

THE KITEFLIER

www.thekitesociety.org.uk



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



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Dear Reader

Happy New Year to all of you—let us hope that 2007 will give more favourable winds than 2006! Our first festival of the season is Weymouth at the beginning of May—we hope to see as many of you as possible.

The kite season has also been extended this year beyond the normal finish at Bristol! We are organising a new International Kite Festival at Palm Bay, Margate, Kent—22nd & 23rd September. It is a good grass site—similar in size to Portsmouth, plus has great views over the Channel. There will be areas for Buggy (on the Beach) and Kite Surfing (on the sea!!!!), plus lots of room for the rest of you. See you there!

Clive Davies—Sad News

Clive Lewis Davies, owner of Woolmer Forest Composites, husband of Kay and father of Giles & Claire, died peacefully at home on Monday 27th November 06 after a short illness, at the age of 69.

We would like to thank everyone for their support over the many happy years that we spent with the kite flying family.

Wishing you all the best in the future,

Kay, Claire & Giles Davies

Any donations to the Rosemary Foundation - Hospice At Home and / or Cancer Research c/o Kay Davies, 44 Hilland Rise, Headley, Bordon, Hants. GU35 8LZ.

Front Cover

One of Sylvie Perry's Kites, taken at Dieppe.

Photo Gill Bloom

Whilst every effort is taken to get the details correct The Kite Society cannot be held responsible for any errors or omissions that occur. Opinions expressed in this magazine are not necessarily those of the Editors or The Kite Society.

Unfortunately Dunstable Kites have ceased trading. They would like to thank everyone of their customers over the past 17 + years Dunstable Kites have traded.

Doug and Joe

And in the words of Douglas Adams—"So long and thanks for all the fish!"



Letters

From Malcolm & Jeanette Goodman (November 2006)

Many of you will have heard on the grape vine that Sunderland City Council is planning to change their policy for the management of their International Kite Festival. They are hoping to attract tenders from suitably experienced persons to be a KITE FLYING CO-ORDINATOR for 2007/08/09. Adverts have already been placed in The Kiteflier.

It is with regret that I am informing you that I will not be tendering for this contract, this is not a route that I wish to take and therefore I will not be associated with next year's festival although of course I will continue with other festivals.

Since 1986 this festival has grown into a major event in the international kiting calendar. It has become renowned for the spectacular kites and displays from top quality kite makers from across the world. Records have been made, many kites appearing for the first time there and the camaraderie between people from different countries and cultures has proved to be a huge hit for kitefliers and the general public. Sunderland's reputation for being "The Friendship Festival" is well deserved.

Jeanette and I would like to say a huge 'thank you' to you all, for your friendship, support and loyalty over the past 20 years. We are looking forward to seeing you again at other events that I will be organising in 2007 – keep an eye on the kite calendar.

As most of you know, my dream of opening a Kite Museum has had a setback, mainly due to Health & Safety issues. Whilst I can't see at the moment how to open to the public I am still continuing with the project. Although the Museum is not completely finished, if any of you would like to have a look around then please get in touch.

Next year the Wirral Kite Festival (June 30 - 1 July) will be going International and we will be helping Dave Holt to organise that side of the Festival.

Our thanks and best wishes

From David Davies

May I please be allowed to make a couple of corrections of fact that appeared in the pages of our newsletter issue 109. On page two of aerodyne my surname was spelt incorrectly it is Davies with an E important only to me I know but it was incorrect.

It is also incorrect that Mark Bowlas goes to festivals and flies the Skydancer for me. Mark Bowlas is a valued customer (he owns nine or ten of my kites) and friend, and a highly skilled quadline flyer who is second to none. Any time we meet at a festival and I am flying my kites, he is welcome to pick up my handles and fly my kite, and I will look on with

pleasure and a little envy and try to learn from him.

I have no wish to be drawn into the discussion on how kites fly but perhaps Mr Peter Cleave can explain to me why when I hold my four lined kite at the hover (stationary) the sail now being at right angles to the wind I experience the least pull on the handles, and when lets say in a ten mile per hour breeze I instruct the kite through the control handles to move forward it will instantly accelerate to a forward speed of thirty to forty mph and the pull at the handles increase considerably. I recall one day in the early stages of my kites development of being actually pulled by the kite flat on my face, no damage was done except to my dignity, I had a lot to learn then, and still do !!

We all enjoy kiting for a multitude of different reasons, lets enjoy and celebrate our differences and not rush into print with speculation, our pet theories, or statements that are simply not truthful.

From Paul Chapman

This letter has been prompted by several recent events, the most recent of which being a decision not to go to the Cambodian Kite Festival. I will explain the rationale for my decisions but the intention is to ask others to think about their motives, whether as attendees, or as organisers. Thankfully the problems I have come across have not occurred here in the UK.

Firstly Cambodia. After years of negotiation I finally decided to go to their December festival at Angkor Wat where I had been offered free accommodation during the time of the festival. To make the trip worthwhile I wanted to spend some time learning about, and possibly making, Cambodian kites directly from the kitemakers. I booked a flight that gave me a week outside the festival to allow for this. Despite discussing my intentions with the organisers it proved impossible to get any contacts from them for this week. Almost perversely they booked me into a Lonely Planet 'Top End' hotel rather than accommodate my request to make an arrangement where I could stay with a local maker and pay him the equivalent of the hotel. Neither did they help with my request to contact someone trustworthy that I could employ as my translator during the week. After a long series of emails I had to conclude that the organisers did not want me to meet anyone except through them as an intermediary. My suspicion was that this would mean derisory payments to the local kitemakers, and then only for kite sales rather than allowing me to get a proper understanding of the local kite culture. I have seen this before and have made it a point of principle only to meet and deal with the makers directly. They will give up and do something else if they don't get a fair return. This is happening already in China. I have checked out my suspicions with friends in the Far East. They agree with me, despite protestations from the Cambodians.

Letters

By planning early I had got a good deal by taking a risk on a non-refundable flight so the losses only cost me £500 and a lot of planning time. Money issues aside, the attitude shown by the organisers seems diametrically opposite the published Objectives of the Asean Kite Council (kiteasia@yahoo.com), particularly 'To collect, collate and distribute by any means deemed necessary, ideas, information, knowledge, methods and techniques for the benefit and improvement of kites and kite related activities.' In any case I felt unsure, not only for potentially escalating costs, but also that, without a recommended guide, I could find myself in a potentially dangerous situation. I cancelled with deep regret because Cambodian kites are very special. Equally regretful is the thought that these kites will not continue if the makers themselves are not recognised and encouraged.

Equally problematic was the decision not to attend the Historic Kite Workshop (HKW) held in Apeldoorn, Netherlands in October. The HKW meetings are superbly organised, either for a visit (last year to Lindenberg), or as a weekend of making/talks/exhibition (see <http://cerf.volant.historic.free.fr/> for an account of the 2006 HKW; the theme was Alick Pearson's Round Pond Roller). I was asked to give a talk again this year, together with Jan Desimpelare (Russian kites) and Uli Dracheim (WWII military kites). However neither Jan nor I, or Drachen Foundation as part sponsor, attended. The reason was none of us wishing to condone the actions of some of the historic kite community. Historic kiting covers a rather different field from other forms of kiting. It involves serious document and artefact research where most 'finds' are either unique or extremely scarce. Consequently the sources, whether as individuals or museums/libraries, need to be respected. Sadly this seems not to have been the case with the result that various sources have been compromised and no longer welcome genuine researchers. For example, and while not a HKW issue, I recently found that the extremely rare 1827 copy of Pocock's *Aeropleustic Art* is catalogued as missing at the library of the British Museum. Is it any wonder that one has to be extremely guarded about revealing historic kite sources? I think the HKW issue is related to a perceived kudos/status for coming up with some new discovery. There are some serious collectors who use Ebay and consequently prices are high... which leads to the temptation for others to cheat. It does not have to be like that. Serious researching, knowledge and, perhaps, some second guessing can lead to amazing discoveries at little or no financial cost. More importantly we should remember that our actions should not shut the door to others who come after us. And while on collecting – who bought the *History of the Kite Carriage* (Pocock) advertised for only 2,500 Euros on a German antique bookshop website?

Now to comment on the kite aerodynamics discussion that has run in the past few Kitefliers. Actually I

don't want to propose any theories despite being reasonably qualified to do so. Try making sense of the sextic equations of kite theory and then solving the resulting umpteenth order Routh's Discriminant? I think it is sufficient that there are two aspects of kite technical performance that interest us.

The first is the angle of flight. This is a measure of the kite's lifting efficiency and, ignoring the (non-trivial) lift and drag effects of the kite line, this is basically *(lift-weight)/drag*. Lightweight kites with low drag fly higher.

Secondly, and arguably more importantly, stability then comes into the argument because we have all seen high-flying, but laterally unstable, kites. It is necessary sometimes to make a compromise by adding a tail or increasing dihedral. Pitch stability is important too, as are the couplings between longitudinal and lateral stabilities. A pitch divergence can sometimes lead to lateral instability. Nicolas Wadsworth has taught us about the important effects of weight and inertia. Apparent mass (the weight/inertia of the air inside the kite) is as important for inflatables as it is for man-powered aircraft (I wonder if it is accounted for in the AIRBUS A380 megajumbo?).

I think the easiest way to understand kite lifting behaviour is to stand back and look at the big picture; don't try to figure out the individual streamlines. The kite stays up through a lifting force. The lifting force comes about by a change in the momentum (think Newton) of the air, which is ultimately reacted by an increase in pressure on the ground. The horizontal momentum transfer is shown up as the flying angle; this is a measure of the drag or drift (aerodynamicists used the kite related term Drift before they conceived of Drag).

Too much theory can be self-defeating. To quote from the Foreword of the technical paper by Bryant and Brown '*The development of a satisfactory kite of high efficiency was however reckoned to be so formidable a problem that interest in the subject inevitably declined*'. Yes, you have to think about the aerodynamics and its influence on kite performance when you are making a kite, but probably not too much. Think about the aesthetics too and how the Wind Gods react to good looking kites.....no wonder we have to tie them down to the ground!

Well, that is it – just had a mail from Drachen Foundation to let me know that they have found the Cambodians helpful in sourcing kites for the DF collection. Doesn't answer the real question of whether the Cambodian kitemakers received a fair return though.

Benjamin Franklin birthday kite shocks American Museum.....Paul Chapman

When Pete Dawson of the White Horse Kite Fliers asked me to help out at the Benjamin Franklin tricentenary at the American Museum in Bath, I wondered whether it would be possible to create, and then fly a genuine electricity-gathering kite.

Benjamin Franklin is celebrated in America as the first, in 1752, to collect an electric charge from the atmosphere by using a kite. However, like any claim there are challengers. The French support De Romas¹ while there may be some evidence that the concept, at least, was supposed possible by Scotsman Alexander Wilson in 1749².

XCV. *A Letter of Benjamin Franklin, Esq; to Mr. Peter Collinson, F. R. S. concerning an electrical Kite.*

Philadelphia, Oct. 1, 1752.
Read Dec. 21 1752. **A**S frequent mention is made in the public papers from Europe of the success of the Philadelphia experiment for drawing the electric fire from clouds by means of pointed rods of iron erected on high buildings, &c. it may be agreeable to the curious to be informed, that the same experiment has succeeded in Philadelphia, tho' made in a different and more easy manner, which any one may try, as follows:

Make a small cross, of two light strips of cedar; the arms so long, as to reach to the four corners of a large thin silk handkerchief, when extended: tie the corners of the handkerchief to the extremities of the cross; so you have the body of a kite; which being

[566]

being properly accommodated with a tail, loop, and string, will rise in the air like those made of paper; but this, being of silk, is fitter to bear the wet and wind of a thunder-gust without tearing.

To the top of the upright stick of the cross is to be fixed a very sharp-pointed wire, rising a foot or more above the wood.

To the end of the twine, next the hand, is to be tied a silk riband; and where the twine and silk join, a key may be fasten'd.

The kite is to be raised, when a thunder-gust appears to be coming on, (which is very frequent in this country) and the person, who holds the string, must stand within a door, or window, or under some cover, so that the silk riband may not be wet; and care must be taken, that the twine does not touch the frame of the door or window.

As soon as any of the thunder-clouds come over the kite, the pointed wire will draw the electric fire from them; and the kite, with all the twine, will be electrified; and the loose filaments of the twine will stand out every way, and be attracted by an approaching finger.

When the rain has wet the kite and twine, so that it can conduct the electric fire freely, you will find it stream out plentifully from the key on the approach of your knuckle.

Franklin's account of his electrical kite has been frequently reprinted and is worth reading. The Royal Society recently opened up its archive on the Internet so I was able to download a couple of cuttings^{3,4}. Benjamin Franklin's letter to Peter Collinson was written on October 1st 1752 from Philadelphia and contains detailed, but simplified, instructions on how to make the kite. According to Franklin "it is necessary to make a small cross of two light strips of cedar; the arms so long as to reach the four corners of a large thin silk handkerchief, when extended: tie the corners of the handkerchief to the extremities of the cross, so you have the body of a kite; which being properly accommodated with a tail, loop and string, will rise into the air like those made of paper: but this, being of silk, is fitter to bear the wet and wind of a thunder-gust without tearing." He goes on to say that "to the end of the upright stick of the cross is to be fixed a very sharp pointed wire, rising to a foot or more above the wood....." And then referring to a letter from John Lining, a similar kite was made using silk called 'alamode' (à la mode) and was flown on a common three-strand hemp line. There is, of course, more detail in the references but this was sufficient for me to build my replica.

I already had a light silk handkerchief of the right size. It had been given to me at the Weifang Kite Festival in China many years ago and so seemed appropriate. The silk was 30 pouces square (French inches are measures in thumbs or "pouces"), which tallies with handkerchiefs of the period⁵. Unfortunately there were no cedar laths to hand so I had to make do with the bamboo equivalent cut to 1/2" by 3/16" from a six-inch diameter pole. I made the bamboos overlong with the intention of cutting them down, but when playing with the fabric and sticks I soon realised that the silk would stretch tight on overlong sticks. Because of that I made the upright slightly longer than the cross stick. The silk was then bound to the upright stick using linen boot thread and the cross-stick attached similarly, but making a slight bow. When the cross-stick was pulled down to the upright, both the upright and cross-stick formed concave bows and the silk pulled drum tight. The cross-stick was then bound to the upright just forward of the middle of the upright. The result being a somewhat concave looking diamond.

¹ M Guyot. *Nouvelles Recreations Physiques et Mathematiques*. Two volumes, 1799. See Trezieme Recreation – Cerf-Volant Electrique. De Romas is attributed as the inventor while Franklin is given as inventor of other Recreations (e.g. the Vingtieme). My book is based on an earlier book by Jaques Ozanam (1694/96) which I have not seen, but which may contain electrical kite experiments.

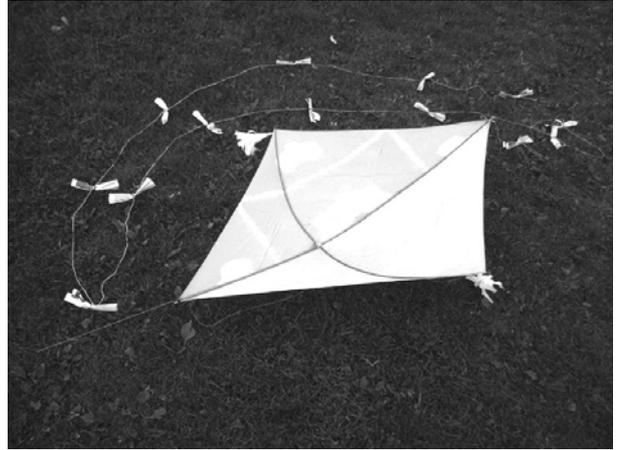
² Clive Hart. *Kites; an Historical Survey*. 1967, reprinted 1982 by Appel. See chapter 5.

³ Royal Society Philosophical Transactions 1683 – 1775. Page 565. A letter of Benjamin Franklin Esq. to Mr Peter Collinson F.R.S. concerning an electrical Kite. 1752.

⁴ Royal Society Philosophical Transactions 1683 – 1775. Page 757. Extract of a letter from John Lining, M.D. of Charles Town in South Carolina, to Charles Pinkney Esq. in London: with his answers to several queries sent to him concerning his experiment of Electricity with a Kite. 1754.

⁵ Musee de l'Impression sur Etoffes de Mulhouse. A fine handkerchief approx 30" square. "The Ascension of the Montgolfiere" Mulhouse 1783.

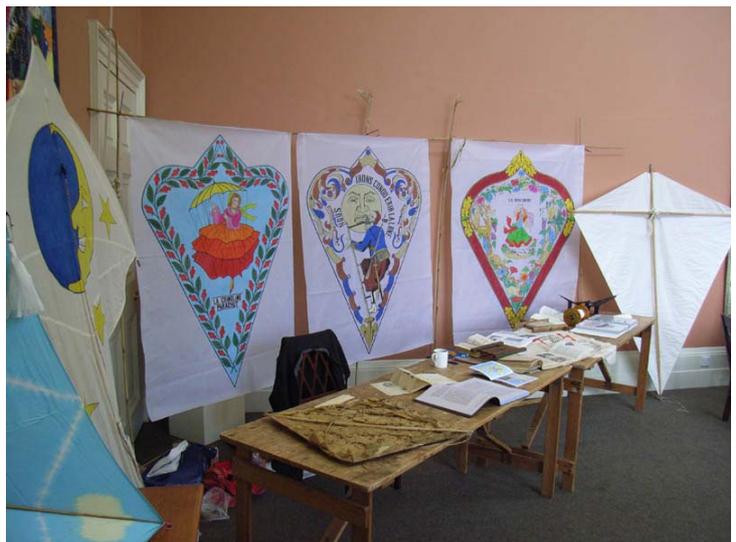
The kite was bridled with hemp lines attached to each of the four corners. This tallies with contemporary drawings that 'look-wrong' in respect of modern kite bridling practice but actually allows a bridling without damaging the expensive silk handkerchief. I am sure Benjamin Franklin would have not wanted to sacrifice his handkerchief on a kite experiment. The actual bridle point was later found by experiment to be well forward. I then made a tassel tail using folded paper and an old piece of parcel string. I used piano wire for the long metal spike, and, just for fun, attached tissue-paper tassels to the wing tips. The flying line was to be 900 yards of three-strand linen cord, as used for sewing mattresses, attached to an old wooden fishing winder that I had rescued from the flea market in Basel, Switzerland. The first flights were made on the Bristol Downs and, with the exception of a slowly disintegrating tail, all seemed to be going well. In fact very well as the kite soared to a high angle on what was a pretty quiet day.



The American Museum can be found high up on the hills just to the south of Bath. The road through the museum grounds winds between the trees, and eventually emerges at a magnificent Georgian mansion overlooking a deep south-east facing valley. Pete Dawson was already setting up the White Horse kite workshop tent when I arrived and, although the situation looked wonderful, I opted for the chance of an indoor exhibition because of the fragility of my old materials. Laura Brown is the Education Officer at *The American Museum In Britain* at Claverton Manor, Bath⁶. She very kindly offered me a corner of the Lecture Hall, which overlooks the museum lawns. The rest of the room

was the museum café; that meant that I was well provided for!

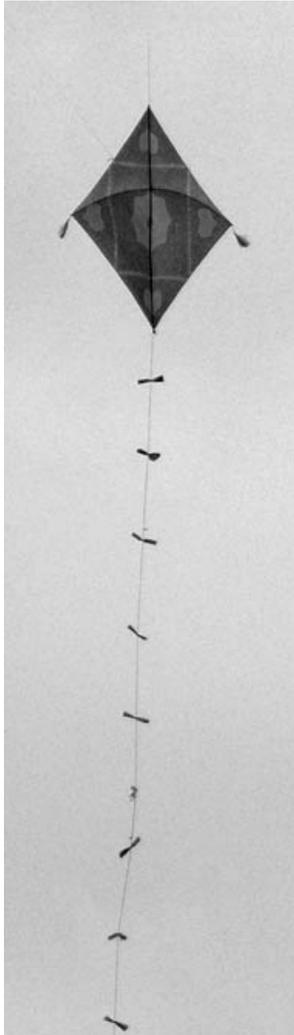
I didn't just bring along the silk kite. I had a Somerset Pear-top in cotton and with willow sticks which more or less represented Alexander Wilson despite the kite not being Scottish. Then there were three large silk pear-top kite skins made for me by Mr Qian who is the artist in residence at the Weifang Kite Museum. Mr Qian's kites are copies of the French kites at Epinal⁷ in the 1830s and are not unlike a kite dated 1773 currently under restoration by Drachen Foundation in Seattle. These are also similar to the De Romas kite in Guyot's book. Other kites included an Indonesian diamond fishing-kite made from breadfruit leaves and an American Eddy Meteorological kite of the 1890s. These represented, in many ways, the initial and ultimate development of the classic diamond kite. Supporting these kites were the various documents referenced here, together with my copy of 'The History of the Kite Carriage', 1852, to show something of local kite bugging in the Bristol-Bath region, and a photo album and miniature kite to show Samuel Franklin Cody's man-lifting kites of the early 1900s when the American was kiteing instructor to the British Army.



⁶ www.americanmuseum.org

⁷ Phillipe Cotteceau. *Les cerfs-volants d'imagerie populaire en France au XIX^e siècle*. Cahiers 2 au fils des vents, 2003. This is a small, but beautifully produced, monograph on the printed-paper kites of Epinal.

We were honoured by the presence of Benjamin Franklin himself. He appeared very distinctive in period costume and sixteenth century style of speech. Not surprisingly he took a great interest in my replication of his famous kite but declined my offer of yellow rubber gloves to protect himself from the ravages of the atmospheric electricity when the time came for the grand electrostatic experiment. We had a brief discussion on De Romas but he could not recollect meeting him for coffee at Le Procope⁸ in Paris so claimed independence; whether he met him on the flying field is not recorded either.



The exhibition went well enough. I was able to illustrate De Romas's experiments using a picture in Clive Hart's book where the 'electric fluid' can be seen doing dastardly things to a pigeon, while a chained dog looks on nervously. And I was able to explain the technicalities of the Franklin experiment using the account in the *American Meteorological Journal*⁹. The journal article explains the purpose of the experiment in terms of measuring the atmospheric charge rather than attracting lightning. While the experiment seemed dangerous enough I am sure the experimenters did not want to draw a lightning strike and suffer the consequences as happened to Dr Richman of St. Petersburg in 1753. While it is not clear that a lightning strike on his kite killed Richman, there is a photograph¹⁰ of a later kite line in the process of being vaporised by a strike. Whether the effect of the lightning can reach the ground faster than the line can vaporise it is also uncertain!

At the appointed hour I decamped to the lawns with the silk kite to find Benjamin Franklin and arrange the electric kite experiment. White Horse had been doing a good job since there were children's kites rushing about everywhere. The children must have heard the stories of atmospheric electrics since a suitable gap appeared as soon as Benjamin Franklin (without rubber gloves) was ready to take to the air. The silk kite rose, the metal spike gleamed invitingly to all those charged atmospheric particles. The kite rose higher and higher, well over Claverton Manor but as yet below the 250 ft suggested by John Lining. It was already well above the children's kites. Our hopes rose and I felt I could see a sparkle in the eyes of Professor Franklin. But.....shock! A few tassels fluttered away from the kite's rotting string tail. No matter, the kite climbed higher,

and higher as the upper wind grew stronger and steadier. A few more tassels dropped away and the previously steady kite started to sway. More line, more sway, more line and more dropped tassels. And then.... total disaster as the sway turned into a swoop and the swoop turned into a death dive straight into the open arms of a tall tree. And there it stopped. And is still there now. Poor Benjamin Franklin¹¹! He was in a state of disarray, his brave experiment ruined.

Back at the exhibition there was a gap where the experimental kite had once been. But we continued flying anyway. The little Cody kite nearly reached the ceiling of the Lecture Hall and every now and again a tiny paper hummingbird kite flew above the heads of the diners from a single strand of silk.

I am not sure that the Benjamin Franklin kite reconstruction proved anything other than the fun of messing about with kites.



⁸ **Le Procope** , founded 1686 is claimed to be the most ancient café in the world. It can be found at 13, Rue de l'Ancienne Comédie –75006 Paris and boasts a clientele that includes both Benjamin Franklin and myself!

⁹ Alexander MacAdie. *Franklin's Kite Experiment*. *American Meteorological Journal*. July 1891. MacAdie at the Blue Hill Observatory measured 3000 volts in a recreation of the Franklin kite experiment!

¹⁰ This photograph was taken at the meteorological observatory at Lindenberg, about 100 km south of Berlin.

¹¹ Benjamin Franklin aka Steve Purbrick. Actor – Interpreter. sp1@ntlworld.com. Excellent likeness and patter. Good sport too – especially given the evidence of the dangerous nature of the experiment.

Le Cerf-Volant—Jessica Hawkes

My father is Denis Hawkes and I have written a piece on his life and experiences of kites. It is all about my family and our kite life. My dad says it sounds a bit nostalgic and some people may get the impression he has passed away—but Denis Hawkes is very much alive and kite flying!!

Like all of my brothers, ever since I was born I have been a member of the Kite Society of Great Britain and since a very early age, kites have played a large part in my life.

I have been to dozens of kite festivals all over Britain, I have single handed flown over 200 kites all at once (alright it was a train..) and I have given up many evenings, days and weekends to go kite flying, or got to festivals or run workshops or help make kites with my kite loving father, Denis Hawkes.

There was a time when every summer evening, when the weather was right, me, Dad and the boys would fill the car with kites and got to Dunstable Downs for several hours, until it got dark or looked like rain.

Our attic was then, and still remains full of hundreds and hundreds of kites (perhaps to the disgruntlement of my mother sometimes!).

I think my Dad's favourite kite of all is his longest train, over 300 small kites made from coloured bin-bags all attached to the same line. He would take them out one by one until the box was almost empty and the train was a long bright series of splodges of colour resting and bobbing slightly on the horizon.

The train brought many people asking questions which we answered together to a crowd of people. I always loved knowing so much about it all and felt proud standing beside my father and his 800 foot of kites in the air.

I can't remember the first kite festival I ever went to, as I have simply been to so many the memories all seem to run into one now. However, I do remember the first, and only if I am not mistaken, weekend kite festival I went to with the rest of my family, including my father, Denis.

It was a small festival held in Margam Park, Wales and of course it rained for practically the entire weekend, and what made it worse, we

had to share one port-a-loo with 50 other campers and visitors during the day for three miserable days. I remember very little kite flying taking place at that particular festival (perhaps that is why I have never been to another weekend festival!).

Some of the most amusing events including kites however, we held at our nearby flying spot, Dunstable Downs. For example, one November Sunday afternoon, our family decided to go for a short kite-fly before the Sunday roast. An hour or so later me, Mum and my brothers decided we were cold, fed up and hungry so we told Dad we would wait for him whilst he quickly put his kites away. So we sat, hugging ourselves in the car. We waited. The sun soon went down and the wind got stronger and more bitter. We Waited. The wind was now blowing a full force gale and Mum was getting rather angry.

"Where is he? The dinner will be getting burnt!". She cried through the shivers. But nevertheless we waited, for we had faith yet. An hour and a half later Mum had had enough and decided to go out into the freezing storm to see what was keeping him.

Dad was clinging desperately to the 20 foot pink and brown gingham cotton delta Conyne with a crossbar made from a pole vault, as the 25mph wind ripped at it, trying to steal it as he struggled to keep a grasp. He was stuck, as the pull was so great he couldn't let go nor pull it down. It was only when two passing woman stopped and gave him a hand that they finally managed to get it down, out of the vicious wind.

And may I not forget the amusing misunderstanding which my mother and father had in France before I or any of my brothers were born in the late eighties. Both my parents were in France (well they weren't parents then) with several hundred kites stored in the back of their red Morris van, waiting for the Dieppe Kite festival in the North of France. The confusion happened when one night they decided to stay at a campsite where the owner spoke no English at all, so my Dad had to struggle on the little French he could remember.

"Qu'est ce que dans la camionette?" the site owner asked my Dad, translating as "What's in the back of your van?". My Dad answered,

Le Cerf-Volant—Jessica Hawkes

quite correctly, "Plus de cinq cent cerf-colant", meaning to us "Over 500 kites".

This was no lie, however the site owner gasped, amazed "Les Cerf-volant!! Cinq cent!". Dad nodded. It was true, Dad did have over 500 'cerf-volant' in the back of the van. The site keeper wanted to see and quickly. He seemed overly surprised and incredulous, his eyebrows almost toppling off his forehead. He ran to the back of the van, thoroughly stricken. When Dad opened the van to reveal 500 kites, the site owner sighed with relief, "Ahh! Les cerf-volant!" he said relieved and calm. It was only later when my Dad discovered 'cerf-volant' not only means kite in French but also shares its meaning with stag beetle that we could understand the horror of the poor French man.

Another time, at a festival in Woburn, when flying a winged box kite 1000ft high, with cheap line, inevitably the line broke and the kite 'ran away' with the wind. My Dad ran after it, not even looking where he was going, and ended up running right through several animal enclosures at Woburn Safari Park, risking himself. But sadly he never saw that 6 foot winged box again.

Another time losing a kite due to it 'running away' was at a local village fete. At the time we were all dressed up as characters from 'The Beano' for the local carnival and Dad was asked to do a kite flying demonstration, even though he was dressed up as Dennis the Menace.

Half way through there was a sudden gust of powerful, swirling wind and his circo-flex was carried up 60 feet, into a nearby tree in somebody's garden.

When he knocked on their door and introduced himself as Denis and explained about his kite being stuck in their tree they looked at his black and red stripy T-shirt and school boy shorts and gave him a funny look, not knowing what to believe.

It certainly didn't help when my mother, wearing a bright red beret and dressed as Minnie the Minx turned up to help explain. The fluorescent yellow 10 metre circumference circo-flex (which of course Dad had made entirely himself) was returned with no damage whatsoever.

At a one off festival my Dad went to in Notting-

ham, his double Conyne delta's line was cut and it flew off and landed right in the flow of the River Trent. Dad ran to the bank and watched as it floated downstream. There were anglers along the bank and once of them called across to him "If you want that back, mate, then you'd better take your cags off quick".

Dad looked at his good kite, floating swiftly away. He had no time to think. He whipped off his shirt, trousers and shoes and leapt into the fast moving river and swam to catch up with the kite. He reached out and grabbed the soaking kite just in time, then swam to the bank. He then marched proudly back to the flying field with the dripping kite under his arm, wearing nothing but a pair of soggy under-pants.

When my brothers were part of cubs, both my parents held a kite making workshop to make sleds with the pack one evening. It was a great success and the next week the organised to take all the boys to a local field to fly their home made sleds.

Dad, being Dad decided to make his own sled to fly, made like the cubs from bin-bags. However, there was a difference, Dad's sled was about 18ft tall and had huge 2in diameter bamboo as the vertical spars. The line was overly thick rope and on the day was staked down into the ground with 2 metal road pins. Despite the lack of wind the kite launched beautifully and flew gracefully through the air.

It only all went wrong when Dad went against his better judgement and decided to show it off at the Dunstable Downs kite festival, even though he knew conditions weren't right. Quite obviously the pull was so great Dad nor the road pins could keep it held down and it snapped right through both metal pins.

All of these adventures to do with my Dad, family and of course, kites are only a few of the many that have happened and I am sure, yet to happen.

May Dad may not do as much kite flying now as he once did, and I may never be a true kite flier myself, but I will always delight in being the daughter of a great kite flier, who once ruled the sky with his coloured diamonds.

Pothecary Corner—Alan Pothecary

The Emissary



Yes - I do like bigger, slower kites. I gave this one to both novice and some very masterful trick flyers and they liked it too! I just wish that it *looked* better – that's all...! At around £160.00 it's at the beginning of kites more in the upper level of performance and price, so, if aesthetics are important, you could be tempted to spend just a little more on a Deep Space, a Fury or something else from across the Channel. However, it does perform very nicely. HQ claim that it masters the high winds although having flown it in 25 to 30 mph one mid-summer's day down on Southsea common I can't say that I would entirely agree.

In more normal conditions you will find that tricks are easily achievable with a smoothness which is quite addictive. The yoyo stopper pegs come separately so if line wraps annoy you and you don't want to do yoyos, then don't clip them on! This would be OK for Marilyn and I in the demonstration arena as we don't use those tricks in our ballets (certainly not with tails) but it is big, slow and precise enough to fly as a team or pairs kite and the 'easy adjust' leach line which is so popular these days gives it that extra versatility. You will find weights in the bag which will alter the flying characteristics and allow you to trim the kite to your own preference (pretty much a must for the wrap up - yoyo I found!).

The 'slowness' of the kite is great for when you are learning tricks because you get more time to see what the kite is doing and more time to react. The Light Ventex sails of the Emissary incorporate Mylar® with Skyshark rods in the leading edges and Dynamic 18 in the spreaders. I have said this before but we should all start haranguing our favourite traders because I have not yet seen any on the stalls – I did manage to break a bottom spreader being utterly over aggressive when the kite wasn't in the position I thought it was but HQ, knowing me as they do, had already sent me a couple of spares. I'll have to check out The Highwaymen, who are usually pretty good for spares - although Kiteworld are our

main sponsors for kites and accessories - Shirley Turpin has always been very good to us when we have needed those odd bits that other traders don't have in their range. I haven't seen the Emissary around the shops but I know that they are quickly available on order. We have one in the bag, so come over and have a look-see and fly.

The Transfer XT.s by Atelier

The Transfer XT.s is the full size version of the Transfer XT,r, a bit like the Fury and the Fury 85, only the manufacturers, Atelier, did it the other way round and released the smaller one first.

The first thing I have to say about it is that I like this kite better than any other kite I have flown. Perhaps that's because it suits my style and what I want to do in pairs flying and also allows me to move on to other things without having to change kites. Perhaps that it is what I have found to be the most manageable kite within such a large wind range and allows me to keep on flying without having to worry about adding brakes or changing bridles – I am completely comfortable from three and a half, right up to sixteen miles per hour and only then do I start to think about slowing it down with some sort of brake. But I suppose that is because I have been so used to thinking about how much pull Marilyn can take before she goes flat on her face when we are flying pairs.

The Transfer superseded the Lithiums we flew before and Marilyn was coping very well in 20mph on a standard XT.s with a small nappy, where as before she would have been finding it very difficult with a vented. We would like to have the vented versions which are now available but Atelier haven't had the same foresight and generosity toward us as some of the other main kite manufacturers so you probably won't see much of them flown in the UK at all as not too many flyers are likely spend that sort of money without getting the opportunity to try it first. The design of this kite makes it look much wider than it is and of course the flying characteristics are much different than we were used to but once the technique to hit that stall in the middle of the window was mastered we were away!

At first it does start to move very rapidly when it gets wind back in the sail but you can counter this once you are used to it. I have learned quite a lot from the XT's, one thing in particular is that a kite of this quality has to be bedded in. The development process has gone on for hundreds of hours and toward the end, fine tuning of the bridle added to it. Now, when the bridle is finally right and all the measurements are taken for future builds the sail of the kite has gained a certain amount of stretch (a bit like me in my old age I suppose), Therefore, when the new sail receives a bridle with the 'worn in' measurements it obviously flies a little differently to begin with.

Pothecary Corner—Alan Pothecary

The precision of this kite I found to be excellent straight out of the bag. The factory settings are in the middle so that you get the best of both worlds. Adjustments are made to the third, short leg of the bridle by the bottom spreaders to improve the precision but we left that alone, leaving it a bit on the tricky side to help with those flatter axles.

You can get a wobble after a sharp turn – to cure that, you should lock your hands together after the move, otherwise the weight of the kite pulls back on the line causing your hand to move and, hence, the kite will wobble. This is true of most kites – come over if you see me and I'll show you what I mean. I found that the XT.s loved to lay on it's back (the start point for so many tricks these days) so much so in fact that when I did the first fade launch, I pulled to bring it around straight and it went right on in to back spins. Flying in virtually no wind you may get a problem of the line catching the wing tip in a flat spin but you soon learn to get past this and it's even easier in a breeze.

You have probably never seen such wide bridle settings but that doesn't mean that the movements are necessarily big (not like a Matrix for instance) although, if you are used to a smaller kite you will find this one quite slow and graceful - and you get the time to appreciate what the manoeuvre is about. Because of the 7pt rods used you might think weight would be a problem but there is a lot of sail area also which helps because the base of the spine comes already weighted too!

Overall the build quality is very good (as you would expect for a kite over £240.00) – Atelier have come on in leaps and bounds in that area over the last few years and don't worry about it coming from abroad – via email or telephone I have found the language barrier doesn't exist and the after sales is absolutely first class with guys like the designer Ramlal willing to advise all you want. We also have a pair of "unleaded" (Ultralight) Transfers. These are not as light as I would like them to be and we had to go back to our Lithiums occasionally in competitions as they were more reliable in very low winds. Tricks I also found quite difficult with the unleaded – you have to be very methodical or they either just won't perform - or break. Precision though, is spot on with a bit of a breeze as are stalls and landings. I can't

comment on the vented because I have never flown one but you get what you pay for with the standard - the unleaded? - I do like it but I am 50/50 about VFM – it depends on what you are looking for.

Do you know who the mystery flyer is with the XT's? There's no prize this time but I'll tell you if anyone can name him. Enter your answer on our web-site www.closeencounters.co.uk

Win a Kite..!!!

From now until the closing date of midnight 28th August 2007, sponsored by www.kiteworld.co.uk Close Encounters will be hosting a fun competition. The prize will be a Prism Mirage (soon to be renamed the Hypnotist) a two line delta sport kite. In the bag with this kite, are flying lines and the superb, "Freestyle Pilot" Prism DVD - with some fantastic filming of tricks and instruction on how to do them.

All you have to do is submit a photograph of Close Encounters - it can be flying, setting up or posed – what ever! Send your entry to their web-site at www.closeencounterskites.co.uk with your contact details, include your name, home town and how you would like to be contacted if you win. On decision day Allan and Marilyn will give their favourite photos to a representative of Kiteworld.co.uk to choose the winner. No correspondence over the final decision will be entered in to.



Please note that any photos submitted may be used at some time for publicity purposes or on their web-site but no fee is payable for this. The winner's name and home town will be published. The winning photo will be announced at the Bristol Kite Festival over the weekend of 1st and 2nd September 2007 and after that on the Close Encounters and Kiteworld web sites. Close Encounters have a Mirage of their own you can try and a review will follow.

Kite Sports in Schools—Suzanne Woods

Kite sports in the Oadby and Wigston School Sport Partnership.

The story so far...

The Oadby and Wigston School Sport Partnership (SSP) became involved in kite flying activities after learning of some pioneering work that had taken place in one of its primary schools. One of the school's parents, Steve Sutton, was a member of 'Midland Kite Fliers' and had run a very successful kite club for pupils at the school.

The club had been very popular and had resulted in notable gains in pupil confidence and fitness. The SSP subsequently decided that kite flying would be a very effective way to address the needs of some of the key target groups in its application to the Big Lottery Fund, and in addition was an opportunity to introduce a new activity to pupils in the partnership.

The next step was to consult Steve Sutton from the Midland Kite Fliers with regards to MKF's capacity and ability to support the project. It was decided that MKF school coordinators would be able and prepared to support the initiation of kite clubs in each school in the partnership. The partnership was also successful in its application for a Big Lottery Fund grant to support the project and this was used to purchase a bank of kites for each family and support the coaches from the Midland Kite Fliers.

A training afternoon was then organised in the summer term to introduce kite flying to the partnership. Steve Sutton and Helen Hancock from MKF led the training session, which involved staff from each school in the partnership making their own kites and then experiencing a lesson in basic flying technique.

The session also included a review of the safety aspects of kite flying and a discussion of the benefits of kite flying from the MKF pilot studies.

The Primary Link Teachers (PLT) and School Sport Coordinators (SSCo) then had an opportunity to sign up MKF coaches to support their own kite clubs. MKF representatives would either attend eight kite club sessions, leading for the first half and supporting the school staff for the subsequent sessions; or would carry out a promotional kite demonstration day with the

whole school before supporting the first two club sessions. MKF representatives would either attend eight kite club sessions, leading for the first half and supporting the school staff for the subsequent sessions; or would carry out a promotional kite demonstration day with the whole school before supporting the first two club sessions.

All kites will be provided for the clubs to run in each school. Each family of schools will have its own kite bag, which will contain sufficient equipment for a club to run with approximately 25 pupils. Each bag will be passed from school to school in the family, and be held centrally when not needed.

The BKFA, Flexifoil kite manufacturers and Highwayman kite retailers were approached by Steve Sutton of MKF and also agreed to support the project. The Partnership Development Manager (PDM), designated SSCo and Steve Sutton then negotiated to decide on the most suitable kites to buy for the family kite bags. The orders were then passed on to the kite retailers and manufacturers.

Steve received the kites and they were checked and tested by MKF and then bagged up and distributed by the partnership to each family of schools.

September 2006

Before the kite clubs started in September the schools confirmed the identity of the member of staff who would be leading the kite club, often these were not the PE specialists and included science and design teachers! Steve Sutton, Helen Hancock and members of MKF then started to deliver the kite clubs in partnership schools.

So far the kite clubs have been very popular and depending on the school's needs have included a variety of formats including whole school kite days, staff meeting training and OSHL club sessions. The SSCos and PDM have visited and supported sessions in schools and a monitoring and evaluation exercise of both pupils and staff is currently being undertaken.

In addition, work with the manufacturers has developed resulting in the creation of a Flexifoil 'safe kite flying' certificate for participants and the production of a schools kite package. The

Kite Sports in Schools—Suzanne Woods

certificate will be awarded to pupils and teachers who can show they know the kite safety rules, that they can assemble and fly a number of simple manoeuvres with a two line kite and that they can dismantle and stow the kite.

Planning has begun for a joint MKF and schools event involving a participation and competition element. A number of trophies are now available for schools and individuals including The Highwaymen Trophy for display flying and the MKF Craft Trophy for kite construction.

Just recently the project has been picked up and featured by the Leicester Mercury newspaper, The Oadby and Wigston Mail, Leicester Sound Radio station, Central News and BBC East Midlands News.

Although very early in its delivery the clubs seem to have really captured the imagination of both pupils and staff within the partnership. The different dimensions of kite flying, including single line, power kites and stunt flying has appealed to a wide variety of pupils.

So far staff involved with the project have seen improvements in pupil self esteem, confidence and activity enjoyment. The partnership is very proud to be part of this initiative and would like to thank everyone at MKF and in the schools for their support in making it happen.

Steve Sutton gave an update at the MKF AGM. Some highlights are:

As you may not be aware we work with inner city schools, alongside children who have special educational needs, attention deficit disorder, various social and educational problems, where Helen and I have been verbally abused, fortunately this is a rare occurrence, but it does sometimes happen. Mainly though this is a thoroughly rewarding experience to see the progress being made with these children.

This school year we are launching the Highwaymen flying trophy and also a kite league with the help of Bryan Beasley and stack UK. This is a first of its kind and MKF is leading the way! We also would like to launch the MKF craft award, for the best kite made by a school. Also an Altitude Sprint to honour Pete Mather. All of these will be taking place at our 2nd schools fly-in day in Blaby, Leicester, in March.

We are working with the Oadby and Wigston Sports Partnership to bring kite flying to all the schools in their area of Leicester. This involves a large lottery fund which I helped secure, this is the first time any lottery money has been awarded for kite flying, so we at MKF are leading the way, again. We have been in the newspaper, on 2 local radio stations, on East Midlands News, Central news and soon to be in The Daily Telegraph.

I have also had major involvement with the highwaymen and local flyer, Andrew Ethrington, in getting a kite-flying ban in Hinckley lifted by negotiations with the council. Where from tomorrow we start teaching in that area too.

We now have very close links with Flexifoil international and Carl Robertshaw who have helped us with equipment, time and foresight. Flexifoil have joined forces with MKF to create the safe flying certificate, which is awarded to children who achieve set standards of flying, safety and general care of kites and equipment.

Our joint project goes national next year and again MKF the schools co-ordinators are at the forefront of this new and exciting project. Also I must add that Ozone is very keen to get involved now too!

There will be a Kite day in Leicester on 24th March, where we are looking at the possibility of a world record attempt to fly the most kites...we need 700! so all offers of help will be called upon!

Contact www.kitesportsinschools.org.



Flying Large Kites Safely—Hugh Blowers

I feel that in the light of events this past season it is time the whole question was discussed and put before all kite flyers for consideration. I must make it clear that I am making observations and not telling anyone how they should or should not fly, but as a committed kite flyer I believe this situation must be addressed before it is too late. My reasons are as follows.

In 2006 I, along with many others, have witnessed three incidents with large kites and have been made aware of others. I am also aware of incidents from past seasons that cause grave concern. All the incidents I am aware of share two things in common which is why I think the discussion is vital.

- 1) In each case, once the incident had happened the flyers involved were in no way able to retrieve the situation or influence the outcome.
- 2) The outcome of each incident was in the lap of the gods and it is only luck that prevented injury or major damage. I think we have all pushed our luck far enough.

Because of these factors I think there are additional reasons to consider the implications.

- 1) If people continue to fly large kites and trains in the same manner whilst being aware of what has happened in the past I do not believe that an insurance company would meet a third party claim as they could legitimately cite negligence on the part of the flyer. Even if they did pay how would this affect future flying of big kites.
- 2) If any sort of risk assessment has been done then these incidents must be reflected and it would be expected that steps had been taken to avoid the risks identified.

Whilst we are all aware of the various incidents I think it reasonable to identify the particular factors that relate to them.

- 1) In each case the large display kite had a pilot attached to the kite by a line, which was not anchored separately. Hence when the kite escaped it was powered up and with sufficient drag to keep the pilot inflated so that the kites were unlikely to stop until they hit something.
- 2) Failure of the main flying line for whatever reason, which can catch, wrap, burn, tangle or generally create mayhem.
- 3) Failure of the anchor. Potentially the most dangerous as there are all the above problems plus large bits of steel to add to the possible carnage.

As I have already stated, we have been incredibly lucky but we cannot keep relying on luck, I offer these comments.

It must be the responsibility of the flyer to ensure that they are flying in a safe manner.

Are the owners of large kites or trains (and remember with the cheaper imports they are not all experi-

enced or knowledgeable) aware of the possible dangers and appropriate methods of safe flying.

Should the organiser of an event be able to request/demand that large kites are not flown if the conditions or manner of flying are not considered to be safe (guidelines), or specify where they are to be flown.

Should large kites be flown with a secondary safety/luffing line attached in case of failure of the main line.

Should there be more than one large kite on an individual line or should each have a separate flying line.

Should Pilots be attached directly to large kites (needs to be done in some situations) and in which case should the pilot line continue to the ground and a second anchor point.

Should/have the flyer or flyers a clear idea of how they would deal with a 'line break'.

Are the ground stakes currently used safe (obviously not).

Is there any back up if a ground stake should pull out.

Should some form of quick release mechanism (and luffing line) be considered for the occasions when the wind strengthens to such a stage that the kites cannot be physically hauled down.

Are frangible links and safety lines an alternative to the above.

Has either Kite flying organisation addressed this issue and is there a guide or code of what is considered to be safe practice. Peter Lynn produced one several years ago, and the contents are still valid in many cases, but has any one a copy or read it in the light of current events.

Well, those are my thoughts, and from a personal point of view I do feel that we should go in to the new season with either a code, the will, or the means to ensure that we do not see any more large kites drifting across the landscape, certainly not powered up by pilots and especially not with pointed bits of scrap iron dangling from them. We are never going to be able to anticipate every possibility (some incidents have been so bizarre it is unreal) but if we can show that the obvious has been addressed then I feel we will have done ourselves and kite flying a favour and protected ourselves from possible litigation to boot.

I can imagine the reaction to the above in some quarters, but it needs to be done.

Bits & Pieces

Bono's kite flies high for Oxfam, 29 November 2006, By JANNA HAMILTON (www.stuff.co.nz)

The U2 concert-goers who caught lead singer Bono's kite after he set it free into the 40,000-strong crowd are selling the precious memorabilia on Trade Me with proceeds going to charity organisation Oxfam New Zealand.

Tauranga couple Claire and Hayden Keam jumped up to catch the bird-shaped kite at Friday night's concert as it floated above them during the final song, "Kite".

She said they decided to sell the kite on Trade Me but, in honour of Bono's own campaign to end world poverty, the Keams decided to give proceeds to charity.

She said she hoped Bono's kite sold for more on Trade Me than former All Black captain Tana Umaga's handbag, which fetched a whopping \$22,750 this year after he hit a team-mate to calm him down during a night on the town.

Top bid for the kite after two days is \$525. The auction closes on Tuesday, December 5.

The kite appears to have fetched NZ\$1230.

WW2 People's War.

Extracted from an item in the archive WW2 People's War is an online archive of wartime memories contributed by members of the public and gathered by the BBC. The archive can be found at bbc.co.uk/ww2peopleswar. Graeme Sorley, WW2 People's War.

Kite Flying at Dunkirk

My father was killed when HMS Barham was torpedoed in the Mediterranean and sank after a cataclysmic explosion in November 1941. Four years later, my mother married another naval officer, Commander J.S.Dove, RN, OBE who became a wonderful stepfather to my sister and me. He was reluctant to talk much about the war, but he volunteered some of his memories which I have since backed up with research. His story is unusual and interesting in many ways. Unusual in that as a naval officer he was on the beach at the evacuation of Dunkirk and he landed on the shore in France on the morning of the D-Day invasion.

Having been awarded a Military OBE when a mere 26 years old for design work he had done on naval gunnery in the years after Jutland, John Dove left the Navy in the early 1930's and took up flying. He was back in the Navy two months before the outbreak of WW2 for 14 days training in the Operations Division of the Admiralty. He had been "informed of liability to recall in time of war or emergency and that he should not participate in any defence activities which

would render him unavailable for service if required." His service record then states "Reporting qualifications in regard to flying and the aircraft industry. Informed noted, but no opportunity of using his considerable experience can be foreseen at present". From August 1939 on, he was at the Miscellaneous Weapons and Development Department of the Admiralty — the "Wheezers and Dodgers", working on kites and "magic" balloons, radar, fast aerial mines, bombs to blow holes in the Atlantic Wall, radio controlled motor torpedo boats and other exotic inventions.

He started by designing a kite with aluminium foil woven into the cloth that could be picked up by radar to be flown by pilots who had bailed out over the sea. After the war my mother had some lampshades made from this material. He was ordered to Dunkirk with a small naval party to fly these in an attempt to deter the "Stuka" dive-bombers from strafing the soldiers on the beach.

A plan of the Dove Kite can be found at home.sprynet.com/~jmaxworthy/doveplan.htm. Alternatively a plan can be found in Ron Moulton & Pat Lloyd "Kites—A Practical Handbook", 1992/1997.

Kites in Afghanistan

From BBC News Website. Afghanistan's kite industry is making a comeback, five years after the fall of the Taleban.

Kite-flying was banned by the Taleban over fears youngsters were not spending enough time reading the Quran. James Harrod reports in the following video link.

<http://news.bbc.co.uk/1/hi/help/3681938.stm>



Bits & Pieces

Aviator's place in history is finally airborne

By SARAH ALLELY
November 9, 2006

BOB and Dick Hargrave grew up knowing their great-great uncle could fly, even if many people overseas were sceptical.

But when they were contacted by the United States' Library of Congress, the brothers knew absolute proof was close.

The US had never acknowledged that Lawrence Hargrave wrote extensively to the Wright brothers in the years between his 1894 box-kite flight at Stanwell Park and their 1903 successful flight. So when the Library of Congress wanted the Hargraves to sign over copyright to the letters several years ago, Dick did so in the hope Lawrence would finally get the recognition he deserved.

Today, many of the Hargrave clan will gather at Stanwell Park for a tribute to Lawrence and Eric Waite, the man responsible for making sure the Illawarra's aviation history was not forgotten.

Dick drove from Victoria with a mock aircraft made from old plane and car parts, to Bob's home in Thirroul this week.

From Ebay—Kite Flying Bell

This bell was part of the nearly 1,000 bell collection of New Mexico matriarch, Lillian Yrisarri de Livingston, great-granddaughter of Don Francisco Xavier Chavez, the first governor of New Mexico when the territory came under Mexican rule in 1822. Lillian collected her bells from 1943 to her death in 1957. For the past fifty years her bells sat undisturbed and forgotten in storage. She kept an accurate ledger detailing each of the bells and a copy of the respective journal entry will come with this bell. Many of the bells have been lost to the elements and some have completely disappeared.

Her journal describes this bell as follows: "Patang Bazi (Kite Flying Bell by Sarna. Made in India. Bright brass looks like yellow gold, leaf decorations engraved all over bell."

"Long before telegraph poles and wires hampered the fun of Patan-Bazi or kite flying, children and grown-ups alike would hold fabulous kite matches. Kite flying requires skill and was considered a great sport. Hundreds of rupees used to be bet and won or lost by just a jerk of the wrist. Crowds always watched the matches between two great exponents of Patang-Bazi.

"The fight between the two Patang-Bazi contestants is for one to try to cut the thread of his opponent's

kite. The experts used one of two methods of Patang-Bazi. If the kites tangled one would pull his kite with quick jerks of the wrist and elbow to enable him to cut his opponents line or he might favor the loosening of his line which also brings about the same result. A condition of the match was that the rivals had to stand glued to a spot marked by two stripes in the center.

Infringement meant disqualification. The moment the kite was cut loose, the children would run after it. There followed quite a scramble and sometimes fights among them to possess the kite. The winner of the Patang-Bazi match would ring his bell to announce his victory."

From Ebay—Kites & Stars Longhorn Cowboy Boots.



If you want a pair of boots that stand out in a crowd this is the pair. The front is purple with yellow stars, and it has sky blue top with lots of kites. Price \$495.

U.S. Navy Target Kites

Found whilst browsing the web, this web site has a detailed history, assembly and flying instructions for the target kites using many original illustrations from the instruction manual.



Bits & Pieces

<http://robroy.dyndns.info/targetkites/index.html>

**Drachen Foundation Bell Kite and Competition
Scott Skinner**

After describing Alexander Graham Bell's Sable Island kite (a version of Hargrave's box kite) in DF's last Archive feature, I will focus now on the tetrahedrals themselves. The DF Archive holds four early cells, without coverings, from Bell's laboratory at Beinn Bhreagh, made before he had switched to aluminium tubing for the frames in October 1903. The slender 10-inch spars are black spruce, held together with deftly designed connectors (now rusted) made from tin cans. Hector McNeil, Bell's foreman, fabricated the connectors for Bell, and the two obtained a joint patent on them in 1907.

J.H. Parkin has said, "It will be evident to those familiar with shopwork that McNeil was a wizard with tools." The cells DF holds support this judgment, as they do Bell's own opinion of his tetra principle-"It is astonishing how solid such a framework appears even when composed of very light and fragile material."

What path had Bell taken to tetrahedral construction? Curiosity had led his exploration in many directions. He had always been fascinated with flight, but witnessing Samuel Langley's flying machine in 1891 had sparked that interest into activity. He began his flight experiments by trying to understand thrust; he constructed rocket and steam powered propellers and rotors of various designs to determine how to generate maximum thrust. Then his attention turned to the lifting properties of different airfoils or wing designs, and he had begun his kite experiments in 1896 not only to come to some understanding of lift but to study the properties of wind currents in his pursuit of manned flight.

Bell had worked chiefly with kites based upon Australian Lawrence Har-

grave's box kite, a design that had proven its worth in meteorological flights. But by 1902, Bell was incorporating the tetrahedral cell into his kites' designs. (A tetrahedral figure is one in which three equilateral triangles are joined to form a four sided shape.) This configuration had many inherent advantages. The kites were structurally stronger, and by combining the cells of smaller kites into one large kite, the surface area-to-weight ratio was retained. Bell's tetrahedrals reached their apex with 1907's Cygnet, his kite made from 3393 cells, which flew to a height of 51 meters and stayed aloft for over 7 minutes.

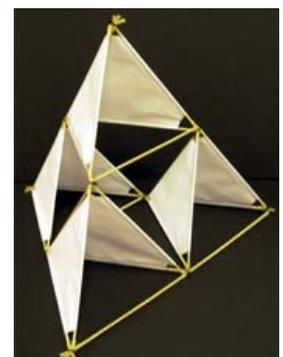
The tetrahedrals also proved to be very stable in flight. One of the most significant design characteristics of kite stability is dihedral: the bow, or angle of wings to one another. As is quickly seen on a tetrahedral cell, if one side of the cell is exposed to more wind than the other, it creates more lift, causing the cell to align itself to an equilibrium position in the wind.

Bell became convinced that stability was the key to manned flight: tetrahedral kites could provide that stability and permit experimentation without risk to human life. The Wrights, however, knew that a certain amount of instability was necessary and important to manned flight. As they had seen with countless beginning bicyclists, a certain amount of muscle memory and repetition would lead to stability, just as it would for the first pilots in their airplanes.

To honor the creative mind of Bell and to celebrate the 100th anniversary of the flight of the Cygnet kite, the Drachen Foundation invites all to participate in building a Bell four-cell tetrahedral kite and make it their own. The Foundation has an easy-to-assemble kit with the necessary connectors and dowels, so that your four cells will be compatible with everyone else's.

Once constructed and flown, send us two photos of your creation, one of the kite and one which proves its flyability. A distinguished panel of judges will choose the most interesting applications of Bell's tetra principles and award these individuals a \$250. gift certificate toward purchase of kite merchandise from Goodwind's Kites. Visit the Drachen website for information www.drachen.org.

Closing date 15th May.



Alexander Graham Bell
Tetra Kite Challenge

Bits & Pieces

A kit is also available from Drachen at \$3.50 each.
Google Patent Search Site.

As reported on Cnet.com. Google has added another piece of search software to its arsenal, with the launch of Google Patent Search. The patent search site, launched as a beta, is designed to sift through the approximately 7 million U.S. patents by a variety of parameters including filing date, issue date, patent number and inventor.

As for its newest site, software engineers are still working on functions that allow patent searchers to easily save and print the patent information they look up, according to a Google blog. In addition, Google's site does not currently include patent applications, international patents, or U.S. patents issued since mid-2006, but Google said that enhancements are in the works.

Patents in the United States are issued by the U.S. Patent and Trademark Office, which has its own patent search engine available on its Web site. In order to create Google's patent search, which goes back to the 1790s, the company converted the government site's data into what it claims is a more searchable format.

Type in kite and 835 results appear. The earliest we could find as filed in 1853 and describes a small folding kite.

Riot police trample kite flying event outside the Cambodian National Assembly

Published on November 28, 2006

On Monday, November 27, 2006 at 9:30am, more than 100 members of the Alliance for Freedom of Expression in Cambodia (AFEC) gathered in the park in front of Wat Botum, nearby the National Assembly. The AFEC members were attempting to fly 100 kites as part of a campaign to demand freedom of expression and assembly in Cambodia, and the abolition of disinformation as a criminal offence. The motto of the event was "Without wind a kite cannot fly. Without Freedom of Expression society cannot progress."

In an open letter to all members of parliament AFEC called upon the government to decriminalize disinformation and to finalize the draft "Law on Assembly" in a way that demonstrations that do not violate other fundamental rights of citizens can be organized and conducted without fear of repression or retaliation. The letter also invited law makers to join AFEC in flying the kites during a break in the National Assembly session. Only two opposition Sam Rainsy Party MPs joined the gathering in the park.

Without wind a kite cannot fly. Without Freedom of Expression society cannot progress. However when AFEC's members and supporters unveiled and dis-

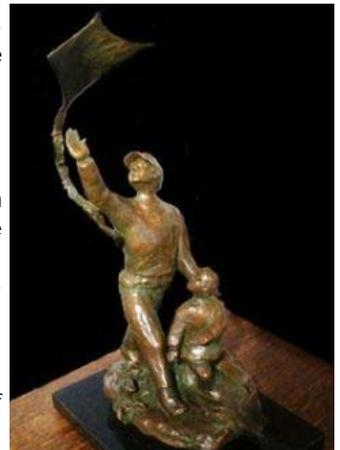
played the 100 kites, police in riot gear, brandishing shields and batons, and some armed with tear gas and guns, immediately seized the kites from the participants. It was a brazen display of force as the police systematically torn the kites from the hands of supporters as the stunned public and media looked on. The police then piled the kites into a heap on the ground then loaded the kites onto two trucks and sat on them. The authorities later cited concerns for security and public order for stopping the kite flying event.

AFEC members addressed the crowd and said that the authorities' action showed the continuing repression of the right to freedom of expression and assembly in Cambodia, in violation of the Constitution and International Covenant on Civil and Political Rights ratified by Cambodia. They added that they had requested permission for the kite flying event from both the municipality and the Ministry of Interior, but did not receive responses from either.

Kite Statue

For those of you with money to spare this statue was seen on the web. Let's Go Fly a Kite by Michael Tieman

Size: 22" high. Medium: Bronze, Limited Edition of 15.



Signed and Numbered. All yours for \$2,700.

Virtual Tour of the San Andreas Fault at the Carrizo Plain using Kite Aerial Photography

The USGS recently developed a system for taking aerial photographs from a kite. Kite Aerial Photography (KAP) is not a new idea. In fact, it was used as early as 1889 by Arthur Batat in France. In 1906, George Lawrence used KAP to document damage resulting from the great San Francisco earthquake. He used a series of at least 15 kites to lift his 49-pound camera over the city. Of course, modern cameras are much lighter, and it takes only a single large parafoil kite (30 square ft) to lift our camera and rig weighing in at under 3 pounds. The camera is at-



Kites as collector's Items

Historical kites are cross-cultural phenomena. They represent science, civil and military use, like photography, anthropology, arts, religion and of course joy and play-time. This makes them interesting for historical research and of course collecting. In this article I will share some of my insights on different aspects of (historical) kites and in the second half I will present a first version of a 'code of conduct'.

The art of kite collecting, study and sharing information

There is a rather small group of serious kite-collectors. They have their collections at home or in a few cases in small museum or institutions like Drachen Foundation in Seattle. Kite-museums do take care of collections that have a broad variety of ancient, historical and contemporary kites. In the Asian countries these collections seem to have a significant anthropological value. Most collections are small and owned and taken care of by individuals that have a keen personal interest in kites. Diversity in quality and maintenance seems to characterise these collections.

The group (semi-) professional kite-collectors is even smaller. We all know of some of these: Drachen Foundation, the German Drachen Archive, the Skinner collection and in Europe the collections of Desimpelaere, Chapman, Draheim or Sauve are well known. They all combine collecting with research: in the field, archives, museums and personal collections of other kite-related persons. The way they document, repair or preserve their kites is (almost) professional. It seems that this group is important for the diffusion of knowledge and craftsmanship.

Then there is the growing group of enthusiastic and interested people, who have interest in old kites. This interest has different origins: re-create the toys from their childhood, curiosity about technical history or other personal motivations. They start collecting in their own neighbourhood and are looking around for more. This group is growing fast and gives more and more competition for the (semi-) professionals.

Sometimes we tend to be over-enthusiastic or just victim of our own ideas. Every collector needs to know what may be expected from a 'good' collector. Also we need to have an idea about the ways old kites and kite-materials can be restored, without damaging the historical value. Recently I heard a few things that could happen or already did happen:

1. unauthorised use of photographs and building plans;
2. 'saving' collections from a museum;
3. inadequate restoration of historical kites;
4. closing collections for other kites and
5. non-communication on archives and research performed.

So now we could try to focus on the negative side of this, but that is not a future-oriented way of thinking. My suggestion is that we think about a **Code of Conduct** for historical kites and kite collecting.

First I will give some insights that I have about the way the historical kite community works. Maybe you share

these ideas or maybe you see things differently: both can be a good bias for further debate on the ways we all should conduct, when working with historical kites.

New ways of collecting

Kite-collecting seemed to be a result of patience, good research, building up a network and sometimes taking care of collections of kites who passed away. This all still is happening. The greatest joy gave the treasures that were found in the attic or in the garage of an old house. That was sometimes a lucky shot, but often the result of thorough research.

Now we see new ways of collecting. The kite-community found EBay and other second hand trade sites on the Internet. If you want a Gibson Girl kite, dated around WW2, you can be the proud owner within a few days, when you start bidding on EBay. You just need a computer, credit card and a postal address. Your flea market is worldwide! The result is: many people have something and dispersion is the effect: lots of small collections with a great diversity.

Relevance of kites

As said in the introduction, there is a growing acknowledgement of kites as:

- a cultural phenomena (hobby, arts);
- scientific historical artefact (meteorology);
- technical curiosity (patents e.g.)
- political specialty (military, records)
- anthropological interest (fishing, religious)

This relevance has not (yet) resulted in programmed scientific research. Some technical aspects have been and still are researched by institutes like NASA and some polytechnic universities. Most research was done on the capacity of flexible wings for parachutes or parasailing. Nowadays the focus is found in the promises that kites have as a resource for renewable energy (directly, like the 'Ladder mill' of Wubbo Ockels or indirectly, like the new kite sails for ships).

It would be of great historical value, to do research on several of the aspects that are mentioned. This needs, in my opinion, programming of research. That would make objectives more clear and could help to gain access to the scientific world. At the end it would help us, the amateurs, to get more focus in our work.

Kite-consciousness

It seems that kite-consciousness is growing around the world. This is visible in the number of historical surveys (growing), the group of people who try to make reconstructions (growing) and the number of initiatives on sharing knowledge (growing).

At the same moment you can see that commercial relevance changes daily (now all energy goes to kite-boarding on water, snow or wheels), the real scientific relevance is decreasing. No real function is connected to the use of kites, unlike the status for meteorological research about 100 years ago. Most disturbing is maybe the way people look at kites. That makes that kite-related innovations are still seen as non-relevant. Rogallo recognised this problem: can you make a toy to a

Kites as collector's Items

serious instrument? The other way around is more naturally accepted and now we still have this problem in renewable energy and other fields of interest.

Kite research

Most of the actual research on kites and kite-history is performed by amateurs. The quality of the research is high in most cases. There is the possibility of getting a small grant if the research is on a field that is not really exploited before. Drachen Foundation gives these grants, every year at least for Europeans.

That brings us also to the question whether we are primarily collectors or researchers? In my opinion not everyone wants to choose to be one of those. It has to do with character, enjoyment and maybe ideals. My opinion is that each kiter should make a choice for him or herself. Kites are interesting for study, but also nice to build and to fly.

Community

Then there is a key issue that has to do with kites as a community. The kite community has a common interest in sharing ideas, knowledge and experiences, because that is the bias on which we can be a learning network. We lack the resources for professional & scientific research at a reasonable scale. So what we need is the power of being a community with persons who all have their own competences and the will to share and learn. The question in historical research is often 'who is owner of a design or source'. Ownership is defined mostly in a protective way. As an ecologist I know that protection is a continuous fight and it is an uphill battle. In some stages it can be wise, to protect ideas or designs from a commercial point of view. That is the only moment that I think it could be reasonable not to share everything you know. But even then openness brings more innovations than a closed laboratory-situation. Innovations and the shared body of knowledge will grow best in an open source community!

Historical Kites: code of conduct

Not so long ago, I read an article in Kite lines. It was dated autumn 1988 and gave the commandments that are relevant for a kite flier. The most meaningful one was: kites are made to fly and should be flown (as often as possible). In general this is the truth for kites and kites. For historical kites we do need to look around for some extra agreements. This is a proposal for a real **code of conduct** on historical kites. It involves themes such as: Collection, Restoration, Research, Learning, Education and Ownership. Each of these themes include aspects that can be seen as the do's and don'ts for the historical kite community. Professionals and amateurs should see this as a gentlemen's agreement.

Code of conduct on historical kites and kite history

Collection

- Public collections should stay public
- Private collections are private and can be open at request
- Acquisitions should be found in the public domain
- Collectable items will be handled with respect

Restoration

- Restoration requires professionalism
- Re-creation needs to be done careful
- Original material and original craftsmanship is the bias to work on

Research

- Respect the source for future research
- Share the results
- Keep to scientific standards

Learning

- Help on quality of 'body of knowledge'
- Be open sourced (through reflection and interaction learning gains quality)
- Be part of a learning network

Education

- Enhance people's competences for kiting
- Allow formal and informal education on kiting
- Share knowledge for growing network of involved

Ownership

- Respect people's efforts in enhancing the 'body of knowledge'
- Give credits to the one who earns them
- Intellectual ownership is to be respected

Historical Kite Workshop Apeldoorn 2006 / Douwe Jan Joustra

We need to discuss this code in the historical kite community. Points of discussion could be:

- 1 Can we ask of private collectors that their collections should be accessible? Maybe this point should be rephrased?
- 2 Re-creation: anyone is free to build copies in the way they want to? Maybe we should say that for museums re-creation in original materials is likely;
- 3 Publish results: for as far the author is able to find a proper way of publishing. He or she has the copyrights and the right to publish. This is to be seen as a wish and not as a commandment.

Personally I think that most elements of this code of conduct are no less than logical for any person interested in Historical Kites. Just one element involves more than 'good practice' and that is the new idea of being an **'open source community'**. This idea is grounded in the belief that sharing of knowledge and the creation of social learning processes brings (new) quality.

Comments on this 'code of conduct' are welcome.

Douwe Jan Joustra
djjoustra@hotmail.com

Private Ads

Winter Clearout 2006. Fancy something different for next season? Someone else has had a clearout this time. Some rare gems and some that are less rare. Up to 1.5m can be posted at cost or delivery/collection at festivals can be arranged. Phone 01502 712570 or email h.blowers@btopenworld.com

<i>Collectors Items</i>			
M. ANGELETTI	LARGE QUATROSTELLE	Black and white Applique	£120
	NEOSTELLE	9 'Enif' Stars 1 of only 2 in existence	£140
	ENIFSTELLE	4 'Enif' Stars 1 of only 2 in existence	£75
	SMALL REFLEX	Rainbow	£25
	SMALL QUATROSTELLE	Black/white	£65
JOEL SCHOLTZ	PARROTT Original	Fuschia/Blue/Torquoise. New	£35
REZA Original	LARGE 7 SISTERS	Red/white/black. Applique d/tail	£220
WORLDS END	SMALL CODY	Orange	£20
GUY & CLAUDETTE GOSSELIN	1.5m ROK	Hand painted on Tyvek, unique piece.	£85
ROBERT BRASSINGTON	PERSONAL CRIMSON ROBE		£145
<i>The Rest</i>			
WILLY KOCH	LARGE LATTICE EDDY.	Lady, by Premier	£35
JAN SOUTERMAN	RIBBON BOX	Black & rainbow by Premier	£35
RAINDROP KITES			
	LARGE TSUGARU	Japanese Sanbaso Dancer	£45
	SMALL TSUGARU	Japanese crest	£35
2m ROKS	SANJO WARRIOR #37		£45
	RABBIT OVER MOON		£45
1.5m ROKS	WITCHING HOUR		£30
	YOUNG WARRIOR		£30
	RABBIT OVER MOON		£30
EDDY TRAIN	29 B&W Eddy's		£90
FLARE	RABBIT & WAVE		£25
GENKI	YAKKO FACE.	Skyshark spars New	£55
DAN LEIGH DELTAS	Large	Red/white/black New	£55
	Large	Blue/white/black New	£55
	Medium	Blue/white/black New	£45
	Medium	Sunburst Flown 2x	£45
	Medium	Red/black/white New	£45
SKY BUMS	FLOW FORM	10sq ft Ladies face New	£45
	2 X DELLA PORTA	Ladies faces New	£30 ea
J.D. KITES	BRANDES FLARE		£5
FOSKETT	STAR BOX		£5
<i>Sports Kites</i>			
GROUND ZERO	TRICKSTER		£10
PRISM	RADIAN	+ Manual	£35
HIGHLY STRUNG	CHECK MATES	Matching Pair Pin/pur/yel/whi.	£35 ea
BENSON	GEMINI	Or/gr/bl/mylar Unflown	£80
INFLIGHT	SPEEDRUNNER	Soft Power Kite	£25
	SPRINTER	Small soft foil	£5
QUADFOIL	Q2	+ Lines and handles	£35
CHINESE KITES	LARGE PEKING SWALLOWS	5off, various classic designs	£20ea
INDONESIAN	HAWK 10ft span	Red New	£15

For Sale: Two custom made fighter kites. Dimensions 22.5" wide by 18" tall. Materials light weight ripstop, bamboo spine and fibreglass bow. Ready to fly. £15.00 plus £3.00 P&P. Phone Harry on 0785 453 2849.

Private ads are free to members. All we need is the details of the ad by the 15th of the month prior to publication, so for the April issue we need the copy by 15th March.

Events News

Swindon Kite Festival, Science Museum, Wroughton, Wiltshire—12 & 13 May.

For this years Hangar display at the Swindon Festival, I suggested to Dave Robinson it should be "Box Kites" he put this to the WHKF Committee, and they have agreed. So the theme will be... "Hargrave & after".

Anyone who has a box Kite is welcome to have it displayed on the exhibition site in the Hangar. We aim to put the collection together before noon on Saturday and to finish with a mass Fly at about 3pm on Sunday. Someone will be on duty while the Hangar is open and there is night security.

What sort of Kites are we looking for? Well, while it would be great to have a signed Hargrave Kite (just let us know before the event!) we hope to have some "pre-rip stop" kites to show, any hand-made box kite would be of interest, right down to this year's models.

Here are some types we would like to see there: Single Boxes, Multiple, Winged etc. Cody's, Dines, Lecornu, Washington Weather Bureau, Flaix, Facet, Starflakes, and Professor Waldorf's to name a few! Any of Bell's designs, but no Conynes or compounds please! There are some good Stansfield kites out there...but when did anyone see a W Form?

If at all possible please give Dave Robinson notice of what you will be bringing; to give him some idea of space needed, also interesting details which can be incorporated in display cards (Ernest Barton has volunteered!). If it seems a good idea I will give a brief talk on Saturday afternoon, linking the various Kites together.

George Webster

Contact Dave Robinson, P O Box 585, Swindon, Wiltshire SN3 4YR, 01793 824208. Info@whkf.org.uk

Teston Bridge Kite Weekends, Maidstone, Kent—June 9th & 10th and August 11th & 12th

Best Little Kite fly in Kent Since 1987

Well Bristol did it last year .Now it is our turn. Twenty years at Teston 2007. A big thank you to all who have supported our little kite week-

ends over the past years.

If you have not found Teston yet, then please come along and join in, business as usual. Nice relaxing weekend, it is not compulsory to fly, sit around, and perhaps fly a kite or two, what ever, in the lovely Kent countryside. No P.A. No contests. Sorry. Not enough room for buggies, as by standards it is only a small site, but a nice place to be.

Campers welcome from Friday, for a donation to the site. I will collect on Sunday A.M.

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

For those "Sat Nav" fans the full address of the site is Teston Bridge Picnic Site, Teston Lane, Teston, Maidstone, Kent ME18 5BX

See you there, Ron Dell, Kiteability

www.Kites4U.co.uk
Secure Online Shop. Or request 'Shop on CD'.

EMKAY Kites & More

Unit 1 - Hadley Road
Woodbridge Road Ind. Estate
Sleaford, Lincs NG34 7EG

08451 301161
07090 889900

more@kites4U.co.uk

Kites
Windsocks
Infiatables
Kite Lines
Accessories
Glove + Finger Puppets
And More ...

Discount to **KSGB** members.

Weymouth International Kite Festival.

5th, 6th & 7th May Weymouth International Beach Kite Festival.

The 17th Weymouth International Beach Kite Festival will this year be held on Sunday 6th and Monday 7th May. Saturday 5th May is reserved as a free flying day with no organised events taking place but the beach is free to be used for flying.

As usual a number of overseas visitors will be there flying their kites as well as many UK based kitefliers. New for this year (subject to confirmation) is one of the Dieppe Kite Festival competition winners from Italy, Sylvie Perry from France and Joel Theze and Martine Chatel also from France.

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

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

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

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

Accommodation

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

Car Parking

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

The car park is situated behind the Pavilion and spaces are available on a first come first served basis—it is also a general public car park! Please send your request to the Kite Society at the address on page 2 and remember to enclose a stamped addressed envelope and your membership number as passes will NOT be sent without one.

Traders

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

- Up to 15ft (4.5m) frontage: 3 days £200, 1 or 2 days £175.
- Over 15ft (4.5m) frontage: 3 days £230, 1 or 2 days £205.

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

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



One of Sylvie Perry's Kites.

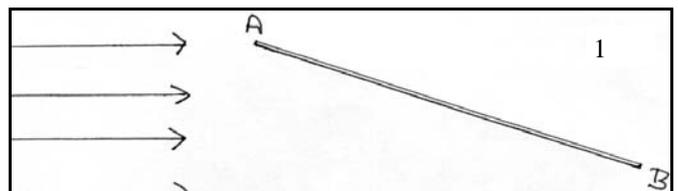
Why Kites Fly?—A Reply—George Webster

As I hoped, the article on 'Why Kites Fly' generated much more comment than anything else which I've written – some has been published in The Kiteflier, some was letters to me, as well as talk during the flying season. There are three main areas of comment/criticisms.

1. Some parts of the article were unclear and the text needed to be better linked to the drawings (see 3 below). It was good to get a letter from Ron Moulton (whom I haven't seen all season). He pointed out that the Coanda Effect can actually be seen on Formula One car's rear wings in damp conditions (I haven't looked yet). He still believes Bernoulli to be important. He complains, in a nice way, that I didn't mention the section in his first book as a source on why kites fly. Sorry, but I included only general books which I thought were in print – Pelham and Maxwell Eden. He mentioned that a reprint of his second book (Kites – A Practical Handbook for the Modern Kiteflier by Ron Moulton and Pat Lloyd, second edition 1997) was due out this year. I haven't seen it but am happy to recommend a book, written with great enthusiasm as well as expertise and with those great illustrations by Pat Lloyd.
2. One way and another I've got some new sources. The most interesting is via an email from Stephen Hobbs who mentions the bibliography in his PhD thesis (Hobbs S.E "A Quantitative Study of Kite Performance in Natural Wind with Application to Kite Anemometry" 1986. I should have a chance to look at it quite soon – apart from his references his thesis might be worth a report here. Sorry, Stephen, I haven't contacted you yet – I will do in due course. Other references are: J.W.Loy "Sleds for All Seasons", Kitelines, Summer 1989; J.W. Loy "Why do Kites Fly?", Kitelines, Fall/Winter 1996; Kitelines, Spring/Summer 1978, the highly critical review of a children's book, supposedly on "Why Kites Fly" has a very impressive looking set of references.
3. My approach was to show the "traditional" view of how kites fly, some of which can be found in kite books, and then present what I

believe is the more valid approach. Ron Moulton still thinks that much of the traditional view is important. Peter Cleave (who has written two pieces published here, has also written to me – but we did not get to meet) I think originally misunderstood what I had written but is clearly convinced that to call what I call 'lift' is misleading and that kites are not subject to the same forces as aircraft – and that kite-onautics should be separate from aeronautics. What follows is not a rewrite of the original article – though I admit that I would write it differently. For detail you will have to go back to the original. I am not going to go through the letters point by point. However, in 3.1 below I will set out the basis of how aircraft fly and in 3.2 consider whether kite flight is covered by 3.1.

- 3.1 Quotation "If any light and flat, or nearly flat, article be projected edge ways in a slightly inclined position, it will rise on the air to until the force exerted is expanded (sic), when the article will descend". The language is dated but it comes from a patent application from Hansom in 1842. Diagram 1 shows a parallel airflow – left to right – and the side view of an inclined plane (wing) A B.



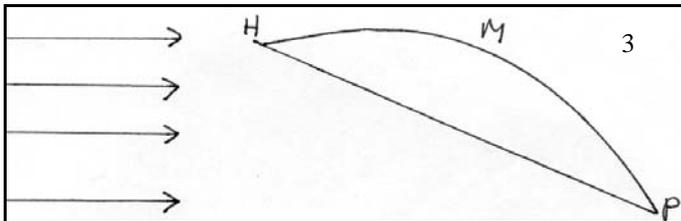
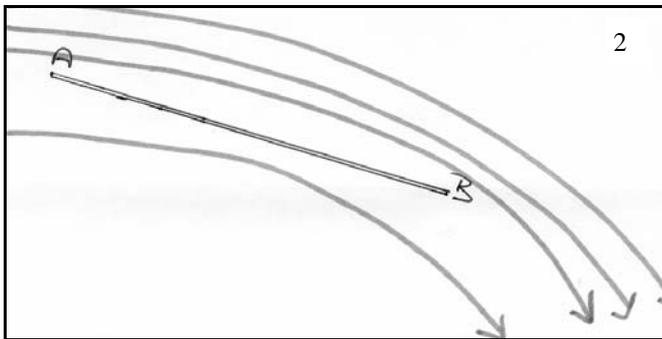
Basic Newtonian theory says that as the airflow strikes AB it will exert a force upwards which is usually called lift. If the lift is greater than the wings weight then AB will stay up. This effect is the same whether the airflow is moving at (say) 20kph against a fixed wing or the wing moves at 20kph into still air.

The amount of lift is much increased from the simple Newtonian idea by the Coanda Effect – which is that, in this example, the wing AB diverts a large flow of air downwards and the downward flowing air exerts an upwards force on the wing. Diagram 2 shows this.

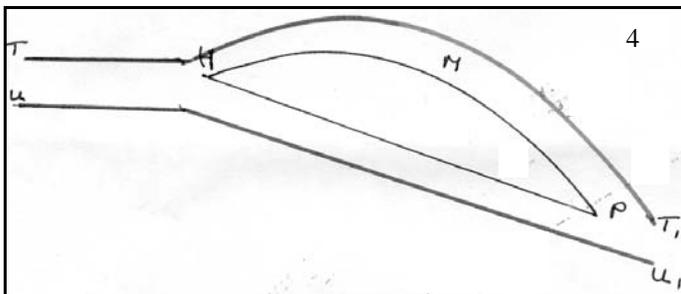
Many books on kites (and books on aerodynamics) explain lift in a different way. Diagram 3 shows an airfoil (i.e. A wing with a

Why Kites Fly?—A Reply—George Webster

hump or variable thickness).



When this airfoil meets an airflow from left to right we consider what happens to two streams of air; T which follows the top hump of HMP and U which goes straight underneath from H to P.



If we compare the progress of air from T to T1 and U to U1 then the top surface air must have gone faster to end up above U at U1. Now there is a very well established scientific law (Bernoulli theorem) which says that faster speed is associated with lower pressure, therefore the pressure above the wing must be lower than that below. The pressure difference is an upwards force called lift.

There are problems with this 'hump' approach, A) Why did T and U have to end up above each other at T1 and U1?. The argument says they must: but why? No speed difference, no pressure difference.

B) Why does hump theory require the wing to have the angle of attack (or incline in diagram 1)?

C) Many aircraft have wings much closer to AB than HMP.

D) Aircraft with hump wings can usually fly

upside down – but always in such a way that there is a positive angle of attack.

E) There are aircraft wings which are symmetrical on top and bottom surfaces. Think also of modern model aircraft, gliders and paper darts.

For me, the points A to E are enough to persuade me to prefer Newton/ Coanda.

However, even at this very simple level there are two questions to be answered.

F) Why are airfoils (hump) shapes widely found in slow speed aircraft wings? An answer would be that they help to divert airflows downwards (Coanda) and provide stronger lift in this way.

G) What is known from observing airflows over wing surfaces? I tried to give an impression of the evidence in the original articles – briefly they show considerable turbulence over the top surface with curious almost 'breaking waves' at the leading edge which might result in forward air movement close to the upper leading edge surface. AB wings at high angles of attack show chaotic airflows above. Even in diagram 4 cases you don't find a smooth airflow. Also when lower pressure above the wing is measured, Bernoulli doesn't assert which cases which, the lower pressure or the faster air speed.

Most importantly, this is a great simplification in what I have written, which wouldn't be allowable in a book on aeronautics, which is that we have only considered the cross section of the wing, not the plan. We are all aware of differences in wing shape and that e.g Sailplanes have very high aspect ratios. Wings vary widely in their lift characteristics because of their plan shape independantly of cross section, airspeed and angle of attack.

This is mainly for a reason which I have ignored - the existence of vortices which roll up around the wingtips and which travel across their span together with other vertical circular flows - for an explanation see one of the aerodynamics references.

I think that Newtonian force plus the Coanda effect explain one commonly observed aircraft's flight very well. Quote " A helicopter gets lift from it rotor which is a rotating wing. Like all wings this produces lift by directing air downwards with wing shape, cross section and angle of attack all important. Wheter or not we

Why Kites Fly?—A Reply—George Webster

have flown by helicopter we all know, because we have seen it on T.V and film, that helicopters produce a strong downdraft - grass flattened, people holding hats etc. Measure all that pressure downwards and you are measuring lift"

3.2 There is an objection which says that what applies to aircraft doesn't apply to kites, (though I've never seen it in a book). I disagree for two reasons. Firstly science is involved in the search for 'Laws' which explain as wide a range of things possible and it just makes sense to accept the general view that, for example there is a common set of forces which keep up a gliding bird, a sailplane, a fighter, a chuck glider and a kite. Secondly, there are many examples of using the observation of say birds in flight, in one case observation influenced shape and cross section of the wing of a glider which later became the 'first flight' of the Wright Brothers. As is well known the Wrights used kites as the first stage in that development.

Specific points are:

- a) Many kites have two dimensions (diagram 1). Cross section wings - this suits the Newton Approach. Nowadays there are many inflatable foil shapes (suits Humps) but also 3D shapes which bear no resemblance to a foil (think Roly the whale).
- b) Most kite wings are not rigid (although some are; I recommend polystyrene Tile Box Kites Aerodynamically, so long as the kite takes up a shape and doesn't continually flutter, then that shape can be treated as rigid. Remember that parafoils all stem from Domina Jalbert's realisation that if he could get air pressure to produce the foil shape he wanted, this had advantages over having to construct a rigid shape. Of course parafoils could be cut out of some mythical lightweight rigid material and would still fly.
- c) Kites operate at very low wind speed, this is true and is an explanation for the lack of observational analysis. But many model aircraft have comparable airspeeds.
- d) kites usually fly at an angle of attack of about 30 degrees - much higher than an aircraft. They are probably stalling in aero-

nautic terms, but we know that we often can reduce the angle of attack for better performance in high winds - which fits Newton and at very low speeds some kites become gliders.

- e) Kite are different because they are controlled not by rigid mount at 90 degrees to the airflow but by a kite line which exerts force at an angle - an angle which can be changed for most kites by movement up or down. This is the most radical difference, but I still think we can use the forces analysed in aeronautics.

If you look in the last issue you will find the two views about 'lift' set out. I am with Roy Martin and Aeronautics.

4 Finally, I have been asked how it helps the kite flier to know how kites fly.

My first answer is that this article is only about the 'lift' part and the original articles try to link that with other aspects of kite design and flying technique. Few of us design new kites, but of course you can make an interesting - beautiful kite without knowing any theory.

What do I get from it? Firstly, Newton/Coanda explains some kites which just did not seem to fit the classic hump approach. Look at a Peter Lynn Black and White cat flying and reconcile it with (diagram 4) T belting quickly over the top to end up just above U at T1 U1. Or look at Anke's Jack in the Box Kite where the lower surface is a series of pyramids. Secondly, it emphasises the importance of a kite being able to adjust to, say, changes in wind speeds by changing its flying angle (in some cases the bridle allows this, sometimes the kite moves up or down the arc at the end of the flying line) - so if you are flying a train the kites need to be able to adjust to local conditions. Last point (for now?)

Peter Lynn has been promising something for some time now on how kites fly - that would be worth reading. Or might I hope you would find it even more worth reading than this?

Why Kites Can Fly—A View—Peter Lynn

Why kites can fly is such a complex question that after a first rush of youthful overconfidence in the '70's, I've despaired of ever finding useful answers—that is, useful in the sense of predicting, for known or intended kites, what effects given changes will have.

But recently I've been thinking that many equally complex problems are understood to a useful extent; quantum effects, relativity, driving in Rome for example— so why not kites?

It's just because kites aren't significant enough to have attracted the necessary talent and energy— no Galileo, no Einstein, no Godel. Unless kites suddenly become as important as say, Brittny Spear's tummy, we're unlikely to benefit from such a one, but maybe us more pedestrian thinkers can make some progress just by thinking about it for longer and by taking very small steps.

With all this sitting on aeroplanes, 10,000 hours of it so far, I've done a lot of (so far rather unproductive) thinking about why kites (more often don't) fly. Taking Occam's razor to this lot now, what do I know?— not necessarily to the standards required for mathematical theorems, but that is soundly based in theory and that does not conflict with known kite behaviour.

1. Single line kites hang in the sky supported by wind with their weight acting to pull their tails towards the ground and point their noses upwards. This is a necessary condition; if the weight force does not act at a point below the point of application of the lift forces, stable single line flying is not possible. This is because when a kite is caused to lean to one side by something (turbulence, a wind shift etc.), it's weight force's misalignment with the lift force can then act to cause the lean to diminish.

2. Any lean to one side will also alter a kite's alignment with the wind, changing the aerodynamic forces acting on it, but aerodynamic forces can only correct a kite's attitude relative to wind direction— and wind direction provides a reference only in the horizontal plane. Up/down can only come from the moment effect of a kite's weight. Until gps and gyro referenced auto pilots become available for kites, weight is the **only** force available to a kite for this purpose.

3. A kite's weight being constant while the aerodynamic forces driving instability are proportional to the square of apparent wind speed, stability becomes more difficult to achieve as wind speed increases: All kites eventually become unstable unless some structural distortion or failure intervenes first.

These things are certain, and obvious enough.

These first three 'laws' of kite stability being satisfied, the key remaining element in kite stability lies in the dynamics of the complex feedback relationships between inertia, the weight force, and aerodynamic forces as a kite recovers from a turbulence or wind

direction change induced lean. What can be said with certainty about this process of lean recovery?

4 The rate at which a lean corrects activates aerodynamic drag forces that will slow the rate of correction.

5 The rate at which a lean corrects can activate aerodynamic lift forces that will accelerate the correction — for example, because lift is proportional to the square of wind speed, the advancing wingtip during any lean correction will gain more lift than the receding wingtip loses.

6 Changes in the rate of lean correction will be resisted by inertial forces.

But now here's what may be a new (to me anyway) way to look at things, an hypothesis:

7 If the lean correction proceeds too rapidly, the kite can over-correct into a spin or a series of angular oscillations; called, say, 'rotational' instability.

8 If the lean correction proceeds too slowly, the kite will move sideways so that it's flying line is out of alignment with the wind in the horizontal plane, correction from which can result in a series of destructive lateral oscillations; called, say, 'translational' instability.

9 The kite builder's job therefore is to ensure that the rate of correction from any lean is neither too rapid nor too slow up to the maximum wind speed achievable.

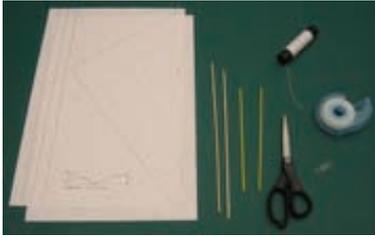
These last three are for me a different way of thinking about kite stability. Previously I've divided instabilities into two main types; 'volatile' instability, in which kites exhibit lateral and angular oscillations of increasing amplitude until a dive or spin results and 'superstability', in which kites progressively lean over and drive off to one side, hanging there for an appreciable time before recovering. By this split, changes that could be made often did not have predictable results because 'volatile' instability and 'superstability' have inextricably overlapping causes and the nett effect of any change is then determined by their relative magnitudes.

Dividing instabilities into 'rotational' and 'translational' instead will be more useful if it allow remedies to be clearly differentiated. Of course it is true that every lean recovery must include at least some element of rotation (angle change) and some of translation (sideways movement) but if 9 above proves to be correct, (and back-reviewing my experiences so far with a wide range of kites lets me hope that it may be), then it should become possible to construct a table which will clearly predict the effect that given changes will have on a kite's flying— which will be a very useful thing indeed.

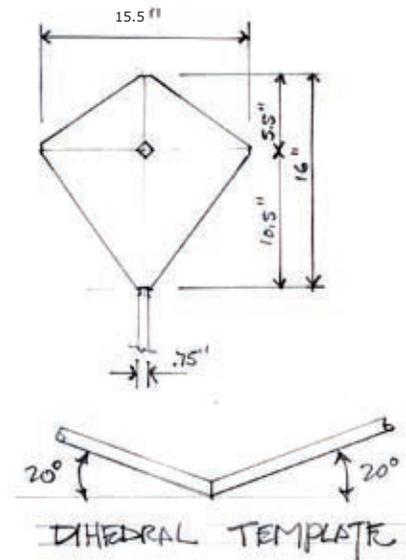
Hopefully this won't take another 10,000 hours of sitting on aeroplanes!

*Published with Permission of Peter Lynn Kites Ltd.
First appeared in their newsletter, September 2006.*

Materials, per kite



- two pieces of 11x17-inch 20 or 24-lb. bond paper
- two 12-inch bamboo skewers (grocery or garden variety)
- two 7-3/4-inch drinking straws (straight, not flexible), 1/4-inch diameter
- one regular-size (#1) paper clip
- scissors
- Scotch tape (clear instead of "Magic" recommended)
- kite line & winder



1 Tape together the two pieces of bond paper along the 17-inch edges (overlapping short pieces of tape, if you wish) to create a 17x22-inch rectangle. **Hint:** to keep the papers' edges from shifting during taping,

first lightly tape one piece of paper, at the top and bottom of the 17-inch length, to the work surface. When you have finished taping the two pieces of paper together, fold over or trim any tape extending beyond the top and bottom of the sail.



2 Fold along the vertical taped seam. Cut out six (3 x 2) 3/4-inch strips for the tail first, working in from the unfolded edges. Then draw the sail pattern, per measurements above. Cut out a small central vent and the kite sail. Decorate the kite sail and tail strips on one side, if you like. Re-create the vertical fold in the opposite direction, so that the angle of the fold looks like "V" instead of "Λ" when you place it, undecorated side up, on the work surface.

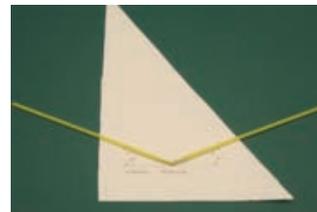


Decorate the kite sail and tail strips on one side, if you like. Re-create the vertical fold in the opposite direction, so that the angle of the fold looks like "V" instead of "Λ" when you place it, undecorated side up, on the work surface.



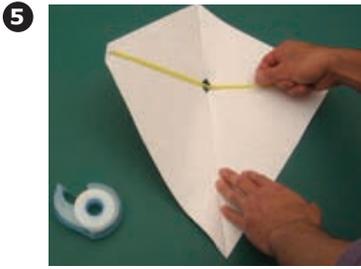
3 Put fingers and thumbs together at the center of the paper clip, and bend it to approximately 140 degrees, as pictured. Young

children may need adult assistance, and should be careful of the unrounded ends of the clip. You may not be able to bend the clip's interior loop, and its prongs, to the same angle—don't worry. Measure the angle of the clip against the drawing of the dihedral, above.



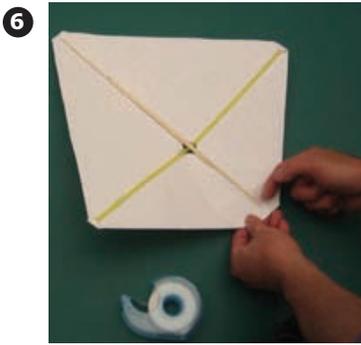
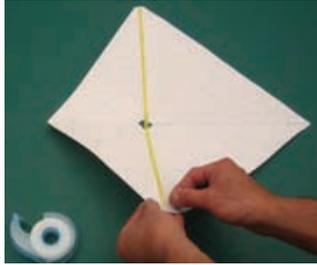
4 Slide the end of one straw over the wider side of the folded clip (the one that ends with the prongs), down to the bottom of the angle. The straw should fit snugly; the interior loop

of the paper clip may help to hold it in place. Align the straw according to the measurements above on the kite sail, with the clip positioned in the middle of the vent. Tape the straw in 2 or 3 places, with short pieces of tape at a right angle to the straw. Fold the triangular end of the sail over the straw spar at the outside edge of the sail, and tape in place.



5 Slide the end of the second straw over the narrower side of the folded clip, again down to the bottom of the angle. The second straw will stick up at the angle you created when you folded the clip. The straw may fit more loosely, but should stay in place once you have taped it to the sail. Being careful not to flatten the angle of the paper clip, roll the left half of the sail gently up, so that the untaped spar comes to rest against

the right half of the sail and the work surface. Tape down the second spar, as above. Fold the triangular end of the sail over the straw and tape in place.



6 Align the bamboo skewers along the vertical taped seam, with the blunt ends of the skewers approximately 1/4-inch in from the top and bottom of the seam. The skewers will overlap in the middle of the kite sail. Tape every 3 to 4 inches over both skewers, with short pieces of tape at a right angle to the skewers. At top and bottom, fold the edge of the sail over the skewers and tape in place.



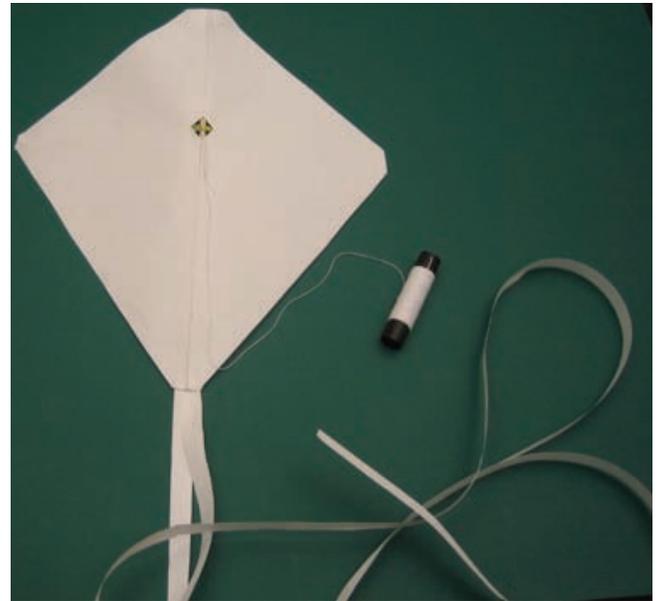
Create two lengths of tail by taping three strips of tail end to end. Lay one length of tail on top of the other, or side by side, and tape both lengths to the bottom of the kite.

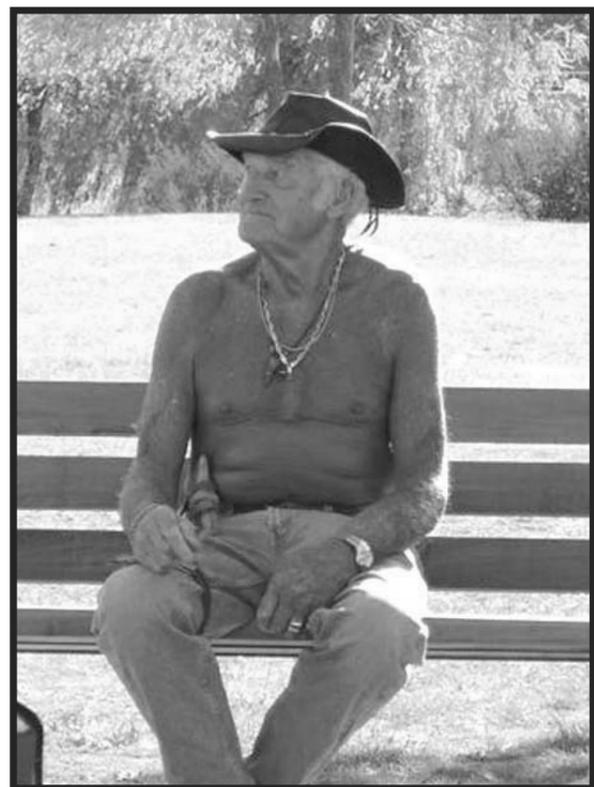


7 Tie kite line with two secure overhand (shoelace) knots at the small central vent where the spars intersect. Make sure that the line is tied from the front of the kite sail (the

decorated side). The clip should keep the straws at the fixed angle (measure against drawing).

Note: Longer straws can be trimmed to the 7-3/4-inch length. Straws of wider diameter may require a bigger paper clip to maintain the fixed angle—and a bigger clip is heavier and may affect your kite's flight. Do not use this kite kit with children younger than age 3.





Ray had to be the first to sit on the bench, but would you of had it any other way. Well done Ray, hope to see you on the flying field soon.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

WHAT AN HONOUR A NEW BENCH

Thank you "Everyone" for the outstanding Honour you have bestowed on me.

What a total surprise, to be so Honoured by the BCKA and from Kite Friends from all over the World, plus one's Home Town which even makes it a more Heartfelt occasion.

I have never felt so Humble and so proud at the same time.

It is hard to believe that all this has been in progress for the last 18

saying "Thank you". People from all walks of life, stop me in the street, to shake my hand and give me a hug with the thumbs up sign. I thank the guy upstairs for bestowing on me the gift to make so many people forget their troubles even if it is only for a few minutes.

Very special thanks to Gary Mark and his wife Michelle from Toronto for their Inspiration idea and another special thanks to "The Committee", Cal Yuen, Gary Mark, Dianne O'Brien, Cathy Tung, Jeremy Perceval and Dan Millsip for making their Inspiration become a reality.

It "Boggles" my mind to think of all the generous people around the World, who supported this huge Venture with their encouragement and their giving of funds --- I thank you all.

I also wish to thank all the people that have sent so many wonderful e-mails congratulating me. I must apologize



to all the people trying to write in my guest book but we were getting so much Spam my Web Master closed it down for a while, I am sure it will be up and running soon.

Thank you for Listening
Ray.

**BRIGHTON KITE FESTIVAL
7th and 8th July 2007**



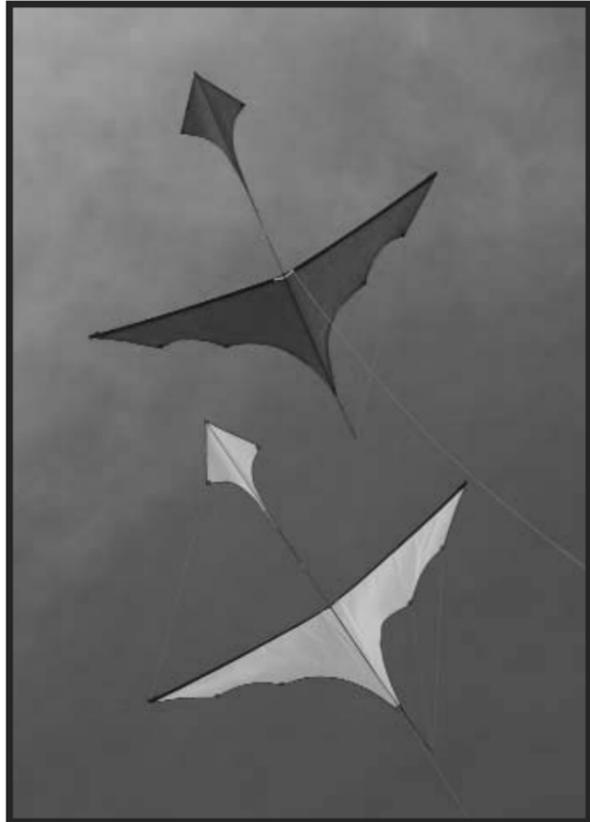
months and I never had the slightest clue. I have always thought that kite flyers could not keep a secret, but MAN was I WRONG! What a great worldwide family I have belonged to for the past 26 years. I have had the privilege of being fully sponsored to international kite festivals around the world, is full of beautiful people of every creed and race. The heartfelt joy I see in people's faces when they invite me to sit with them and share their humble meal, the bottle of wine that shows up at my table while eating at a restaurant with a little note



**brighton
Kite
flyers**

KINGSFOLD GOES WITH A BANG

As the summer turned to autumn a hardy group of kite flyers made their way to Kingsfold in Surrey for the now annual kite and steam rally. This year we were in a different field which made things interesting as we had a lot less space, although we did have the field to ourselves yet still had



those overhead power lines (more to come on that later). We turned up early on Saturday morning as we were told no car movements on site after 9.00am and made quick work of pitching our new, and I must say after this weekend brilliant, tent at the top of the hill next to Michael & Linda (who were not trading but seeing how the rest of us spend our time!) and a select group of hardy campers mostly in campers or caravans but a few in tents. Having pitched our tent it was time for us to help Michael get to grips with a Kite festival where he was not selling his wares! First things first, Breakfast. Then a leisurely morning trying to fly various kites as the wind

was light and the sky was blue. The rev's were popular as were the "canard" kites and a very good selection of Robert Brasington. We tried our best with Manta but there was just not enough wind. Later in the afternoon a few of us headed off to buy provisions for an evening BBQ and left the rest of the kite flyers to fly what they could. The evening was a relaxed BBQ for us followed by talk of kites flown and tales of fun had in Dieppe, the previous weekend. Others put on a good light show as the wind had picked up a little. After a good night's sleep for some (others could not cope with being on the flight path for Gatwick with planes flying overhead almost constantly through out the night). Sunday dawned with light showers early in the morning, but this soon changed to a beautiful blue sky's but even lighter winds than on Saturday. The wind had also swung 180° which meant Neil, one of the White Horse Kite flyers, ended up flying over the power cable and



managed to prove that the power lines were live by catching them with his single line kite. After a big bang, and I do mean a big bang, a puff of smoke the kite eventually fell off the lines in a burnt out heap. The carbon had taken the full brunt of the shock and had become all fluffy and the ripstop had melted with the heat and was crunchy. We ensured that both children and adults were shown the



results and explained to the them why you should never fly near power lines. Neil was very lucky that he did not get an electric shock. After this, kites were brought in a little closer and people got on with flying, again the revs and "canards" and other light wind kites came out. As the weekend came to a close I can definitely say that Kingsfold was a wonderful weekend with good weather and great company. It is one I will look forward to doing again next year.

Corinne Hennessey

fly-ins

These are held on the 1st Sunday of the month on Telscombe Tye, East Sussex, and the 2nd Thursday at 6pm in Stanmer Park (Summer only). Please do come along and join in these events. Members may well be attending kites festivals, so attendance could be low, but the fly-ins are still on, so see you there soon.

A HAPPY NEW YEAR YEAR TO ALL KITE FLYERS

The Brighton Kite Flyers Committee would like to wish all its members and fellow kite flyers "A Very Happy and Prosperous New Year".

We look forward to seeing you on the flying fields around the UK and even the World through out 2007. Please do come up and

say "Hello" and join in as we hope to make this year a fun packed, relaxed and friendly year flying kites and enjoying ourselves.

See you on the flying field soon.

Steady winds
The Committee
Brighton Kite Flyers

DID YOU SEE LAST MONTH

"Free: Must reduce number of kites so free to a good home. 10 single line kites all ripstop and carbon. Can deliver to Woking/Guildford area of Surrey. Telephone John"

I did, and as it was for 'free' (drew me in like a magnet!) and local enough, I phoned John expecting to be too late as I always am! No, I was the first, and after the usual searching questions from the both of us agreed I would have first refusal on his 'hand made' kites as he didn't have room to store all his kites having just moved into a flat.

Saturday 14th.October, I phoned and took a drive up to Woking to meet John and see his kites. What a pleasant guy, he had all the kites packed and ready to go, so I never saw them assembled, along with a large roll of kite plans he had collected, some ripstop, swivels, tails, spare dowels and carbon, drogues, wind socks and other bits

and bobs that would come in really useful to me. He included a lovely hand painted/silk Chinese bird kite for Sabrina too! I had anticipated he would not take anything for them and had put some money in a sealed envelope at home and forced it upon him when he predictably said no, but he had to reluctantly take it and was going to give it to a charity!



During our conversation I determined his name was John Thornton, and has been flying kites for decades and had belonged to Brighton Kite Flyers in the past!!

Sunday 15th.October I assembled all the kites in the garden, WOW...what nice kites, not one duplicate of any I own either! Nice work John, beautiful stitching and well made, it will be a pleasure to see them in the air.

While I was taking the photographs and revelling in how lucky I was it came to me as to how sad it must have been for John to have to split up his Kites, even more so that they were unique as he had made them all himself, I don't think I could have done it, like most of us, I'm sure, they would be stored somewhere 'just in-case' in truth never to be flown again! Sabrina says thanks John, as do I, in this age of mass produced, over priced and 'same as' others on the field, we will be smirking inside knowing that our (your) kites are individual, under priced, and unique! See you on the flying field somewhere...

Collin & Sabrina



I am often stuck at what to get Corinne for her birthday, I have however learnt not to buy it till the last moment as she finds it hard to make up her mind and keeps changing it, but 2006 needed to be different, as I knew a kite she liked and Kelvin Woods was going to do a workshop for the White Horse Kite Flyers in October just after her Birthday making one such kite. I booked it up and said nothing about her being the one doing the workshop rather than me for a change (although I think she had some idea), I brought her a new sewing machine as well as a place on the workshop.

Well we set off on Friday night and stayed with some great friends in Burbage not far from Swindon, getting up early on Saturday morning to head for the school where the

A GREAT KITE AND A GREAT BIRTHDAY TREAT

workshop was taking place. We met up with several other Brighton Kite Flyers for the workshop.

Kelvin was a great teacher and makes a great kite as well. The 1st day went very well and I am pleased to say that Corinne managed it with ease and seemed to enjoy not only her new machine but the sewing as well. The evening do was great and is one of the better carvery's I have ever been too.

Sunday soon

came around and again we headed off to the school for the second day of the workshop, as always there seems a lot more pressure on the second day, as you can see the end of the workshop in sight and wonder if you will ever finish in time, but Corinne again coped well and with the help of Kelvin and her friends soon had her first

self built kite sewn, sparred and bridled and ready to fly.

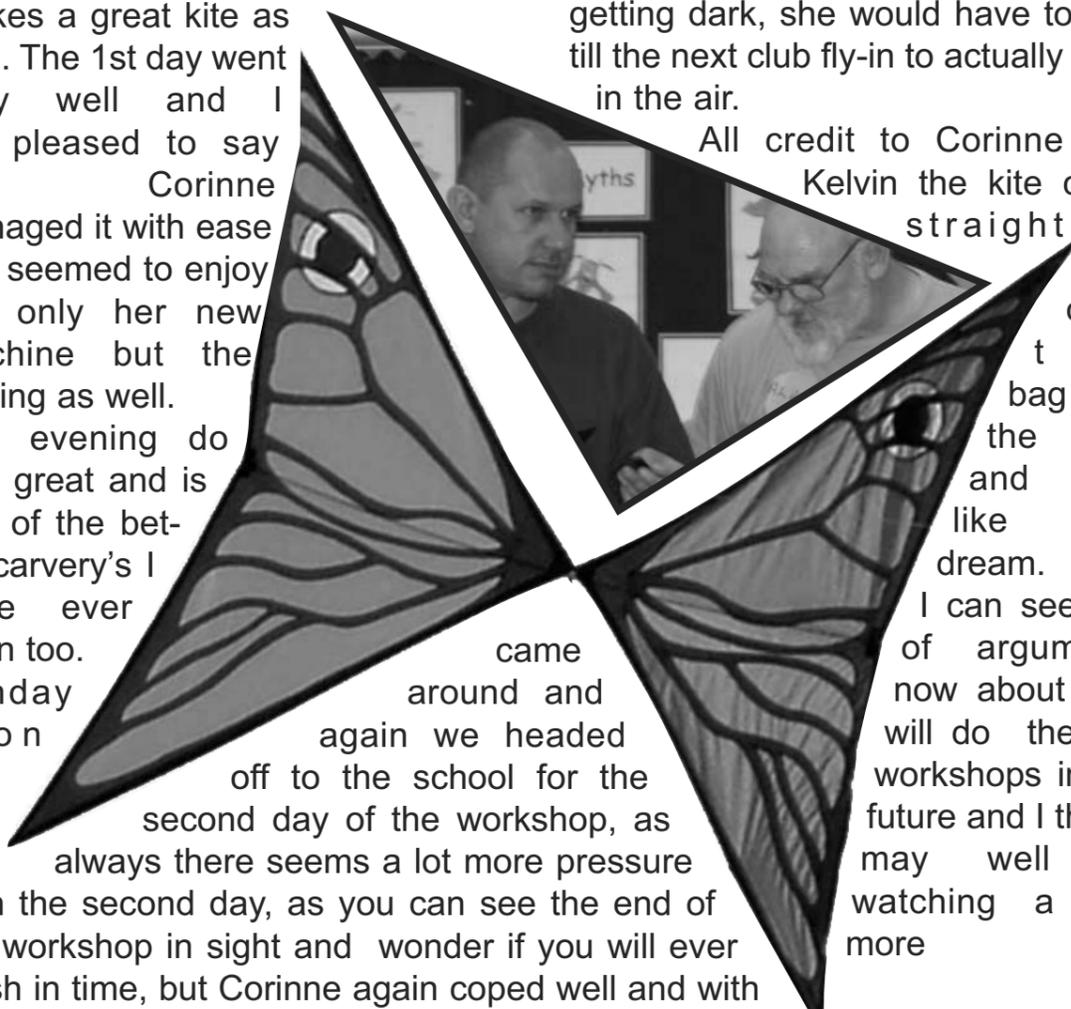
Although she finished the kite in time the weather was so bad, and it was getting dark, she would have to wait till the next club fly-in to actually get it in the air.

All credit to Corinne and Kelvin the kite came straight

out of the bag into the air and flew like a dream.

I can see lots of arguments now about who will do the kite workshops in the future and I think I may well be watching a few more

Simon Hennessey



ADVENTURES OF A DIEPPE VIRGIN!!!

Finally the day had dawned; (well not yet - at 4.30 am it is still dark in mid September.) The trip to Dieppe starts with a cough and splutter as the Land Rover roars into life, waking half the street and all the local dogs. Still I



don't care, I am off to the International Kite festival in Dieppe France. Although I had to stop off at almost every red light on the way. Can anyone explain why red lights happen even when you are the only vehicle on the road?

My first stop en-route (see the français is starting already) was Peacehaven to meet up with Simon and another Paul. Paul Chapman had arrived the previous evening from his home in Bristol and they had spent their evening making sled kites with hordes of Cub Scouts. After transferring all my kites into Simon's car we set off to catch the ferry at the port of Newhaven.

We boarded without major incident although it was a close thing when asked by a customs officer if we had any sharp instruments and we ALL pulled out razor sharp leathermen. The crossing was largely uneventful other than it being the last shift for the English crew who were being made redundant that day. They were being replaced by French nationals, so as



I'm sure you can imagine the service left much to be desired.

Eventually the ferry approached the coast of France we could gradually make out the large inflatable's of Peter Lynn et al through the sea mist. The very short road trip from the ferry to the esplanade to where the kites were being flown was only made acceptable by shutting your eyes and not looking at the other drivers. My first impression of Continental driving was not good, in fact it scared the life out of me.

As we arrived on site our next few hours were taken over with meeting old friends and making new friends from all over the world. The Nations of the world were represented by rows of stalls that seem to go on forever. Designs of kites ranged from pants to tigers, leaves to dragons, and every manner of kite in-between. As the afternoon wore on the wind became so strong that a train of Peter Lynn's kites were dragging a one tonne bag of pebbles up the beach, only being stopped by the combined mass of several kite flyers acting as ground anchors.



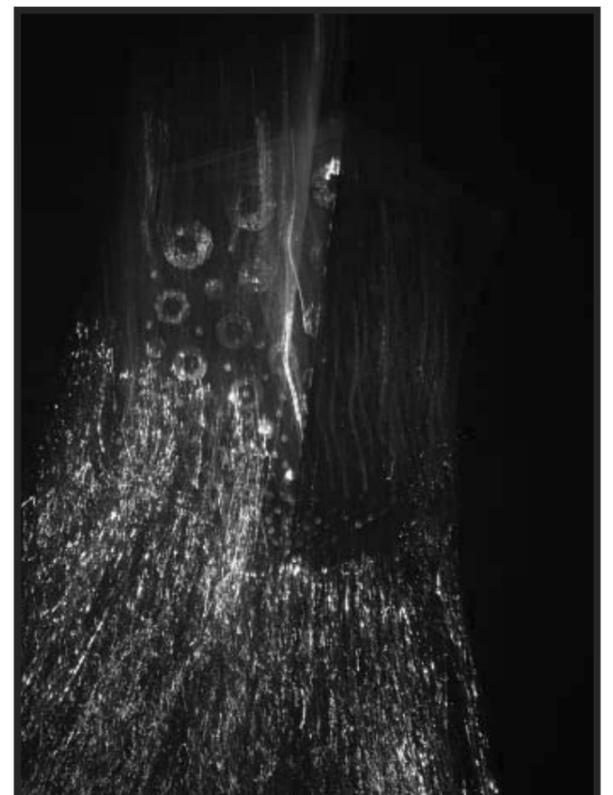
We met up after flying finished and went out for our evening meal. After struggling with both the set menu and the a la carte menu, the waiter produced a new set of menus - in English, well a sort of English. With Simon's prior knowledge and the Van-Weer's experience as Head Chefs, food was ordered. When it arrived it excelled expectations or was it that we were so hungry anything would have tasted like maner from heaven. We sampled a starter, main dish, cheese and dessert. Although masquerading as coffee their dark thick liquid called café au lait? was unrecognisable as such to a poor Englishman. As an after thought for those Dieppe Virgins following in my footsteps: when ordering steak in France it comes in rare and bloody or, rare and bloody

only. Saturday saw me up bright and early, is there any other way with Simon about? Off to the street market in the town of Dieppe although the less that is said about the items purchased the better. Or maybe a better story will be told at the next festival meeting!

Setting up the kites on the beach



proved a severe strain on the patience when I was harangued by a native for flying on HIS beach and using HIS ground anchor. Even when the bag of stones was left for him he continued to berate us for flying in HIS space. His sense of humour completed deserted him when we flew a PL Union flag kite from the aforementioned bag!!! During the afternoon the organisers had organised a Roc fight as with everything in Dieppe this was done on a grand scale. Out of the 40+ entrants the eventual winner was a French national, who I could have sworn lost his kite out of the arena at one point before re-launching it again, still the rules of roc fighting must be different in France.



ADVENTURES OF A DIEPPE VIRGIN!!! continued

As darkness grew there was a noticeable buzz around the site as the night fly drew near. Having been used to the English experience of flying in the dark I couldn't understand what all the fuss was about. Well I was blown away with the spectacular sights that greeted me at this event. Search lights, especially constructed kites of reflective Mylar and rip stop were absolutely breathtaking; I think we should re-think our night flights at festivals having been so impressed by this spectacular sight.

Sunday - we awoke to no wind, but still we put a display on the beach



with Michael again providing the majority of the delta kites and tails. Gradually the wind increased and more and more kites flew until all of a sudden there were NO kites in the sky and loads of rip stop over ice cream stalls and visitors on the beach. All too soon it was time to say good bye to all the new friends that we had met over the weekend. Taking so long we were soon hurtling along the streets of Dieppe in an attempt to not miss the ferry.

The return journey back was like chalk and cheese in comparison to the outward journey. This boat was very luxurious with delicious food and sumptuous surroundings the return 4 hour crossing passed in no time. We spent our time reviewing the photographs we had taken over 2000 in the 3 days of the festival.

As I arrived home, reality hit as a slip from Royal mail awaited me. A new kite had arrived on Friday and no one was at home to sign for it. I will have to phone round to see who will come out flying tomorrow night - no it is actually tonight now.

So off to bed, but I can not sleep, I am too fired up. I want to paint, I want to try to design and make more kites.

Paul

No longer a Dieppe Virgin.

KITE

**When I'm in bed
In the middle of the night.
I am dreaming
of my favourite kite.**

**High up my kite flies
Up in the sky.
As it gets higher
I say goodbye.**

**The naughty wind
it blows my hair.
as my kite gets higher
in the air.**

**As my kite
is happy flying
I am happy
Singing**

**As I see
A big Teddy Bear
I am thinking of
A kite in the air**

**As I say
Goodbye.
Finally I got
To fly.**

**The day I fly my kite
is the day of fun
All the string is tangled up,
Finally I'm done.**

By Deanna-May
Published in A Pocketful of Rhyme
(East & West Sussex)
February 2007

MAXIMUM HAND BAGGAGE



Thursday. The Plan

Recently, in response to the threat that someone might blow up an aircraft with a mixture of contact lens solution and toothpaste, the british authorities restricted to size of hand baggage to a paltry 45cm x 35cm x 15cm.

I wrote to Samsonite asking if they might launch a case that fitted precisely within that measurement with no extra fittings so that we could carry the maximum amount in the allotted space. They didn't get the clue. They wrote back listing existing cases that are smaller than the limit. But good news, at lunchtime today, they announced that they will raise the arbitrary limit to 56cm x 45cm x 25cm in the morning.

And we are off to fly kites in Austria tomorrow evening.

So we need to pack as many soft kites and lines as we can into that space. Everything is crushable, we just need to get the size and shape right. We decided to make our own luggage.

But we have a dilemma. Hard cases and boxes are heavy. Soft bags tend to bulge towards a sphere shape when packed hard.

So we took a leaf out of Peter Lynn's bridling book and built *bags* with internal bridling. They are as light as possible and they are a bit fiddly to pack round the internal lines, but they provide maximum capacity and minimum weight within the regulation size and shape. They balloon out

slightly beyond the regulation guide but with 8kg of kites inside you can squish them a bit to make them fit. Friday. Hand baggage victory!

We had loads of fun with the bags. First of all, you need to understand that these bags do not look small. They are bright red and as you can see in the picture with our anonymous model, they are more than sufficient to hide one's modesty: So, we get to Heathrow.

We didn't show the bags to checkin. We were saving the fun for security.

There was a huge queue to get through security at the entrance to the departure lounge. It stretched all the way across the building. The first official wasn't security at all. They have "information"

people in bright yellow sweatshirts with questionmarks on.

Clearly, they were the "soft" end of the process, to tell you what would and wouldn't be permitted further on.

They had a luggage gauge. We were keen to check the bag and they were amused and surprised to see how neatly it fitted:

So we queued for another 20 minutes or so. We were half-way through the zig-zag section when we were singled out by security. They pulled us out of the queue and said that the bags were too big. We dropped the bag into their gauge and they were immediately satisfied. They aplogised and directed us down a side passage, short-circuiting the rest of the queue where we showed our



boarding cards and passports.

Next we we put our gear on the conveyor for the x-ray. They immediately objected and refused to let us through. Having proved our legality only 2 minutes before (but round the corner), we protested, stating that the size was ok. The guy sat at the x-ray machine said that the bags should go through the machine so that we didn't hold up the queue but called a supervisor to deal with us.

The supervisor had clearly spent all day dealing with customers who were irate about the rules and was slightly surprised when my first words were "take me to your gauge". She clearly expected that the gauge would prove

that our luggage was too big and that she could then send us back.

It was most satisfying to once again drop the bag into the guage and then proceed to the departure lounge, undefeated.

Monday. Back home

We had a great weekend flying on an

island in the middle of the

Danube as it passes through Vienna: The hand luggage included Neptune (bottom right), 2 small pilots, most of the lines, a 34m tubular tail and all our clothes. The bags did exactly what we needed them to do. They carried a full 8kg of gear each without difficulty and passed the security restrictions at



every challenge. In retrospect, it would have been nicer if they had handles, bigger openings with zips and were a colour other than "look-at-me-red".

Andrew Beatie

GATE CRASHED A PRIVATE PARTY, GOT IN SEVERAL FIGHTS, ENDED UP CUT AND BLEEDING AND VERY SORE KNUCKLES! WHAT A GREAT WEEKEND!

Just started 'winterising' the camper, usual drain everything before the first frost, bedding out, unload the usual accumulation of 'stuff' from another good kiting season, Kites to the loft etc. when browsing the Suffolk Kite Fliers web site I noticed an 'all welcome' to Rougham airfield weekender on the 5th/6th/7th October which coincided with OSOW. Didn't take me long to decide to go, my preference is a whole weekend of kiting rather than the one day events which for me take just as much preparation. First use of my newly acquired sat-nav, destination programmed in and set off, 121 miles later arrived at a garden centre near Ipswich at 10pm with "you have reached your destination" proudly announced by the thing. NO I have not, never again will I leave the good ol'map at home as I now had no idea where I was! As my brother had made his way there in daylight I had to phone for directions and he talked me in from some three miles away!

There were only a handful of campers/caravans there and a lot of familiar faces but this was a private birthday party for Graham Jackson's big 50! As I was the only uninvited guest I was not left out in the cold and duly 'invited'! It was really nice to see all the friends I had said 'Happy Christmas' to at Bristol as 2007 would have been the next time I'd have seen any of them. I had seen Graham and his wife Lynne at events but this was the first time I had met them along with a lot of new introductions

to people I had seen 'around' but never met before. What a friendly bunch, all with a passion for fighter kites...wow another treat, as that was mine too!

Saturday was a 'Fighter Kite' Day...Graham supplied the 'manja' and everyone participated in a free for all fight, weather and wind perfect for a change! Never having been to Rougham Airfield I was impressed with the space and scenery. Never



having had a proper 'kite fight' I was hooked by the concentration, skill, camaraderie needed to fly competitively. By the evening my fingers were cut and bleeding from the manja, indeed so was everyone else! The evening entertainment was even better than the day flying that I thought would be hard to beat. A superb three course meal, prepared by Lynne, Gary and Di Neal, Mike Harrison and Lisa Woods, to name just a few, a champagne toast to Graham and birthday cake was followed by a 'silent auction' that was anything but! Everyone (except me) brought something to raffle, the item was given a number and a corresponding piece of paper along with

pencils were put on the table, on which you put your name and bid amount, anyone bidding more put their name and amount on below the previous bid etc. SILENTLY (supposedly) and to a pre-set time limit when the winning bids were announced. Needless to say there was a lot of pushing and shoving, bid tampering, pencil hiding as the clock ticked down. All in good humour and considering there were only a couple of dozen people £325 was raised to pay for the hire of the marquee. The evening was finalised by a conker competition! Not having swung a conker since 1975 I was a little out of practice but my best full blooded 'wack' (you can feel when the shot is good) unfortunately hit Martin Corries square across knuckles...hard...sorry Martin. My knuckles didn't escape injury either during the rest of the fray. What a brilliant day and in superb company!

Sunday saw a big turnout for OSOW from Suffolk Kite Fliers and buggies galore, warm and sunny with a perfect wind, even an unannounced light aircraft put in an appearance, doing a low fly past to clear the shocked buggies off the runway before landing! 98 kite fliers flew 401 kites between 3 and 3.15pm!

A long way off from Brighton we were made to feel welcome by the SKFC so thanks Martin, Graham and Lynne for one of the most memorable kiting event/events of 2006 for me.

C2LLN



A MARTIN LESTER SPIRIT WORKSHOP

Brighton Kite Flyers will be running it's first kite workshop for some time on the 17th and 18th March 2007 where we will be making a Martin Lester Spirit, places are limited and will be open to club members first and then to other kite flyers if there are places left at the end of January.

The workshop is planned to be held in Newhaven, a few miles outside Brighton and

the cost will be £75 per person.

Please contact by e-mailing to shennessey@brightonkiteflyers.co.uk or write if to the Aerodyne address at the back.

We will hopefully be arranging a mass fly of Martins Spirits at Brighton Kite Festival 2007 on 7th & 8th July 2007 so if you have a Martin lester spirit please bring it along and join in the fun packed weekend,

LIGHT UP THE SKY AT BABYSOAP

During the Kelvin Woods workshop at WHKF, Alan and I were wondering when we could get up to see Maurice, for another camper weekend (3 Grumpy Old Gits and a Camper), and Glenn and Glenys, whom we had met at festivals during the year, they live near Great Yarmouth.

It was remembered that there was a light up the sky event at Rougham organised by Suffolk Kite Flyers, that would be the place to meet Glenn and Glenys..... Sadly, on checking LUTS website the SKF event was on the same weekend of the Kelvin Woods workshop. We will have to think again. While on the LUTS website I noted that Roy Martin was organising a LUTS event with North Hants Buggy Club & Lodden Valley Kite Flyers (the web is a very useful tool for the kite flyer) this would be a great opportunity to check out Roy and Hayley's new flying site.

After several emails to Roy Martin (I do apologise Roy, I know I kept on) the master plan came into being. Glenn and Glenys would come down to Basingstoke and stay over Saturday night on field, Alan and I would drive up to Maurice on Friday in the camper, camp on his drive and transport him to Basingstoke for LUTS on Saturday. Realising that The Apprentice Grumpy Old Git (John Browning) lived minutes from the flying site, an Invitation was extended. No reply, was forthcoming..... Then out of the blue a reply, emails had been Antispammed. (Suggestions please as to what we should do with Spammers!!!!!!!)

John apologised for the lack of response, but was unable to attend due to a prior engagement, but the prospect of Alan's Hospitality in the camper bought him to his senses, he remembered The Alan Full English, these are taking on legendary status, so he had re-scheduled his engagement, he would indeed be travelling to Babysoap for LUTS. After more emails and phone calls it was all falling into place.

We would all meet at KITES UP at about 1 o'clock. None of us had ever been there before, so this was going to be a real treat. Sadly, we would be missing Glenn and Glenys's company as Glenn came down with a cold, all

that night flying with lights, finally caught up with him. *Sorry Glenn for waking you with the phone call from Sainsbury's.*

It's not fair!!!!!! Roy and Hayley have a GREAT KITE SHOP it has all you need to make and fly kites. It was a bit like going to Hamley's when you're 10 years old. John Browning could not believe there was a kite shop so close. I think he could be making a few more visits, look out Roy and Hayley. Although we could have spent all afternoon perusing the delights of Kites Up, eventually the urge to fly kites became too much, and Roy very kindly took us up to the field, he also showed us the gap in the hedge, which is the short cut to the Jolly Farmers. (could somebody explain the relevance of this gap)

But as always when out in Alan's



camper, food comes first, and if we are not too careful the afternoon would be lost in in depth discussions on all forms of very important topics such as Computers, Cameras, WiFi, Big Boys Toys, LED lights and occasionally kites. Thanks Alan for the very tasty soup combination, it certainly does make for a great day out when you take the lounge, dining room and kitchen with you. John and I decided to launch Danny's Mega Sled Delta (well I decided and John was standing too close and thank you Danny for the loan), this was possibly a little, foolhardy, but we needed lots of lift for some of the lights. After release it was all I could do to hold on, it bought back memories of my 5 metre Peter Lynn Peel (some of them not happy) "JOOHHNNNN need some help here!!!!!!", kite safely down I picked my Raindrop Ugly Kite, it's very stable and does not pull too much, "that's better". After some test flights the consensus was that we were in the wrong place, we needed to move up to the top of the hill, the wind was a bit smoother up there, not

a lot, but some. So that we did not have to walk too far, Alan bought the camper up to the top of the hill, we had to have our creature comforts close at hand. There seemed some sadness at leaving the gap in the hedge. As darkness descended more



people started to arrive among them Dave McArthur & Sue, sorry Sue do not know your surname, Alan & Jenny Powell (glad you could make it) and Roy Martin with the all important BBQ. And others whom I did not know.



Soon the sky was lit up with kites and lights, and on occasions fireworks, this was going to be fun. The wind was not being very kind to us, sending kites soaring about all over the sky, great as a spectacular light display, but heart stopping for those flying kites, in one of those daring manoeuvres Maurice's large delta encircled my Ugly Kite and before anything could be done, had cut my kite line, Panic ensued..... kite heading for houses and worse the road, (this was one grumpy old git who was getting grumpier by the minute) have you ever tried following a kite in the dark, what made it worse

LIGHT UP THE SKY AT BABYSOAP CONTINUED

was the light attached to the kite had been damaged in the collision, so light fading, dark kite silhouetted against the night sky, all I could do was try and keep my eyes on it until it was down. I was convinced it had come down in the road. The road not being well lit, it was decided to return to camper for torches and some more help, it was then I noticed a small light flashing beside a garage, looking skyward I realised Maurice had managed to cut two of my kites, the light flashing was my sunshine Eddy. Once back at camper torches and help collected, we were ready to go find what was left of the kite, just then a man approached the camper saying "has anyone lost a kite". My kite line was wrapped round his aerial and the kite had indeed landed in the road, well at least it had not caused an accident and we did not have to track it down. Thank you to everyone for your help in the retrieval and a VERY BIG THANK YOU to the couple on who's house the kite had finally come to rest, for your kind

understanding and another BIG THANK you to the lady of the house for climbing out on to the flat roof to rescue my kite. I can only hope that this incident will not put you off kite flyers or kites.

Back to camper for coffee and a warm, something a little stronger would have gone down very well, but someone had to drive.

We did fly some more kites and lights, but kept them small and well spaced. Soon the BBQ was ready so we cleared out Alan's fridge and headed up to the warmth of the BBQ. There's something about a hot sausage wrapped in warm garlic nan bread, on a cold evening, tasted absolutely marvellous.(eat your heart out John) Good company finished off a very exciting evening of kite flying and having checked the LUTS website the grand total of £230 for Children in Need was collected, well done to everyone involved, I think Pudsey will be pleased.

If you ever have the opportunity to fly in this very special kite flying field, I'm

sure you will come away with some great memories, I already have mine and can't wait to return for some more adventures.

Roy is looking for Single Line members to use the field, he is asking £54 per Annum, can't be bad to have a field just for kites at just over £1 a week, and if you break anything Kites Up are just through the gap in the hedge, providing they are not in the Jolly Farmers.

PS

Everyone will be pleased to hear I have forgiven Maurice, but he had better watch out next year, I'm practising with my Indian fighters !!!!!!!!!!!!!

I should also Thank WHKF and Kelvin Woods for the fantastic Butterfly workshop if we had not been there LUTS at Babysoap may not have happened.

Thanks Kelvin for my Christmas Celtic Knot you certainly know how to sell.

Keith Boxall

B K F CHRISTMAS BASH



First off I must say a big thank you to all that made the event possible, Those that hand made the food to those that cleared up at the end, not forgetting those that came along and had a good time without each of you the event would not have been the same.

The planning for these events seems to take ages and when it started it seemed like Christmas would never come but all too soon the day was upon us. We had planned to meet with Alan at the scout hut at 3.00pm to put up some decorations and make it more festival, on arriving Alan had already been in and finished off what the scout's had already done. So I had nothing to do, as Marion had the food in hand as well.

The evening started with the normal chit chat before dinner and a quick game of guess the baby, it's surprising how many of us still look like we did as children OK a little older but still the same.

Dinner was soon served with a great home made soup to start (note Sue, Paul has two helpings) Followed by a posh ploughmans with homemade Pate and cooked Ham. Crackers were pulled, prizes swapped and hats worn (some dressed up as Howard and Hilder with the same hats and cracker prize).



After some sweets, coffee etc it was time for some party games that Paul had organized, including pass the parcel, and a great game that Keith & Alan must have spent hours getting

ready wrapping up. It involved a die and a quantity of (sorry Alan & Keith) Tat wrapped up in Christmas wrapping but if you want to know more just ask someone who was there about the custard and sweets.

John had some of his hot air balloons which we let off and watched as they flew off. This could be something we could do at Brighton Kite festival on in the evening of 7th July 2007 after the BBQ as a bit of entertainment.

As time drew on those that were not staying over-night drifted home and the kids off to bed, a small poker school (just for chips) started. The men got rooked by Corinne who had beginners luck and cleaned some of us out in style.

As we had a couple of hot air balloons left we thought we would launch them at just past midnight and then head to bed. One went miles and disappeared from sight still going up the other faded out and we watched it fall to the ground.

It was a great end to a great event and we look forward to next years do.

Simon Hennessey

JANUARY 2007 BRIGHTON KITE FLYERS AERODYNE

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N O R E E N K I N G

It was with much sadness to hear that Noreen had died at the early age of 60 years on 6th October 2006, from congestive heart failure.

I first met Noreen in the Kent Kite Klub territory at one of those early Spring Rallies on Blackheath. I can't remember the details of our meeting, but we just had a lot of fun together and she was always up for a laugh, despite the fact that she suffered poor health for most of her life, although I was not aware of that at the time. The most memorable occasion was when Noreen was sitting on my lap under a blanket (it was cold, really!) and we were caught by my late wife returning after perusing the kite and gift stalls. Doreen insisted that I make amends by spending money on a pair of silver kite ear-rings that she had seen previously.

Noreen was never a kite flyer, but she was an active social member of KKK, the reason being that her friend Peter Swan (aka Pylon Pete) was the one who flew kites. After they split up, Noreen kept in contact with Doreen up until the time my wife died and I was pleased that Pete contacted me to convey the sad news.

Peter and I were the only kite flyers at the funeral and I was pleased to be able to pay my last respects to a very good friend.

Ray Oakhill.

AERODYNE

We are thinking of running a new competition for the club members where you can win a membership for a year free of charge.

(To be confirmed or not at our AGM in April 2007)

It could be along the lines of everytime you send an article to be published in Aerodyne your name will be entered into a draw and the draw will take place at the AGM if you are the lucky person you will win a great prize of your membership for the next year free. So get writing as the more articles you write the more chance you have of winning.

**Try not to forget
BRIGHTON KITE FESTIVAL
7th and 8th July 2007**

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

Contributions should be sent to:

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

**BRIGHTON KITE FESTIVAL
Stanmer Park
Brighton. East Sussex**

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

**brighton
Kite
flyers**

Thank you to all that make this

I would like to say thank you to all those who made this issue of Aerodyne possible Andrew Beattie, Colin Marshal, Paul Hill, Ray Bethal, Corinne Hennessey who have helped to make this edition possible. I must also say a very big thank you to those who have edited Aerodyne this month in one shape or form.

Simon Hennessey



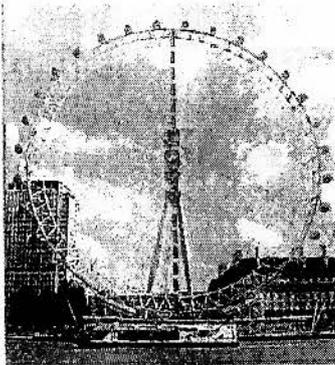
42 ROMAN GANDLE 83.



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. As ever the Mindless drivel content exceeds 100%. Politically Incorrect and proud of it. A scurrilous rag that gets up more than a few noses, do we care? do we 'eck.

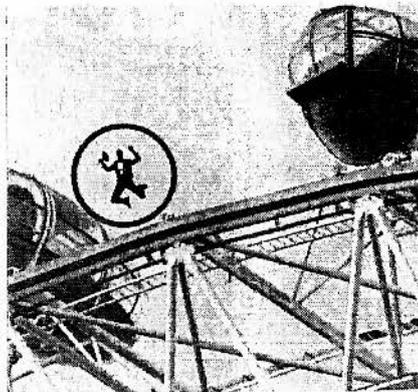
THE EYE JUMPER

OR ANOTHER FAILED ATTEMPT TO JOIN THE BMISS, No 387 in a series



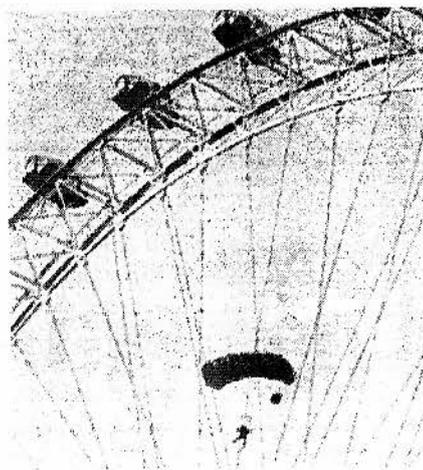
Daredevil in 440ft Para leap screamed the Redtops, as did a lot of the onlookers when Gary Connery leapt from the top of the London Eye. Twas said that naughty Gary sneaked onto the Eye and climbed to the top as it was being cleaned. Sodding hell, that was some climb, sooner him than us, as Kites are much safer.

Thankfully it all turned out quite well as it could be said that doing a jump from 440ft is definitely a bit iffy as regards gettig a chute to fully deploy, let alone the fact that you are doing the jump in very close proximity to the ground, coupled with the fact that there are, on the Eye, plenty of nasty snaggly hang up points.



Movie stunt man Gary, said that he had already jumped from the Eiffel Tower successfully (that French membership connection failed) and he was determined to do a jump from the Eye. I was petrified he said, but thrill was worth it.

Sadly, Garys attempt to crash the BMISS membership list was, in the view of the extremely jaundiced Member Admission Judgement Committee a total failure. The Official Adjudication said that although Garys jump was very spectacular and daring, the only way he could get into the BMISS was if he climbed back up the Eye and did another jump sans chute.

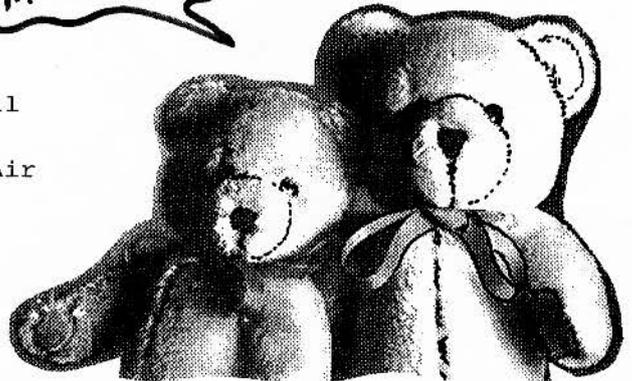


Funny enough, in view of the current state of play in Londinium at the mo, Gary was'nt greeted on the ground by a large posse of the Mets finest, armed to the teeth and convinced there was an imminent attack on The Westminster Gasworks. At least there were no reports of such an occurrence. Strange that when you think about it, though of course his name was Gary Connery and not Gary Bin Liner.

Who knows?, maybe fine day, the message will finally get through to these plums.

The only way we'll ever admit any of you rotten lot as fully paid up mem-

bers of the one and only BMISS and of course all other official parafauna bombing organisations, such as The Ted Berets, PAWS, The Air Zoo, The Air Circus and Uncle Tom Cobbly and all, is to do a drop from 10,000ft without a chute, and of course it definitely helps if you can survive the third bounce after your first gobfull of Ye Olde Dropzone, whilst reciting the phrase, " I POSE YOO PINK DAS PUNNY "



ON WITH THE SHOW, Not!



Once upon a time, if anything weird and perhaps not so wonderful went down, you could always say "ONLY IN AMERICA"....

Nowadays it would be nearer the truth if you said "ONLY IN CHINA" Mind you, this rather weird and disgusting show was 'nt on for very long as even the Chinese seemed to think it was outrageous, and it was promptly stopped.

Entitled would you believe, Animal Olympics, the show at Shanghai Wild Animal Park was axed after protesters branded it as degrading. As well as Bears riding Horses, it featured Bears riding bicycles, an elephant tug of war and kangaroo boxing. One wonders just how much cruelty was involved in getting a bear to ride on a horses back, as in the wild its likely that they would only rarely ever meet.

Its reported that a British based charity led the protests, but knowing how jealously the International Olympic Committee guards most mentions of "OLYMPIC" without their sayso, one wonders if they stuck their oar in, and if they did, more power to their elbow, 'cos we need shows like this like we need an outbreak of mohair alopecia.....

In your dreams

IS IT A BOID? nope, IS IT A PLANE?

NOPE...Its some joker, who reckons hes going to land safely without a parachute.(at this point, perhaps we should say our ghastr is truly flabbered) Jeb Corliss is convinced that he will, very soon, be able to land safely without a chute, using his so called wing suit. Jeb has been studying just what is required in the way of a safe glide angle, descent rate and forward speed to enable him to land safely, and wait for it, zero injuries.

Theres the rub. everything is tickety boo down to the last inch before touchdown, That last inch is the Killer and boy do us parafauna know it. No one has ever survived a deliberate jump without a chute, though of course quite a few humes have survivedchuteless descents by accident , so if Jeb pulls this off it will be a miracle.

So whats the verdict oh yee bretheren and sisteren of the Bin stiffed at least arfa dozen times, furry fraternity. Verily, only you possess the secret of copping a gobful of dropzone et al, thence ascending yet again, hoping yor barsteward dropnik has learned how to stuff a jolly old rag correctly,yet secure in the knowledge that if he aint, you will arise, yet again. Will Mr Corliss rise again if he cocks it up? probably not, We wish him well, but would hope that its never a case of "I TOLD YOU SO"



At last a suitable Bear for a "Thank you Charlie Kite".....

When Martin Croxton saw this photo of the alledged worlds smallest Teddy Bear, he immediately thought, just the job for one of Charlie Sotich's mega Kites. Captioned as the cutest, minutest Bear in the world at just 3/8 inch. Mini the Pooh has a full set of moveable limbs, tiy claws and a teeny nose(sic) lovingly stitched by German Bettina Kaminski, and no, "sod that for a game of tin soldiers" said the BOF, when asked if he fancied making a chute, suitable for Mini the Pooh.

Poor old sod needs nourishment, not punishment(all together, Boo)

Once bitten...

BEAR NECESSI-TEA, GUEST IS JUST

LOOKING A BIT GRIZZLY, GRIN AND BEAR IT....



Just about every dreadful Beary pun was applied to this pic of what was purported to be a Grizzly Bear invited to a Turkey dinner in Montana recently.

Yes, of course its faked up photo, we do know that under the statement of the bleeding obvious, can you imagine the bloodbath that would ensue if a real live Grizzly was invited to dinner? we can. Nope, what we have here is a very smart bit of marketing by a Bear rescue charity in the aforesaid Montana.

Go on, admit it, you've looked, you've laughed but its made you think, hey maybe

we can help out this Bear rescue charity a bit with possibly a couple of bob or perhaps a bit of some labour and if that happens, then its all to the good. O.K. did you suss out the same as us that the photo was a put up? Of course the giveaway was them wineglasses on the table. What self respecting Bear swigs wine? Nope, if there had been a couple of crates of John Smiths or Newcastle Brown on the table, they would have fooled us.

Globetrotting teddy makes Lapland plea

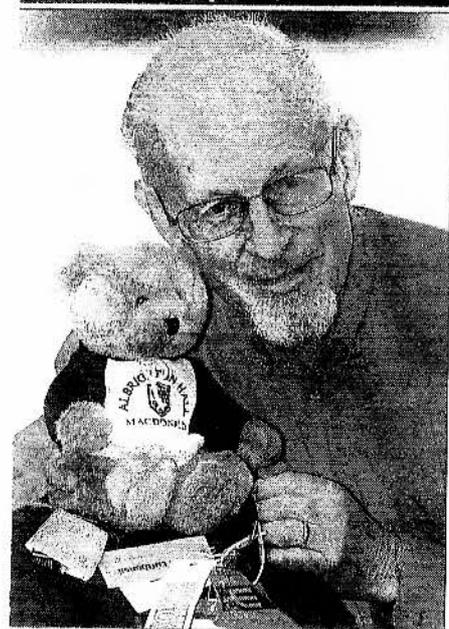
AS OUR FRIENDLY PLODS WOULD SAY, "HELLO, HELLO, WOS GOING ON 'ERE"

WOT IS GOING ON 'ere is another way of raisig much needed funds for the Meningitis Research Foundation Young Abrit, a Shrewsbury Bear is currently on a globetrotting mission and has currently racked up 53,000 miles, taking in such countries as Australia, Russia and Singapore and he has all the passport stamps and luggage labels to prove it.

Albrit starts his journies at Shrewsurys Albrighton Hall Hotel where he lives with the maintenance manager. He has future trips already lined up, including Switzerland and Egypt, but at the time of writing what he would really like is a trip to Lapland to see Father Christmas and we'll keep you posted if he gets there.

By now the more cynical amongst our readers will be on the , "Oh no, no more banging on about another free loading little sod travelling the world at someone elses expense" shame on you, just cos you never thought of doing it.

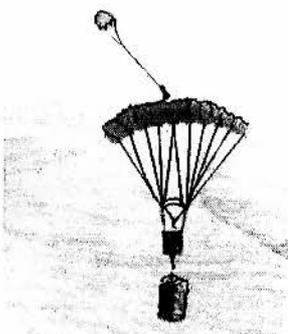
Bear tots up 53,000 miles



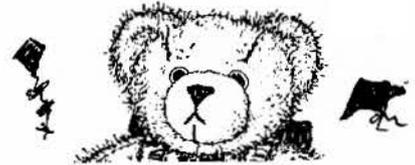
ONYX SWARMING PRECISION PARACHUTES..

Via Electric Arthur comes news of something that was envisioned quite a few years back. Remote controlled, precision guided, complete with a collision avoidance system Parachutes. Primarily designed to drop Military payloads from up to 35,000ft, to fly for 30 miles and to land within 50 yards of a designated target. The chutes will carry payloads ranging from small electronic sensors to a one ton load of whatever goodies the Brown Jobbies desire and every one will find its way to its intended target. Lets hope that this is a good'un, and not of the variety where much needed ammo is delivered to the enemy and fire fight essentials such as boot polish and blanco is delivered with unerring accuracy to friendly forces.

We have it on good authority that Uncle Sam has awarded a 3.2 mil buck contract for this.



Siberian 'heatwave' keeps bears from sleep



Siberia recently basked in its warmest November for 70 years, putting its permafrost, wildlife and even the human population at risk.

Whether or not these unusual temperatures for November are the result of climate change or just part of a natural cycle, they are certainly worrying scientists as Badgers, and Bears have yet to hibernate, whilst migratory birds are still in residence. Even the plants are going mad with raspberries blooming well out of season, but the real worry is that the permafrost is starting to melt, releasing large amounts of methane and carbon dioxide. Whilst the animals that should be hibernating are still active, they are burning off fat that should see them through the winter. They could actually starve to death.

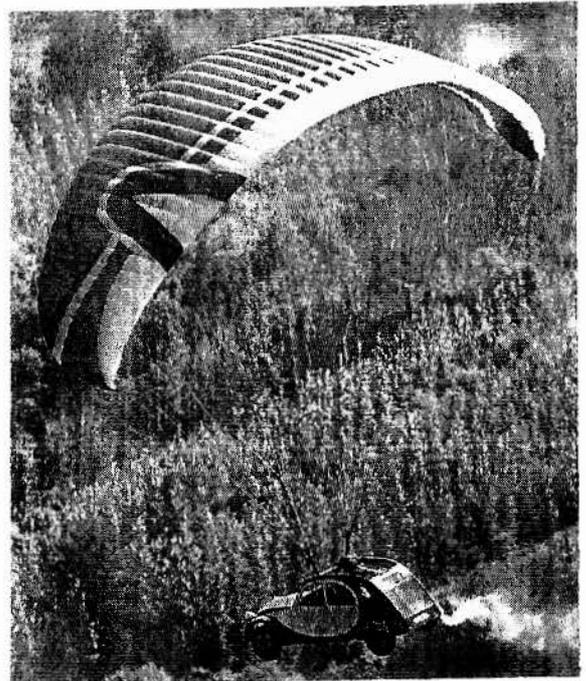
Sparks will fly

AND SO IT SEEMS WILL 2 CV'S.....

Look, Ossifer, I left it on the meter right here and next thing, I've got air traffic control giving me a right bollocking for nausing up the approach to Gatwick..... Reports that a drunken gang of Parachuting Teddybears had nicked a rustbucket doochywoo, whacked a chute on it, just to see the sucker fly are greatly exaggerated, even though there appears to be one of the inebriated swine with his head poking out of the sun roof.

Alas, we have no reports as to whether or not Newton's 23rd law, "Gravity don't exist, the Earth Sucks" finally applied to this flight, though knowing how inebriated furry wotsits perform we can only assume that they picked the biggest tree in the hood and lugged it up bigtime.

All jokes aside this is what our Froggy friends get up to in the Icarus cup at St Hilaire de Touvet near Grenoble a right wacky display of all that's weird and wonderful, furthest or fastest flying machines



**44.967136, -124.01840
58' 1.69", -124° 1' 6.24**

GOOGLE MAPS ----- <http://maps.google.com>

In the R.C. IT dept where cutting edge tech is represented by a clubhammer, brickbolster and a Pritt stick, the resident thicko was a bit nonplussed to receive from Electricis Arfa, what at first was thought to be a wrong way up pic of a range of snow covered hills taken through an aircraft window, with a cutout Teddy stuck to the glass. No, you idiot, it's a beach scene found by ex El Presidente Gomby of the AKA whilst searching for his own flying site. Thing is that Bear is actually the shadow cast by a bear aloft and the snow covered hill, that's the waves breaking on the shore.

FURTHER TO THEPIECE IN THE LAST R.C. Yet another Dickin Medal, the animal equivalent of the Victoria Cross was recently sold at auction in London recently. The Medal went for £15,000 to a collector after fierce bidding. It was awarded to a German Shepherd named Brian who was parachuted into Normandy on D-Day. All we need now is yet another revisionist who was'n't there, to claim that it's all baloney.....

Did you know that there are 34 stuffed Polar Bears in the U.K. No, neither did we, but what that's got to do with parachuting from Kites we're not sure, but one thing is for sure, it's the usual to the whatnot at the Teddytorial, c/o The Boring Old Fart, forever Banging on in the same old way, at 48. Laurel Lane, West Drayton, Middx, UB7.7TY in what forever will be **ENGLAND**, no matter what the Traitors and their running dogs plan. Thanx to Don, Martin, Arfa and ex El Prez Gomby for the bits and pieces, cheers....

Events List

March 2007		
31	Berck Sur Mer Kite Festival, France. Until 8th April	Gerard Clement +33 144 68 00 75
April 2007		
21	Cervia International Kite Festival, Cervia, Italy. Until 1st May	info@artevento.com
May 2007		
6-7	Weymouth International Kite Festival, Weymouth Beach, Dorset.	The Kite Society
6-7	Spring Kite Festival, Beverley Race Course, Beverley, East Yorkshire	www.kite-festival.co.uk 01430 860070
12-13	Swindon Kite Festival, Science Museum, Wroughton, Wiltshire	WHKF
19-20	10th Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds.	Martin Corrie
26-28	Flexiwallop, Middle Wallop. TBC	
26-28	Blackpool Beach Kite Festival, Blackpool, Lancs	dhkites@hotmail.com
June 2007		
2-3	Exmouth Rotary Kite Festival, The Imperial Recreation Ground, Imperial Road, Exmouth, Devon	Exmouth Rotary
2-3	Basingstoke Kite Festival, Down Grange Sports Complex, Pack Lane, Basingstoke. TBC	Alan.cosgrove@ntlworld.com
2-3	Cleethorpes International Kite Festival.	Annabel.colingerjones@NELincs.gov.uk
9-10	Margam Park Kite Festival, Margam Park, near Bridgend, South Wales.	mail@margamkitefestival.co.uk www.margamkitefestival.co.uk
9-10	Teston Bridge Kite Weekend, Maidstone, Kent	Ron Dell
10	Peterborough Kite Festival, Ferry Meadows, Peterborough	GOKF
16-17	Southampton Kite Festival, Lordshill Recreation Grounds, Southampton. TBC	Michael Lowe
16-17	Bedford International Kite Festival, Bedford. TBC	Andrew Pidgen
30	Sunderland International Kite Festival, Northern Area Playing Fields, Washington, Tyne & Wear.	
30	Kites over the Mersey, Wirral international kite festival, the "Dips", New Brighton, The Wirral, Cheshire	dhkites@hotmail.com
July 2007		
1	Sunderland International Kite Festival, Northern Area Playing Fields, Washington, Tyne & Wear.	
1	Kites over the Mersey, Wirral international kite festival, the "Dips", New Brighton, The Wirral, Cheshire	dhkites@hotmail.com
7-8	Brighton Kite Festival, Stanmer Park, Brighton. TBC	Brighton Kite Fliers
8	Morecombe Kite Festival, Morecombe, Lancs	dhkites@hotmail.com
14-15	Richmond kite Festival, Old Race Course, Richmond, Yorkshire - TBC	Malcolm Goodman
August 2007		
5	Royston Kite Festival, Therfield Heath, Baldock Road, Royston , Hertfordshire	Peter Mitton
11-12	Teston Bridge Kite Weekend, Maidstone, Kent	Ron Dell
19	Kites Over Capstone, Gillingham, Kent	Kristian.staples@medway.gov.uk
19	Hunstanton Kite Festival, Smithdon School Field, Hunstanton, Norfolk.	Bryan Cantle
25-27	Portsmouth International Kite Festival, Southsea Common, Portsmouth, Hampshire	The Kite Society
September 2007		
1-2	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
1-2	Summer Kite Festival, Beverley Race Course, Beverley, East Yorkshire	www.kite-festival.co.uk 01430 860070
22-23	Margate International Kite Festival, Palm Bay, Cliftonville, Kent.	The Kite Society

Contact	Address	Tel	Email
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560	martin@skfc.co.uk
Ron Dell		01438 712168	rdell@electroweb.co.uk
Exmouth Rotary	86 Halsdon Avenue, Exmouth, Devon EX8 3DH	01395 274271	msp@dsl.pipex.com www.exmouthrotarykitefestival.co.uk
Great Ouse Kite Fliers	Jill Ferrer, 80 Welland Road, Peterborough, Cambridgeshire PE1 3SG	01733 563958	Gokf@btinternet.com
Michael Lowe	44 Bellemoor Road, Shirley, Southampton, Hants SO15 7QU	023 8077 0788	
Bryan Cantle	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP.		
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