, thank you Lou Lucena for your help in the kite arena, the great evening out but most of all for your friendship, and thank you the people of Guam for making myself and all the International kite flyers so welcome,

Thank you for listening

Ray Bethal.

Pothecary Corner—Allan Pothecary

The picture shows Andy Preston telling me about the finer points of his latest freestyle kite.



Andy could be seen putting the 'mark two' version though its paces in testing winds earlier on Saturday surprising himself that this lightweight version didn't explode in the quite severe gusts that brought the festival to an early close. A launch date will be announced for this kite soon and there will probably be a new DVD with it too, but you shouldn't be expecting to see one in your 2006 Christmas stocking.

Unlike the long awaited and recently released Benson, Deep Space there will be no speculation over the name. "The Slave" is designed to be just that. Mr Preston is, without doubt, the Master and he says the kite will do exactly what he wants it to do and it will **not**, get away.

There will be the inevitable comparisons with the DS, the most obvious with Andy Wardley's idea of putting roll bars on the back designed to catch the lines in roll-ups and help stop the sail from bunching as they wrap around. There are more ideas to come on this though and as I write, the mark four version is already being tested and Andy is in China finalising the production of his "Depower – Powerkite". There will be no compromise on quality with The Slave and at the same time the price will be kept to an affordable level.

A full review can be expected as soon as the first batch of pre-production models arrives.

Sunday and the weather started off OK and we fared much better in the precision disciplines but decided not to risk putting the tent up after the fight we had to get it down yesterday. The

rain soon came in again so we spent a big part of the day in our sponsor's tent (kiteworld.co.uk).

The Rougham festival has now firmly established itself as "one of the biggies" of the festival season so much so that veteran commentator and P.A. provider, Paul Redhead couldn't resist it, defying doctor's orders and arriving to take turns with his very capable stand-in (Kay Redhead) on the microphone.

The organisers really did deserve better weather and the bigger crowds that would have come with it to enjoy it all.

The Jazz

Another inexpensive kite recently on the market ideal for beginners is the Prism, "Jazz". It's also a kite that the experienced flyer might like to add to his/her collection – why?

Well it performs very well in experienced hands through just about all of the tricks you can think of and, a major feature, it packs down in just one fold of the leading edges in to its own bag of just 25 inches (63.5cms) in length! That's small enough to take anywhere and keep with you just in case you get a chance to fly.

For a small kite the Jazz isn't as fast as you might think and its deep sail also gives it good precision with a firm but light pull. I couldn't help but keep comparing it with the "My Fly". I did the slamming it in to the ground test and it didn't break, but it did come apart on the bottom spreader – probably due to the large wing span? I didn't like the graphics as much as the HQ kite but then I thought that I could do more in flight with the Jazz and I really liked the fold down size. I had to give the My Fly back but I should have another by the time you read this, so why not come over and give them both a try.

As is much the norm with Prism you get a fairly decent set of lines with the kite. I'm glad to see that Manufacturers are starting to give straps and a winder for the lines much more now, instead of providing lines on hoops. This means that the new flyer has no option but to let out all of the lines and then, of having them level..! This in turn means that the chances of them getting real enjoyment from the sport and wanting to carry on are better too!

ANOTHER GREAT FESTIVAL FOR 2006

Swindon Kite Festival is one of the UK's largest festivals held on a wonderful site just south of Swindon (Wroughton) on an old disused airfield so there is space for all types of flying from the £1.99 children kites to the thousands of pounds display kites and everything in between, including those ever spectacular buggy speed trials held for the past few years.



This year was going to be slightly different as one of the attractions each year is Marla the ticket Queen (I use that word very briefly, although Marla is always an attraction it's just the way your pockets get emptied that is not the attraction) was not going to be there. She had given her husband, Ron a parachuting red letter day as a gift which had ended in a very badly broken leg, so she felt she should stay and look after him as it was her fault. I must say that the parachute jump went very well and was near perfect, it was the walk back to the hanger that did it. Ron managed to fall down a hole while carrying his chute back (no laughing).

Anyway back to the festival Dave H and myself started out early Saturday morning arriving at about 8.30am at the site to find Ray, Keith and Alan already there (Alan had his camper out for the first time in anger). After a few hello's to those around us we set up and flew some of the kites. The wind was steady all be it a little on the light side, but we managed to give a few of the kites a good airing and fly the sand out of them after Weymouth. When we finally packed Olly away she was half the weight

with the sand missing. John from Avon kite flyers came over and joined us at the far side of the field to fly some of his larger kites including a rather colourful eel made by Premier kites. Well it was uneventful day as far as flying was concerned but it was great fun. We even bumped in to one of the kite flying greats, Peter Powell. How many of us

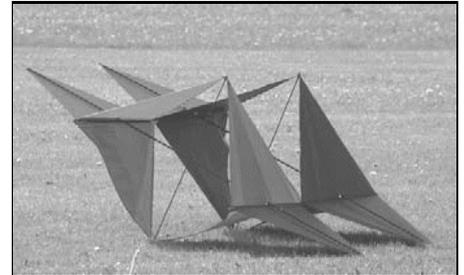


started flying with one of his kites? We packed away the last of the kites just as a few spots of rain started to fall and we headed over to the tent for the raffle and a good evening of fun. Well, as I said, Marla was not there but she had sent some replacements from the US and trained the WHKF well and my pocket was soon lighter. I did OK in the raffle as did others from BKF including the original artwork for the poster and the kite off it made by Phil Scafe, to name but a few won by BKF members. The night soon came to an end and we all headed off to sleep.

On waking the next morning, Alan was already up cooking breakfast for us in his camper, which was fantastic and save me struggling on the floor to cook. The wind



had swung round 180 degrees overnight and dropped off even more than the Saturday, but we soon had some kites up, and down, then up again. For the best part of the day this was to be the case. Even with these very light winds a good mixture of kites could be seen around the site. One of the event in the arena was a memorial flight held for Sam Huston, a fantastic kite maker from the US, who passed away the week before Swindon Kite Festival and will be sorley missed



by all those that knew him. Sam had on several occasions come over to the UK to run workshops for the WHKF. His kites are all made from ripstop and carbon in the normal way, but involve no sewing, everything is held together by double sided tape, the finished results are a dream to fly. There must have been over 40 of his kites being flown. Some made in the workshops and some were originals were made by Sam himself. As people were thinking of packing up around 4.00pm the wind suddenly picked up and the sky filled with hundred of kites of all shapes and sizes. What an end to another great Swindon Kite Festival. I look forward to



next years and hope it will be as good as all the others.

Simon Hennessey

LADY JOANNA DOES US PROUD

I can't remember how I heard about this event, (happens more and more these days) but I do remember thinking this sounds like a different type of kite flying experience on top of the South Downs. I was not disappointed, the drive up the hill was great fun especially as it had been raining most of the journey and I thought I might get a chance to click the pickup into four wheel drive. As it happened there was no need, but my disappointment at not needing 4x4 was blown away by the view from the top of Bignor Hill, this has got to be one of the most amazing kite flying sites I have ever had the pleasure of frequenting, I commented to Alan during the day that as you can't see any buildings from the top of the hill, you could imagine the view has not changed since pre-historic times.

When I arrived I found Alan sitting in his car, as this was a new event we needed to find the organisers to ascertain where we were wanted, only thing that seemed a problem was the wind, far too much of it. Someone said during the day, they thought it was gusting to force 8, I certainly would not argue against that. After much searching we found Lady Joanna Mersey (many of you will know her from Petworth). She was very pleased to see us, as we were supposed to be the children's entertainment (bit strange that big kids entertaining small children). We helped with her tent, good job Alan knows about guy line knots, otherwise Lady Joanna's tent might have been the first thing flying that day, then set about getting some Teddies in the air.

Alan suggested his Ostend Bird as the launching platform. Good idea! About the only thing we had that would survive the wind. It went up lovely, but with the wind swirling about so much it would not stay up. We did manage a teddy much to everyone's delight. What to do next? I thought about

my Robert Brasington workshop kite, hopefully in this wind it would have enough lift for teddies, flew beautifully, but would not lift pulley let alone a teddy. What do we do now Alan? (PANIC) Luckily I had packed (I nearly didn't) My Raindrop Ugly Flock, and to our amazement, it flew incredibly well for several hours, only on occasions sweeping about through the air, giving us cause for concern.

So we were ready to launch teddies at last, we found some willing volunteers, and introduced them to the art of flying teddies. Lady Joanna kept us well supplied with coffee and cakes, so everyone was happy. We were so lucky with the weather, from our vantage point on top of the hill we watched everybody around us getting the rain. But we stayed dry. Mind you it did get cold when the sun vanished.

Later on in the afternoon, the wind was getting even more blustery and we decided it was time to bring in Ugly, he had already lost one of his horns in a crash. Now we were looking for the smallest kites we had, even they were a fight to keep in the air, I even tied on a piece of lambs wool to keep it balanced, to no avail, then Alan's kite dived over the track coming up the hill, the line got snagged on a Land Rover and ping. We spent the next 20 minutes removing Alan's line from the barbed wire fence.

If Bignor Hill turns into an annual event, I do recommend that you try it out, there were guided walks over the hill, a lamb roast, an art exhibition, flint cutting, even one man and his dog and of course kite flying with teddies parachuting. Bignor Hill is wonderful place to visit, even Two 13 somethings (Ria and her friend Jesse) managed to enjoy themselves exploring the beautiful countryside.

Thank you to Lady Joanna for inviting us to this event and a big thank you to the organizers for a

great day. We topped off our day out, by stopping in Billingham for a Chinese meal and very good it was too.

PS Sat Nav info

One of the things I like about Sat Nav is it lets you know which road you are travelling on (not just the A29) by name. What amazed me was that we travelled on Stane Street nearly all the way to Bignor Hill including the road leading up to the hill, so I looked up Stane Street on WWW, look what I found: *Stane Street originally ran from the invasion port at Fishbourne to a river crossing at today's Pulborough. The new town of Chichester grew up on the line of the road, which then became the link to the provincial capital at London. Some of the line of Stane Street is still in use as a road, particularly parts of the A285 between Chichester and Halnaker and the A29 between Pulborough and Slinfold. The best preserved part of the road runs across The Gumber towards the top of the Downs at Bignor Hill.*

Courtesy Chichester District Museum

www.chichester.gov.uk/museum

Chances are I would never have discovered this fact, if I had not been using Sat Nav.

Keith Boxall



ROMAN SANDLE 81.



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the UK Ted Devils. As always, arguably the biggest load of mindless drivel in Kiting today, but you never needed us to tell you that. Full speed ahead, sod the torpedos.

Pair tie knot - and drop in to celebrate!



Now you are confused, is 'ee talking about the bears or the humes I hear you asking.

Well both actually, the humes Jenny and Dan tied the knot in Cumbria, and as Jenny is closely related to a well known Kiting family (Malcolm and Jeanette Goodman) they asked a few barmy kilters to come and fly at their reception

Now this site was a Malcolm Goodman special. A howling gale as everyone went to the hotel, then as the happy couple came out after their wedding (and before the obligatory bun

fight) the wind dropped completely. And just to make it double special, the flying site was in a walled garden surrounded by 200 year old beech trees. The poor sods had no chance!

Dropniks Carolyn and Jerry Swift had been asked to come and bung some fauna of a soft cuddly persuasion, and they just happened to find these two lovebirds/bears in a well known bear breeding centre (aka Bear Factory)

Would you believe it, they had even managed to match Bridegroom Dans clobber, right down to the Mauve coloured cravat as well.

Dropnik Swift failed to launch our intrepid pair- lack of wind was blamed for total ineptitude. And a distinct lack of sense of humour, citing Safety Elf concerns, meant the hotel wouldnt let'em up on the roof for a static launch.

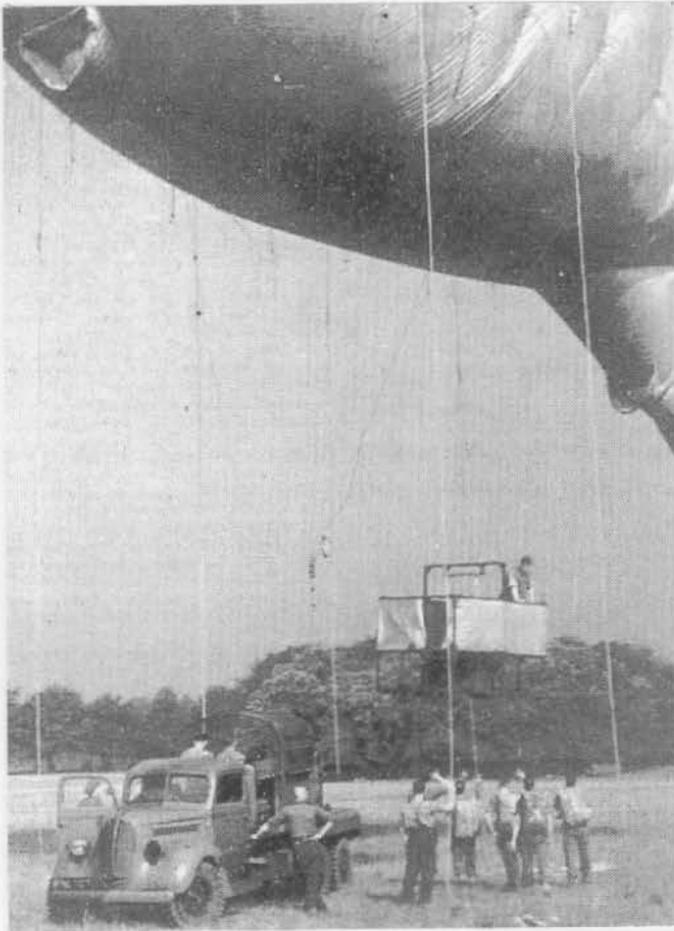
So, in the absence of any other action pix, we can tell you that the bear bride and groom sported a white parachute, decorated with silver bells, sitting side by side on a silver swing.... All together...ahhhhhhh!

Jenny has promised (threatened?) to turn up at the Washington thrash in full regalia to try again....we wonder if she can still get in the dress.....

FASHION NOTES..... The Bride looked radiant in an off the shoulder number, the Groom wore a dapper morning whistle and looked the part, the bear bride looked lovely in white, whilst the bear groom even had a weskit and cravat, but perhaps the most appropriate get up was sported by Chief bear holder upper, Carolyn in her De Riquer outfit for a wet wedding, she only needed a Sou'wester and it really would have been a case of 'MAN THE LIFEBOAT' only in England

Knowing Carolyn and Jerry, its only a matter of time before the bear couple are fully bunged, bombed or whatever, via Kite or roof, complete with full pictorial proof, hopefully the results will be here. till then sod that Safety Elf of that ilk..

Balloons could solve Paras' problems



A couple of issues back we reported that the Parachute Regiment was actually allowing some troops to join active service as Paras without them having completed the Parachute training course. Yes only in Bliars Cool Britanya could you have Paras who had'nt Parachuted.

This somewhat sick joke was because the R.A.F. were so short of aircraft, they could not spare any for training Paras, so short in fact that it was rumoured that the airforce were even thinking of hiring some aircraft from, wait for it, the Polish Airforce.

Which begs the question, whatever happened to those old captive Balloons which at one time were very successfully utilised for basic parachute training during the Second World War and on into the fifties at such places as Wormwood Scrubs, as the BOF well remembers. As well as training Paras, those Balloons were ace at emptying a school at chucking out time as hordes of ankle biters legged it over to the scrubs for some solid entertainment which the kids thought was just for their benefit.

Those reliable old balloons carried five trainees and a dispatcher at a time in a little basket or railed platform, and the balloon went up about 800ft on its cable and the whole delivery of paras was done in short

order and the balloon came down smartly for the next load, it was almost a production line process, and those old reliable balloons really did have an amazing output.

Latterly it was found out that the trainee Paras did five balloon jumps and two aircraft jumps to qualify for their coveted winged shoulder badge. The balloon team with its winch truck, gas wagon and a truck for carrying the deflated balloon was hardly what you would call a drain on the most tightfisted of governments, but of course these days a balloon team would need a whole army of Safety Elves, risk assessors, outreach counsellors and hordes of parasitical jobsworth papershufflers, human rights lawyers, asylum seeker monitors, acouple of battalions of Plods, Hello, Hello, and two coachloads of prats from the EEEYOO, who stick their noses into everything, all on a nice little earner which we the mug British Taxpayers have to stump up as usual, so maybe it would be cheaper to train Paras with Budgetrentaflyingcrate from Poland. such is life.

Imported bear is set free in Pyrenees

The French have imported a female brown bear from Slovenia, and in less than 24 hours, released it into the Pyrenean mountains despite objections from local farmers.. this bear, the first of five imported bears that are due for release into an area where the native bears are in decline. Its believed that there only between 14 and 18 native bears left in these mountains, not helped by the occasional attempts of some of the bears to catch high velocity bits of cupro nickel, that just happen to fly about the mountains.

Meanwhile over in La-La land the killing, one hesitates to call it hunting of Polar Bears continues apace. 518 got blown away last year, on the one hand the local Inuit say that the population of Polar bears is booming whilst the conservationist reckon thats because the bears enviroment is actually shrinking. Whatever though for one "hunter" a Mr Bob Hudson of Mississippi, his claimed outlay of some \$40,000 for a Polar Bear trophy, does some what stick in the gullet when you realise that his 8ft bear he took at a range of 87ft, thats right 30 bloody yards. Hunting. my arse, P.B = Polar Bear, No P.B = Point Blank. Poor Bloody Bear.



Rare brown bear

A GRIZZLY WAY TO GO

Visitors to a Dutch Zoo got more than they bargained for recently when Mother Nature decided to remind the visitors of the truth in the old saying Red in tooth and claw

A Barbary macaque escaped from its enclosure but inadvertently got into a Sloth bear enclosure which was surrounded by an electric fence. The monkey touched the fence and was stunned, it recovered enough to climb a wooden structure in the bears enclosure. Unfortunately all this did was sound the Dinner Bell at Sloth Bear central.

What happened next left Families screaming in terror according to reports and for the life of us we cannot understand why. Does the average Bunny hugging visitor to a zoo think that bears lay in the sun all day scratching and eating lots of honey and posing for photos? they probably do, so maybe it was a shock when the Sloth bear eyeballed the monkey and thought dinner is served.

Of course if this was a twee P.C. publication we could give you a load of Psycho babble to disguise the "what happened next" bit but we aint, so we wont cosit was bear up the wooden structure in a flash, a quick bash about as per usual, followed by a rip to bits and stuffing into bear type gob, thank you very much, and a bit more barbeque sauce on the next one perlease.....

All jokes aside, it just goes to show that any opportunity for animal survival i.e sustenance can never be passed up in Mother Natures scheme of things.....



SCENE AND HEARD

WHILST HAVING A TRAWL IN THE 31 METRE BAND RECENTLY. HANG ON

WILL ANY OF THESE MODERN DAY NET NUTS KNOW WHAT THAT IS? nope,

Ah well its old technology , better known as short wave radio, but which us boring Old Farts call H.F. So there he was having a trawl, as he does, when he came across the Voice of Russia on 9890khz. Hmm, have'nt listened to radio Turgid for quite some time, not quite as turgid as the old Radio Moscow days, but not far off. Anyhow twas the News and things on the go russkaside, going into the usual brainfade the BOF was suddenly jerked back to reality when the announcer said that 75 Parachuting Teddy

Bears had been dropped somewhere to celebrate 75 years of something or other, was it Paratroops? did they drop them from a plane? or by Kite, soddit that'll teach you to concentrate you silly old sod.

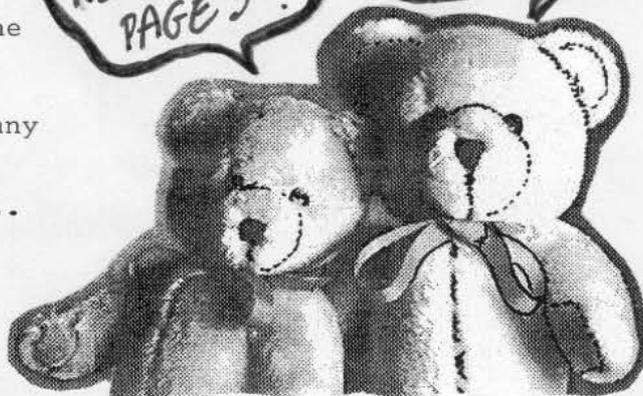
So there you have it. Them furry wotsits of a soft cuddly toy persuasion have taken over from where the Red October Tractor Factory left off which anyway you look at it cant be a bad thing, however unless the BOF fell akip and dreamed the whole thing, though he listened carefully to the next News bulletin that particular item was not repeated.

There cannot be many parts of the world that have'nt been overrun by the Legions of the Parachuting Furry howsyerfarvas, preferably being bombed from Kites, but highly amenable to being launched from whatever is handy at any particular time.

BE WARNED WORLD DOMINATION IS AT HAND.....

HOW COME WE'VE BIN RELEGATED TO PAGE 3?

THEY DIDNT WANT A TOPLESS PIC OF YOU NAUSING UP THAT POSH WEDDING ON PAGE ONE



Passion that bears a profit

Dean Howard is sure his pre-1940s teddy bear collection is a feasible alternative pension,

Whilst most parachuting bears are down at the dirty end of the stick pricewise, there are of course lots of

other bears who would'nt recognise a chute if one reared up and bit them on the whatnot. Such bears command some fairly ludicrous prices, so much so that heres one collector who reckons they could be a pension.

Dean Howard has been collecting posh bears for 15 years and some of the prices he has paid make your eyes water. Mind you some of the amounts hes made aint too shabby either as he reckons he sold a load of bears at a specialist sle for £55,000, wow. He owns 3 of the Black bears made after the Titanic went down his are the smaller ones, there were two sizes and they cost £13,000 apiece. One of the larger ones went for, wait for it £95,000, which does take the wind out of your sails somewhat. Each to his or her own, but are his bears just about wonga and lots of it. Does Mr howard get as much fun out of his posh bears as the average dropnik gets out of their scruff bag crowd of parachuting howsyerfarvas..... thanks for the info A Nonnymous.



DO WE SMELL A VERY PAINFUL RAT? Pray Titter Ye Not,,,,,

So there we was at the Swindomania thrash and two things were very obviously missing. Wot, no Ticketchick and Fethers McGraw of the Miller ilk. We'll state here and now that Ron had a serious accident, which he did, whilst here and now, which you notice is a bit later in the proceedings we'llstate that everybody was in stitches when the full facts of the above accident were revealed.

Ron did his first solo Parachute jump from a plane and the deployment, descent and landing were textbook perfect. however when he attempted to exit dropzone with the jolly old rag bundled as per the book, he managed to put his foot in it literally, and broke his ankle quite badly, neccesitating immediate surgery, hence the absence of the jolly twosome at Swindomania.

Suffice it to say some of the not so smartt money is on a failed attempt to crash the BMISS membership list(no chance) and some of the even less smart money is on Ron accidentally finding the hard way, the hole where the local Parafauna hid their stash, but there again as all them cynics out there know ... WEIRD S**T HAPPENS, so get well soon Ron, and in the meantime its now FETHERS CRUTCHES McGRAW.....

BY THEWAY..... As you are no doubt aware fake designer goods are everywhere these days (soddit I paid two quid for my Rolex, now you say its a bummer) even to the extent that they are now faking Steiff bears. You'd better believe it... if perchance you paid a wunner or thereabouts for a "STEIFF and its Pink, Red.Blue or Green then its probably a bit "HOOKEY" to say the least. And if you have a Tartan one with a button in each lug, then you should'nt be allowed out without yer Mother.....Toodle Pip

As ever, its the usual to the whatnot, care of the BORING OLD FART at the Teddytorial....48. Laurel Lane, West Drayton, UB7.7TY. In what will forever be the one and only **ENGLAND..**No matter what the Traitors have planned, their comeuppance awaits.

July 2006		
1-2	Sunderland International Kite Festival, Northern Area Playing Fields, Washington, Tyne & Wear.	Malcolm Goodman
8-9	Brighton Kite Festival, Stanmer Park, Brighton	Brighton Kite Fliers
8-9	Barmouth Beach Kite Festival, Opposite RNLi Boathouse, The Promenade, Barmouth, Gwynedd, Wales	David Montague-Smith 01562 66102
15-16	Hereford Kite Festival, Kingstone High School, Hereford HR2 9HJ	Karl Longbottom www.longbottom.org.uk 01981 550326
16	Catch The Wind, Morecambe's 3rd Annual Kite Festival, The Promenade, Morecambe	01524 413064
22-23	Tewkesbury Kite Festival, Tewkesbury School	GVKF
22-23	Richmond Kite Festival, Old Race Course, Richmond, Yorkshire	Malcolm Goodman
23	Druridge Bay Kite Festival, Druridge Bay Country Park, Red Row, Haston, Amble, Northumberland NE61 5BX	Graham Mitcheson 01670 760968
29-30	1st MKF Family Fun Weekend, Mill Hill School, Ripley, Derbyshire	MKF
August 2006		
5	Kites over Kintyre Two, Kinloch Green, Campbeltown, Argyll and Bute, Scotland	David Montague-Smith 01562 66102
6	Royston Kite Festival, Herts.	Peter Mitton peteramitton@btinternet.com
12-13	Teston Kite Weekend, Teston Park, Maidstone, Kent	Ron Dell
12-13	Whitley Bay Kite Festival, The Links, Whitey Bay, Northumberland	Malcolm Goodman
12-13	Coventry Kite Festival, Memorial Park, Kenilworth Road, Coventry, Warwickshire	M.K.F.
12	Pembrokeshire Sky Festival, Carew Airfield, nr Tenby	Stave Walton 01834 860789
19-20	High Force Kite Festival, High Force Waterfall, near Middleton-in-Teesdale, Co Durham	Malcolm Goodman
20	Hunstanton Kite Festival, Smithdon School, Hunstanton, Norfolk	Bryan Cantle
20	Kites over Capstone, Capstone Farm Country Park, Capstone Road, Gillingham, Kent ME7 3JG	Rachele Mansfield. 01634 812196 rachele.mansfield@medway.gov.uk
26-28	Portsmouth International Kite Festival, Southsea Common, Hampshire	The Kite Society
September 2006		
2-3	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
2-3	Summer Kite Festival, Beverley Race Course, Beverley, East Yorkshire.	www.kite-festival.co.uk 01430 860070
9-10	Swift Fly-in, Great Barugh, North Yorkshire.	Jerry & Carolyn Swift. 01653 668157 jerry56.swift@btopenworld.com
10	Castle Kite Day, Rockingham, nr Corby	Neil Harvey, 01285 740295
9-17	Dieppe International Kite Festival, Dieppe, France.	
17	Wickford Kite Festival, The Wick Country Park, Wickford, Essex	Mark Williams 01268 562921
24	Wakefield Kite Festival, Heath Common, Wakefield	The Faceless Company 01924 215790 www.facelessco.com
May 2007		
19-20	10th Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds.	Martin Corrie

Contact	Address	Telephone
Kites Up	Roy Broadley	01256 812487
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560
Brighton Kite Fliers	11 The Sheepfold, Peacehaven, East Sussex BN10 8EG	01273 582309
Ron Dell		01438 712168
Richard Nourse	85 Bells Orchard Lane, Wareham, Dorset, BH20 4HP	01929 554690
GVKF	12 Littlefield, Quedgeley, Glos G12 6GZ	01452 728521
Great Ouse Kite Fliers	Jill Ferrer, 80 Welland Road, Peterborough, Cambridgeshire PE1 3SG	01733 563958
Michael Lowe	44 Bellemoor Road, Shirley, Southampton, Hants SO15 7QU	023 8077 0788
Bryan Cantle	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP.	
M.K.F.	David Buckland, 98 Thanet Street, Clay Cross, Chesterfield, Derbyshire S45 9HS	07971 177085
Dunstable Kites		01525 229773
White Horse Kite Fliers	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208
NKG	Northern Kite Group	
Avril Baker	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002
Malcolm Goodman	Bluebell House, Market Place, Middleton in Teesdale, Co Durham, DL12 0QG	01833 640584