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Dear Reader

Welcome to the start of the 2007 kite season. The season starts (for us) with Weymouth. Full details and timetable are on the web site, there is a good line up of invited kitefliers and we hope to see many of you there as well.

The season ends for us with a new event—Big Sky International Kite Festival, at Margate, Kent. Being run in conjunction with the Margate Town Partnership this is shaping up to be an event similar to the Portsmouth Festival. Keep watching this space and the web site for more information.

One of the ideas we have been thinking about for the magazine is “Times Past”. Do you have any pictures, stories or anecdotes that we can use? If so send them in (as well as anything else that would be interesting!). To kick this off we present the picture below. Supplied by Paul Chapman this was taken at Kingston Polytechnic in the late 1970’s. It was a talk by Nick Morse about the Cody Man-lifting system. Who can you spot? (There are two young editors there!).

See you on the field.

Front Cover
Kelvin Wood’s “Man in Black” Edo, depicting Johnny Cash.

Kelvin won the Kite Builders forum “Kite of the Year” 2006 with this kite.

He will be at Weymouth.

Photo: Carl Wright

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Kites and The Wrights—George Webster

or Kites, Early Aviation and what the Wright Brothers actually did.

1 Introduction

I know that I am not the only kiteflier with an interest in early manned flight. We kitefliers usually know about Cayley and his man carrying glider of 1853. We should also know that George Pocock lifted his daughter Martha to 100 yards in 1826. Most of us know that Hargrave produced the cellular kite (or box kite) and can see one of those designs echoed in the Wright Flyer of 1903.

I visited Kitty Hawk in North Carolina in late 2005, got interested in the Wright Brothers, bought some books and did more reading. Originally I was looking at the influence of kites on manned flight but I gradually became fascinated with what the Wrights actually did and how they did it.

This article has six sections

1 Introduction
2 A chronology of the main events which advanced the development of manned flight up to 1903 – followed by some comments
3 An account of what the Wrights did and how they managed to do it
4 A brief look at events soon after 1903 from the Wrights’ perspective
5 Some thoughts on Kitty Hawk today and a very brief conclusion
6 Reading

I don’t claim to be an expert but hope that you find the subject worthwhile. However there are some big interesting questions which I have not considered e.g. why didn’t the Chinese or Japanese develop manned or powered flight? The only exception I know is the Japanese Chuhachi Ninomiya who in 1891 had developed advanced rubber-band powered model aircraft after starting with kites. e.g. Why did the Europeans – particularly the French – fall behind America in the decade up to 1903?

My thanks to Ernest Barton for the drawings which transform the article and to Carolyn Swift for production and editing.

The footnotes cover the curious, or the amusing or diversions from the main theme.

2 The main events prior to 1903

2.1 Eastern

The Chinese developed man-carrying kites about 500AD. In 1285 AD Marco Polo in Guanzhou famously observed a man tied to a sail which was flown as a kite to predict the ship’s fortunes on the next voyage. The quotation is very well known and appears in many books; I’m interested that although Polo travelled extensively in China this is his only mention of kites.

There are Japanese stories of man-carrying kites which must be rather later when kites had spread from China. The initial import was probably in the period late 7th century to 8th century AD. In 981 a Japanese dictionary mentions kites for the first time using a word which means paper hawks.

Note that these are accounts of man carrying where the person is attached to the frame of a large Edotype kite rather than man lifting – the latter is considerably easier as the deadweight does not affect the balance of the kite.

In looking briefly at the ‘Eastern’ history of attempts to fly I have concentrated on kites, largely because I don’t know of any other approaches in Japan apart from Ninomiya and the history of manned flight in China is unclear and contentious.

Certainly the Chinese developed at least one model flying machine known to Cayley (1A).

Here a bamboo spring rotates two sets of feather propellers. It might well be that this influenced Penaud, whose toy helicopter was given to the young Wrights (1B).

2.2 Western

1010 (or thereabouts) William of Malmesbury in Wiltshire records a monk, Eilmer who tied wings to his arms and legs and glided for 200m from the church roof. He broke both legs and was lame for the rest of his long life. He asserted that the cause of his failure was that he hadn’t provided himself with a tail. William is regarded as a very reliable historian.

1783 In France the Montgolfier brothers ascended in a hot-air balloon and flew for 5 miles.

1804 Sir George Cayley produced his model glider which clearly used a kite-shaped main wing.

1826 George Pocock lifted his daughter c.100 yards1.

1839 A quotation from W.S.Henson of Chard, who

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1 It would seem that this doesn’t often appear in a list of ‘firsts’ as she was a child. We don’t know any details of how George Pocock (my nomination for the best kite flier in the West) did it. But just think about a child and 300’. Later he lifted his son up and down a 200’ cliff.
worked with Stringfellow, "if any light and flat, or nearly flat, article be projected edgeways in a slightly inclined position, it will rise on the air till the force exerted is expanded (sic), when the article will descend" (from an 1842 patent when he was working with John Stringfellow).

1848 Stringfellow's powered model. Later designs were monoplanes with a tail and a 'modern' look – deceiving as they lacked the necessary complement of ailerons and rudder (2).

1849 Sir George Cayley's experiments resulted in a 10 year old boy gliding.

1853 Sir George's famous gliding demonstration at Brompton, near Scarborough, leading to the coachman's "please Sir George I wish to give notice. I was hired to drive and not to fly."

1857 Le Bris in France could be considered the first man lifted by a man-carrying kite in Europe. However it was meant to function as a glider, there was a bolt ing horse involved and a flying coachman. See Pelham2.

1858 Julliere's rubber powered model flew 40'. Also Wenham, noticing that all birds have curved section wings, designed aircraft using high aspect ratio cambered wings.

1859 Cordner was lifted by a train of hexagonal kites designed for ship-to-shore rescue.

1866 The Aeronautical Society of Great Britain was formed. Cayley and Wenham were influential members.

1868 Stringfellow's steam-powered model won a prize for flying at a Crystal Palace Exhibition. His triplane configuration was influential on later designs. The Chard (Somerset) Museum has material to support the town's claim as 'Birthplace of Powered Flight.'

1870's Peneaud designed his rubber powered toy planoplane with a modern layout of monoplane wing, tail and propeller. In 1876 with Gaucht he designed, but never built a large monoplane. 1870's H.F. Phillips followed Wenham and developed cambered wings with a peak 1/3 back from the leading edge3. By 1884 he had patented several cambered double surface wings.

1886 In America, Herring started work on gliders.

1890 Working in Australia, Hargrave produced a radial rotary engined, propeller driven, model monoplane which flew 77'. Even at this date he had been working on aeronautics for years and was one of the first to be aware of the importance of control in aircraft.

1891 Otto Lilienthal, a German engineer, started his gliding experiments using a range of bird-winged gliders; all controlled by moving his body. He was the most successful glider of his time but was killed in a flying accident in 1896 (3).

1892 Hargrave demonstrated the superiority of curved to flat flying surfaces4.

1892 Chanute convened an important Chicago conference on aviation at which a paper by Hargrave was read.

1894 Hargrave was lifted 16' under a train of four box kites. Quite why this is so celebrated escapes me (and how Martha Pocock would have smiled). However it was influential as evidence of the box kite's stability.

1895 Baden-Powell, using two-lined flat kites, was lifting men to 100'.

1895 In America, S.P. Langley's steam-powered model flew for 1 min 45 secs and covered 3,300'.

1895 Chanute's glider was developed with Herring. Its biplane wing plan and braced construction were a

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3 After a series of patents he had developed by 1893 a glider with 50 wings, each 19' long and with 1' 5" chord, stacked 2" apart. Referred to as the 'Venetian Blind', it prompts the thought 'would one of today's light plastic Venetian blinds fly?'

4 Simple – on to an axle with four arms fit two (North and South) blades with curved surfaces and two (East and West) with flat surfaces – all of the same area and same 20 degree angle. So you have a 4 bladed windmill but with NS blades 'falling' one way and EW the other. Place in an air stream and see which way the blades revolve i.e. which produce more thrust. Result: the curved blades are superior.

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2 Kite fliers are always telling beginners not to run with kites – partly because of the problems caused by acceleration and high speed. Le Bris had a problem because his horse bolted – but he survived. However, Pilcher was being horse-towed in 1899 when the tail failed on his glider. Other aviators used cars. I am sure that any experienced kite flier looking at Langley's 1903 machine would guess (correctly) that it would not fly stably after being launched by sudden acceleration off the roof of a boat.
great influence on the Wrights (4).

1896 In America, Lamson – a particularly fine kite-maker developed a man-lifting kite (5).

1899 In the UK, Percy Pilcher – the leading British flier was killed.

1903 In America, on 8th December, Langley’s attempted first man-carrying flight ended in failure.

2.3 Some Comments
In the late 18th century the Montgolfiers had been the first Westerners recorded to have been lifted into the air. Although they could travel considerable distances, the lack of control (especially in the absence of an effective propulsion system) and the dangers of using hot air or hydrogen to produce lift, meant that alternative forms of flight (heavier than air machines) were being tried.

Kitefliers know of the late 19th century interest in raising meteorological instruments and cameras which were incentives for Eddy and Conyne. Both these designers used trains of kites and therefore wanted to do away with tails. Tail-less kites were innovative in the West and their designers faced some of the stability problems inherent in the development of the aeroplane.

My interest in this article is man lifting

The first approach was to develop man-lifting kites. After Pocock (who was more interested in traction than lift) there were Lamson and later the artillery spotting systems developed for the British (Cody), French, Russian and other armies. The second approach was ‘true’ flight with no physical connection to the ground. This had the aim of being able to travel in a planned, controlled way to a predetermined point (note that this was ambitious and not achievable at the Wright’s ‘first flights’ in 1903).

One line of development was to construct a model which, having flown as a glider or a powered craft, could be made bigger until it could support a man. To some extent this was the approach of Sir George Cayley in his long career in aeronautics (6).

His 1804 ‘kite’ plane glider also had a dart-flight shaped tail which was used by later designers. His full scale effort was in 1853. The absence of a power plant and propulsion system stopped his practical development of flight but his influence continued via his discussions with members of the Aeronautical Society of Great Britain and even to Hargrave. (He also founded Regent Street Polytechnic in London).

Stringfellow’s models could fly using his unique light steam engines.

However the most influential model –maker who went on to attempt ‘full-size’ flight was the American S.P. Langley. He had been the Director of the Allegheny Observatory for 20 years with a national reputation as an experimental astronomer and academic administrator. There he had carried out tests on the lift from flat surfaces and was able to disprove the old Newtonian view that the weight of an engine powerful enough to move a wing fast enough to generate suffi-
cient lift would always be too heavy. These results gave an impetus to work on flight as they came from one of the foremost American scientists who clearly felt that manned flight was achievable.

In fact his results turned out to be wrong – as the Wrights discovered. He moved to the famous Smithsonian Institute in 1887. This gave him additional resources and led to his very successful 1895 flying model. But it had no functioning control system and this was still true of the full scale 1903 machine.

Hiram Maxim’s enormous steam driven machine with its 18’ diameter propellers rumbled along a track, giving an exciting ride, but never achieved real take off.

Gliders were more successful e.g. Herring and Chanute in America. However the most successful and influential was Otto Lilienthal. His basic problem was that, despite being physically very strong, he couldn’t control by body-shifting a large enough wing area to provide enough lift for easy gliding.

His test results were well known – but inaccurate. When he died – his glider stalled at 50’ – he had the world duration record – it was 15 secs. His 2000 + flights over 5 years involved just 5 hours of actual flying time.

However more important for the progress of flight than many individual’s efforts was the development from 1890 onwards of an international network for the exchange of ideas. Not the internet, it comprised post and telegraph (and to some extent face-to-face meetings in America). Its chief architect was Octave Chanute. He was probably the most famous engineer in America with a high reputation for bridge and railway construction. He became interested in flight in later life when he could no longer participate personally but he believed that engineers had an important part to play in the process.

He communicated:
- in person e.g. to the Wrights at home and at Kitty Hawk, and by travelling to Europe.
- by correspondence e.g. to the Wrights and to Hargrave.
- by organising and attending conferences. One in Buffalo in ’86 was badly received but did get Langley involved.

The 1893 conference in Chicago included most of those seriously interested in aviation.

5 He had an original and successful method of providing funds for the Observatory – he sold time. Railways and others wanted accurate time, he obtained it by star sights taken from the Observatory and transmitted it to subscribers twice a day.

6 As George Faux of Wanstead said in the 1860’s (he used to jump off his rooftop) “I’m a really good flier but I cannot alight very well”. – source Jenkins book ‘Colonel Cody’.

7 The Science Museum at Wroughton has an almost mint Lilienthal glider, crated and not on public display.

He encouraged the publication of work on aviation e.g. Mean’s 3 Volumes of Aeronautical Annual 1896/7.

At the 1893 conference a paper by Hargrave was read out which gave details of his experiments and in particular the performance of his box kites.

These had soon superceded Eddy trains for launching meteorological instruments at the Blue Hills Observatory near Boston. Interestingly his kite was soon marketed by others under the name Blue Hills. His box kite was not the basis of the biplane – a form known since Wenham’s 1866 work and which came to the Wrights via Chanute. However his use of the cambered wing had a direct impact on the Wrights.

Many interested in aviation were impressed by the stability of box kites, which were flown square on. The Voisin brothers had been lifted accidentally by a large Hargrave box and went on to develop a box kite glider. The vertical surfaces, called ‘curtains’ were widely incorporated into European aircraft designs e.g. A Santos-Dumont 1906 together with dihedral they gave great stability. It was one of the Wright brothers’ insights that this hindered development and a different approach was needed.

On the whole, European aviators were ‘drivers’. They thought of aircraft as vehicles which went up into the sky and could then be controlled up/down by means of an ‘elevator’ (originally developed for torpedoes). Turning left/right would use a rudder as in a boat.

By contrast Lilienthal was a ‘bird man’ who saw how birds shifted weight to manoeuvre and the Wrights added to an aircraft the birds ability to move wing tips by the development of ‘wing warping’.

3 The Wright Brothers – what they did and how they did it

Wilbur (b.1867) and Orville (b. 1871) were two of the 5 children of Bishop Milton Wright and were brought up in Dayton, Ohio. The first contact with flight was a Penaud rubber band driven ‘helicopter’ brought home by their father. (See illustration 1). Although not a poor family, money was scarce and the brothers made kites for children as part of a range of money-making

8 Getting the correct camber was a real problem for the Wrights. In 1900 they used a symmetrical 1:12 camber; reduced in the successful ‘03 Flyer to 1:20 with the high point 1/3 back from the leading edge.
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schemes.

Both Wilbur and Orville got interested in printing about 1885, inventing and building some of their equipment. By `92 they had ended up with a print shop managed by a school friend and for a year they had published a newspaper. They became interested in the new craze of bicycles in `92 and by `96 had developed it, via a shop with a repair trade, into a small factory making two models with the prophetic name 'Wright Flyer.'

Each brother had a spell of bad health. Wilbur had planned to go to Yale University but when he was 18 had serious facial injuries from an accidental blow from a hockey stick. He was invalided for almost 5 years, his confidence was affected and he gave up thoughts of higher education and slipped into lethargy and depression. He was the one who nursed their mother before her death in `89. Orville contracted typhoid in `96. Wilbur spent a long time at his bedside and they read about Lilienthal and his gliders.

So all these events resulted in two of four brothers living in the same house who temperamentally were always ready to work together and who complemented each other. Although their education finished with high school, both clearly had considerable engineering ability. They had shown this practically, linked with a business sense, in moving on from the very competitive business of cycle repair to the profitability of cycle manufacture. They were to be proved to be brilliant both at applying theory and experimentation. Their business gave them experience of making cycle parts and they even designed a single cylinder internal combustion engine to drive their machinery.

Sometime in `96 when the exploits of Chanute, Lamson and Langley were in American newspapers and Lilienthal's death in August was widely reported, the brothers became interested in flight and read all that was available in public libraries. Their business was seasonal so that from autumn on they had time to pursue their interests. On 30th May 1899 Wilbur wrote to the Smithsonian Institution stating his interest in human flight "since he was a boy." He mentions the performance of birds and goes on "I believe that simple flight at least is possible to man." By 'simple' he meant fixed wing soaring flight not the flapping wings of darting birds. He asked for all available information and the Smithsonian answered on 2nd July, sending research papers and the titles of books.

The most important available material was:

- the records of the Chanute/Herring gliders of `96/`98.

Their longest flight was 14 secs.

- the results of extensive testing of lift and drag by Langley in '87-'91.

- Lilienthal's data.

- Mean's Aeronautical Annual.

The probable conclusions drawn by the Wrights from all that were:

- gliders (full size not models) were the way forward.

- Lilenthal had produced accurate tables of lift/drag. This turned out to be wrong.

- Chanute/Herring biplane gliders (which they called the Chanute Double Deck) solved the structural problem of thin wing sections. As mentioned earlier biplanes go back to Wenham in '66.

- they were impressed by the stability of Hargrave's cellular kites.

- they valued, and used, the bracing system between the wings designed by Chanute and developed from his successful bridge structures.

- Langley's steam driven models showed a practical engine and propulsion system was possible.

- Hargrave, and others, had shown that cambered wings had superior lift performance.

The main problem which had not been tackled effectively, which they identified and solved brilliantly was control. Lilienthal had relied on his hang-glider type 'thrashing around'. All Langley's machines were designed for straight flight i.e. no effective system of steering was installed (or a method of landing, see later). Some, such as Hargrave, felt that control was a secondary problem and that, because airflow could change so dramatically, what was needed was an 'automatic' compensating system to provide stability, with steering to come later. This led to gliders with Cayley-type dart-flight tails on a flexible mounting so that they would move in response to wind changes. Similar flexible systems on wings (Chanute) were fitted and the use of 'curtains' or vertical surfaces was designed to provide stability.

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9 The Bishop believed that since Wright was an ordinary surname they should have unusual first names. They had brothers Reuchlin and Lorin. But their sister was Katherine.

10 If one had married, or even got bored with flight then 1903 would have been different. To speculate; if the first flight hadn't been until say, 1907 (possibly in Europe) what would have been the development of aircraft in the First World War....?

11 The Smithsonian's reply was probably more influential in the development of flight than all the work of its head - J.P. Langley. There is a Wilbur touch at the end of his letter 'I do not know the terms on which you send out your publications but if you will inform me of the cost I will remit the price'.

12 Good basic design together with their practical engineering skills meant that up to the '03 flight the Wrights never suffered from structural failure i.e. no bits ever fell off. However their 'first flight' was delayed for days by their rough-running engine causing the propeller shafts to crack.
Part of the problem was that aircraft move in one, or a combination, of three ways.

a) 'Nose-up, nose-down or pitch' — this was well known as was the idea that it could be corrected by a horizontal rudder or elevator (though the Wright's design was unique). Such controls were used in torpedoes and submarines although there was little known on the different properties of water and air.

b) Yaw — nose moving from side to side. It would seem obvious that this could be corrected by a rudder as in a ship. Some saw this as all that was needed to change direction ('drivers'), rather as the steering wheel and the wheels of a car.

c) One wing up — one down or Roll. This was a new control problem and the only control system had been Lilienthal's body shifts.

The Wrights reasoned that manned flight was not practical until all three types of movement had been controlled and that 'automatic' stability was impossible. In fact they underestimated the amount of stability that needed to be 'built-in' and were partly reliant for their success on their great flying skills.

Their observations showed that birds responded to gusts, and also turned, not by moving a rudder but by moving their wing tips. They also qualified the general aviator's belief in the virtues of dihedral by pointing out that a buzzard with a steep wing dihedral angle is less able to maintain equilibrium in strong winds than eagle with level wings (kite fliers please note). Their '03 flyer had slight anhedral — why I don't know although it might have been to lock in the joints.

In my view their key idea was their realisation than an aircraft turned, not like a boat with a rudder, but by turning and rolling at the same time. A question is 'what might have caused them to have that insight?' A possible answer involves 'How do you turn on a bicycle?' You turn the wheel but you also lean over. To be fair the late Otto Lilienthal had commented on the relationship between balance when flying and when riding a bicycle. More generally, it would seem that whereas Bell, Hargrave etc wanted a machine which would automatically find equilibrium, the Wrights reasoned that a bicycle by itself is not stable but a bike plus rider can be.

Their solution was wing warping, - said to have come to Wilbur when twisting a long box13 (8).

So to turn right the tip of the left hand wings twisted up at the front and down at the back. They developed this very quickly and by the end of '99 had tested it by flying biplane glider as a 4 control line kite (5' span and 13" chord). This is well written up in kite sources — see the articles by Dalto and Crouch in the Bibliography. Some years later when their patent claims were challenged they were able to find 3 of the kite flying boys who had witnessed its flight.

By early 1900 they had a glider which was potentially man-carrying but needed a suitable testing ground. By September they were making their first visit to Kitty Hawk, North Carolina — a site which promised good steady winds, sand dunes for launching and soft landings plus the absence of people. They built their own camp.

Tests of the glider were encouraging. They controlled pitch and glide angle by their horizontal elevator which was fixed in front of the main wings. Though not a perfect design (on the '03 flyer it was a biplane) it had three advantages:

a) It was in front and at the eye-line of the prone flyer14 thus acting as a horizon and giving quick information on pitching movement enabling the flying an-
The glide to be adjusted to preserve the glide.

b) It would tend to stall before the main planes and thus give early warning.

c) Mechanically it ensured that the flier would not hit the ground head first. This may well have saved a life and it is, I think, the only pure piece of luck in the whole Wright design.

The first glider did not have a rudder, the flier controlled the elevator by hand and wing warping by foot bars. Encouraged by the results of the 1900 tests, they discarded their old machine (the fabric was used locally for girl’s dresses) and planned for ’01.

This new glider was the world’s largest to that time. The wings had a deeper camber and wing-warping was achieved by moving the body cradle in which they flew. Its results bitterly disappointed them – they had great control problems and they were getting much less lift and drag than they expected from Lilienthal’s figures.

At this low point of great discouragement their friend Chanute was influential, pointing out how good some glides had been and getting Wilbur to talk to an important meeting of engineers in Chicago. Chanute was a channel for their work to the outside world – perhaps more than they realised and really wanted. The Chicago meeting seemed to steady them and led to a remarkable two month programme of experiments, using their own design of wind tunnel. As a result they produced data on lift and drag associated with angle, wing size and shape, thickness etc. – which surpassed all the research done world-wide to that point.

Their ’02 glider was once again bigger, had a higher aspect ratio, a less steep camber and a smoothed wing profile (9).

As before they relied on cradle-controlled wing-warping. Having at first placed 2 vertical fixed rudders behind the main planes, they later realised that they needed to be moveable and for a time had a single rudder with linked movement to wing-warping. As before, they tested as a kite before gliding.

The new arrangements worked well. By the end of the season they could control stall and side slip and had a controllable aircraft. The next steps were an engine and a propulsion system.

Firstly they considered the engine. It had become clear by then that the future lay with the internal combustion engine. Not finding one which met their requirements, they designed one and their chief machinist made it. Interestingly this was the weakest part of their whole project – it was a 4 cylinder, weighed 140lbs, produced 16 h.p. for 15 secs, then dropping to 12 h.p. Langley’s March ’03 engine weighed 200lbs but produced 45 h.p.

While the Wright’s achievements largely stemmed from their development of control, engine control was ignored. The engine was started on the ground and the only pilots’ influence was an off switch. Speed control via the engine came much later, remarkable given the well-known effect of airspeed on lift.

Given their relatively inefficient engine, what probably preserved the success of their attempt, and was certainly their greatest single advantage over others, was in propulsion. Firstly they selected propellers\[15\] and secondly they saw propellers not as aeronautical equivalents of ship’s propellers which screwed their way through the air, but rapidly rotating airfoils producing ‘horizontal lift’. Furthermore, after the previous year’s experiments they had the data to design the world’s most efficient propulsion system by far, comprising two counter-rotating propellers mounted side-by-side behind the wings, driven by chains from the engine\[16\].

The engine was to the pilots’ right and that wing was 4” longer than the left to compensate for it. On the ’03 model the wing-warping system moved only the trailing edge of each wingtip – even closer to the modern aileron.

By 1903 the Wrights felt that they were going to be the first to fly and they wanted recognition and economic reward for their success. As a result they
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sought to restrict the news of what they had achieved, were very cagey at a second Chicago meeting in June, and pointed out that they still had only 4 hours of airtime between them.

As autumn approached and they were ready to travel to Kill Devil Hills they had another problem. S.P. Langley, the famous scientist, was preparing to conclude years of work, funded by public money and also the resources of the Smithsonian Institution, by attempting the first flight of his Great Aerodrome (as he called his aircraft, there was a problem with his Greek!)\textsuperscript{17}.

The total failure led to savage press comment – (public money wasted, should try a submarine etc) including the New York Times’ view that man-carrying aircraft would take 1 to 10 million years. It actually took 9 days.

Worried about the competition, the Wrights abandoned gliding tests and went straight to running the engine. That ran roughly and required them getting new propeller shafts from home. They tried on 14\textsuperscript{th} December but stalled at 15’ resulting in minor damage. On 17\textsuperscript{th} December, the day was icy with wind gusting to 27mph. But they had promised to be home by Christmas and the weather was generally deteriorating so they collected their witnesses (four lifeboat men and a boy) laid out their track on level ground into the wind and set up their camera.

Orville was the pilot of the first flight – time 12 seconds, distance 120’. To quote him “this flight lasted only 12 seconds, but it was nevertheless the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward without reduction of speed, and had finally landed at a point as high as that from which it had started”\textsuperscript{17}.

They made three more flights that day, the longest was the last and was piloted by Wilbur who flew for 59 secs., distance 852’. The wind then turned over and badly damaged the Wright Flyer – which never flew again (11).

Early attempts at propulsion for balloons had involved oars and some clumsy paddles. Hargrave hankerded after a strange system of flails. There were designs for rippling wings. The Wrights realised that rotation involved the tips of propellers travelling at much higher speeds than near the hub and this required a different angle on the blade – the twist which we see today. They also gained efficiency by gearing down their propeller speed, others had rotation at engine speed.

Pedantically these were true propellers whereas those mounted in front of the wing are truly tractors. More relevant – the French in ‘08 had 5x Wright’s engine power but were getting less thrust.

I find it remarkable that such an experienced experimenter as Langley should try for a first flight in a machine without effective up/down left/right steering and without any provision for landing so as to preserve the craft (let alone the risks to the pilot). Added to that the machine was large with tandem cambered wings (i.e. front-and-back and the same size) and, I would have thought, obviously a weak design for flight (Langley always wanted lightness).

It was clearly unsuitable for a steam propelled launch from the top of a houseboat designed to achieve flying speed in 70’. All this after 18 years of at least $73,000 of public funding. At the first trial in October it flopped into the water, according to a reporter ‘like a handful of mortar’. It was agreed to go again in December in freezing conditions on the Potomac River. The pilot, C.M. Manly, had wisely decided not to be strapped in and simply hung on to the frame wearing warm underwear and a cork jacket. Again it seems to have stalled and failed. Manly’s first attempt to surface after freeing himself from the wreck found him under the ice but he swam clear. His frozen clothing had to be cut from him, while his language (he was a Southern gentleman) confounded all those who heard him.

Another journalistic comment; the “only thing he ever made fly was government money”.

\textsuperscript{15} Early attempts at propulsion for balloons had involved oars and some clumsy paddles. Hargrave hankerded after a strange system of flails. There were designs for rippling wings. The Wrights realised that rotation involved the tips of propellers travelling at much higher speeds than near the hub and this required a different angle on the blade – the twist which we see today. They also gained efficiency by gearing down their propeller speed, others had rotation at engine speed.

\textsuperscript{16} Pedantically these were true propellers whereas those mounted in front of the wing are truly tractors. More relevant – the French in ‘08 had 5x Wright’s engine power but were getting less thrust.

\textsuperscript{17} I find it remarkable that such an experienced experimenter as Langley should try for a first flight in a machine without effective up/down left/right steering and without any provision for landing so as to preserve the craft (let alone the risks to the pilot). Added to that the machine was large with tandem cambered wings (i.e. front-and-back and the same size) and, I would have thought, obviously a weak design for flight (Langley always wanted lightness).

\textsuperscript{18} “SUCCESS FOUR FLIGHTS THURSDAY MORNING ALL AGAINST TWENTY ONE MILE WINDSTARTED FROM LEVEL WITH ENGINE POWER ALONE AVERAGE SPEED THROUGH AIR THIRTY ONE MILES LONGEST 59 SECONDS INFORM PRESS HOME CHRISTMAS”.  

4 After the First Flight; briefly and from the Wright’s perspective

When they went home for Christmas ‘03 the Wrights knew that although they had done it’, there was still some way to go to develop a practical aeroplane. They were anxious that others should not be able to take over their inventions freely. They were looking for an economic return via patents and/or contracts to build and develop aircraft.

Their first thought was the US Government. However the Langley fiasco meant their achievements were treated with great caution. Officials were often slow to see the implications of flight. Back in 1783 when Franklin was asked to comment on the value of an early balloon ascent, he replied “And of what use is a new born baby?”

In January ‘04 they started to use Huffman Prairie as their flying site. This is 8 miles from Dayton and, unlike Kill Devil Hills, was fairly level rough surfaced ground with variable winds. Launching into wind on a track was no longer feasible so they developed a launcher which essentially towed the machine by the fall of a weight from a wooden tower.

11 - The Wright Flyer

Wright Flyer – which never flew again (11).
Kites and The Wrights—George Webster

For various reasons it was not until the end of that year that they were making reasonable flights but in December Orville flew for 5 min 8 secs covering in more than 2 circuits, 4515m at 30mph.18

They continued to learn and in 1905 produced the world's first practical aeroplane with a more powerful engine, longer tail, better leading edge to the wings, re-rigged propellers and separated warping and rudder controls. On 4th October, Orville covered over 24 miles in 34 mins 23 secs (more than their total airtime in '03 and '04).

What follows was, I think, the saddest part of the whole Wright Brothers story. Still without a contract and insulted by the misleading press reports of their progress (some seemed to think that they had flown a balloon) they didn't fly between November '05 and May '08.

However, flying started in Europe with A. Santos-Dumont's 4v bis hopping 720' in October '06 (it really did look like a cluster of box kites).

Others flew in Europe in '07 and '08 – not as well as the Wrights but there were flights which started at 22 secs and grew to Delagrange with 6½ mins in April '08. This led to enormous popular acclaim in France together with some scepticism about what the Wrights had done – were they fliers or liars? In America Glenn Curtis became the third American to fly in March '08.

However in February '08 the Wrights started to get what they wanted – a contract from the Signal Corps to produce an aeroplane which had to meet certain performance specifications. Also they were able to set up a company in France. Their response to these two developments was typical – Orville stayed in America to fulfil the performance requirements and Wilbur crossed to France. It was to become what has been called 'The Year of the Wrights'.

In France, Wilbur after great problems in assembling a badly damaged kit, got flying in August. Although it was late September before he flew for over 1½ hrs and 41 miles, right from the start his control was clearly superior to French aviators. High society came to see him and to be impressed.20 This aircraft had two upright seats and his passenger, Mrs Berg, was the first lady to fly.

In America, Orville drew crowds in September as he tested his aircraft at Fort Myer Virginia. In the 3rd week, while flying with Lt. T. Selfridge as passenger, a propeller hit a bracing wire, cracked and plane dived. A brand new engine was killed and Orville severely injured.21 After recuperating and joining brother and sister in Europe they returned and in May '09 Orville fulfilled the requirements of the Air Corps contract – a two-man flight of 1 hour plus and a 10 mile flight at a minimum of 40mph.

The Wrights set up a manufacturing company – their aircraft now had landing wheels and the elevator was moved to the back (so at last we see what we expect in an aircraft, front wing, rear tail).

Flying in Europe was starting to develop. In 1909 Bleriot crossed the Channel in a Wright influenced monoplane which used wing warping. By 1910 it could be argued that European monoplanes were leaving American biplanes behind. Did the brothers ever fly together? I think just once in 1910.

In 1911 Orville and some of their family went back to Kill Devil Hills to test a new glider. It flew beautifully and at 9min 45 secs set an endurance record which stood for 10 years.

I'd quite like to leave them at that point with Wilbur looking after their business and Orville happily gliding. However, a few more things have to be said to finish their story.

Wilbur died of typhoid in 1912, worn out it is said by litigation to defend their claims. In 1914 what was claimed to be a replica of Langley's '03 craft flew. In fact it was modified in the light of the Wright's experience but this did not stop the claim (shamefully supported by the Smithsonian) that its non-flight in 1903 was due to the launching system and that Langley had really invented the first manned flier. This affected the Wright's patent position and took years to defeat. Orville was so upset that he lent the '03 flyer to the Science Museum, London in 1928 where it stayed until 1948.

Orville died in '48, a wealthy man. Back in 1915 they had relinquished their interest in the Wright manufacturing company. Perhaps the final influence of kite designers on aircraft was the support that A.G. Bell (he of the tetrahedral and triangular box kites, as well as the telephone) gave to Langley and Glenn Curtis.

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18 I am happy to accept this as the 'first flight'. The quotation from Orville shows they knew precisely what they had achieved and, as the text mentions, for the next two years they relied on a headwind or catapult mechanism to launch. Not until 1907 could they sit up, take a passenger, follow a reasonable course and land on skids then wheels. But no-one beat them to the first 'practical aircraft' either.

There are of course other claimants, chief of which is Gustav Whitehead. There is a supportive website, which claims he flew near Bridgeport, Connecticut on 14/8/01. Crouch (see Bibliography) dismisses the claim but undoubtedly Whitehead had great talent, designed interesting engines and a copy of his airframe flew under modern power in 1997.

19 It was at this point, when flying was first being made a practical method of transport, that the first journalist to witness a circle being flown had his report published. He was Amos I. Root and the

20 Her skirts were tied round her ankles to preserve modesty – leading to a new fashionable look – the hobble skirt.

21 Selfridge had been the passenger in the Cygnet, a 3,393 tetrahedral celled kite on floats which had flown when towed behind a boat in December 1907. He designed the aircraft flown by Baldwin in 1908 – this was the second flier after the Wrights.
When the two firms joined in 1929 it became Curtiss – Wright and not the other way round.

Anyway the Wrights succeeded far beyond their ambition. In that letter to the Smithsonian in 1899 asking for all available information, Wilbur added "I wish to avail myself of all that is already known and then if possible add my mite to help on the future worker who will attain final successes."

5 Kitty Hawk and the Kill Devil Hills today
Kitty Hawk is on the outer banks of North Carolina. This is essentially a long line of islands off the East coast of the USA Kitty Hawk is part of a long thin strip of sand dunes, usually less than 1 mile wide, accessible by a series of road bridges and stretching down to Cape Hatteras and further South via bridges and ferries.

The beaches are beautiful and by European standards empty, the inland water side often devoted to nature reserves. Kitty Hawk is the biggest centre of population. Accommodation is plentiful but can be difficult to book in season. Food is the usual American cheap 'junk' with a few good exceptions (Dirty Dicks for seafood).

For me it is worth visiting really because of the Wright Brothers National Memorial (it is run by the National Parks Service and the USA does great National Parks). You won't see the 1903 Flyer which is now in the Smithsonian. You will see, on Big Hill about 100' above the flying site, the Memorial. More to the point, their launch spot with a rail is there and stretching in a line are the markers of their four flights on that day so that you can pace them off.

Nearby are replicas of their living hut and their hangar – which we found useful in a rainstorm. The Museum is rather disappointing even though it has a full sized replica of the 1903 Flyer which was produced (I am told for $1m) for the centenary and refused to fly. Wrong wind – I’ve seen film somewhere. There is a model glider and a good bookstore – with a book on kites. Also built for the centenary is a temporary-looking space with some hands-on exhibits and good recreations of their workshop equipment and their camps.

I find the site fascinating. The area is covered in sandy seaside grass which didn’t exist in their day but was necessary to stabilise the dunes. There are no high buildings near and it is just sandy enough to allow you to imagine what it must have been like.

Just down the road is a kite store with some interesting Wright centred goods. There is a wide range of kites – but all are ‘packets’ i.e. made in China or Taiwan. Almost opposite is a huge (approx 80’) dune in a local park where kite fliers go on Sundays.

I wonder if anyone has flown a 4 line biplane kite there recently?

5.1 My conclusions on the impact of kite flying on the Wrights
It seems to me that there were two ways in which kites were important. Firstly they tested and refined wing-warping on a 4 line biplane kite. Secondly, for all except their 1903 machine, they regarded flight as a kite as an important stage of development.

There were other less direct connections. The group of American fliers which included Lamson had helped the development of aviation in the USA in the ‘80’s. Hargrave’s work on flight was very influential e.g. the lift from curved airfoil shapes and the stability of his box kites.

Pioneers of flight had great problems in settling on an efficient wing plan shape. Though others before Hargrave, e.g. Wenham had used the broadly rectangular plan used by Chanute and the Wrights this was not settled at that point. Cayley had used very low aspect ratios (derived from arch-top kites). Henson and Stringfellow had both used a high aspect ratio pointed plan. In contrast Lilienthal, Penaud and Pilcher had all used a bird wing shape close to a sparrow with all feathers extended. Hargrave experimented with a range of odd-looking kite shapes (to our eyes); perhaps it was the box plan shape which was the greatest contribution.

6 Reading
The list is limited by my own reading from the large number of books dealing with early flight. Pelham has a good historical section obviously from the kite perspective:

- C. Hart ‘Kites: an Historical Survey’ 1982

A more general history is:

- C. Hart ‘The Dream of Flight’ 1972

Individual histories include:

- C.H.Gibbs-Smith ‘Sir George Cayley’s Aeronautics 1796-1855’ 1962
- H. Penrose ‘An Ancient Air’ 1988 - about the Chard fliers
- W. Hudson Shaw & O.Ruhren ‘Lawrence Hargrave’ 1977
- R. Friedman ‘The Wright Brothers’ 1991 - brief with good illustrations
- T.D.Crouch ‘A Dream of Wings’ 2002 - deals with American fliers in the 30 years pre Wrights

Kite Magazine sources:

- D.Alto ‘Stunting with the Wright Brothers’
I have known Ron Despojado, the US number one four line kite flyer, for many years now. A friend of mine was asking me which would be the best Revolution to go for and why so I thought I had better ask the governor. Some of the information (about handles for instance) may not be spot on with some of the kites imported to the UK and Ron told me a couple of weeks ago that he was asked to try out a new variation of the 1.5 but was not sure whether or not it was meant for production. I wouldn't think that Joe Hadsuki would be messing with new ideas if he didn’t have something up his sleeve........?

There may be a John Barressi signature kite out soon – I guess they’re saving the big one to name after Ron!

For the longest time I was recommending the Rev 1.5 SLE. It has always been a toss-up between the 1.5 and the EXP. Both are the exact same size and pretty much can have equal performance. The items that differentiate the two models are as follows:

- The 1.5 SLE has the fatter leading edge (SLE= Super Leading Edge). This is their standard "off the shelf" configuration. The EXP has the skinnier rods in the leading edge, identical with the vertical rods in both models. The advantage to the fatter leading edge is that it is EVEN MORE responsive to pilot control. I compare it to having rack-and-pinion steering in a sports car. However, more response equals less forgiving and therefore it takes just a little more attention / control on the pilot's part. Also, the SLE is a little heavier and therefore is not as easy to fly in lighter (less than 5 mph) winds.

The EXP was introduced to be the more economical level of quadline flying. However if you compared the two standard off the shelf packages by flying them, everyone likes the 1.5 SLE almost every time.

The EXP comes equipped with softer, smaller foam grips on the control handles. This is recommended for smaller hands, which would not suit most adults. The standard handles furnished with the 1.5 SLE have the stiffer foam and again the stiffness gives the pilot more control & response. The smaller / softer foam handles will tend to make your hands tire more easily.

The EXP "ready to fly" package (kite, handles, line, video) has a more economical (cheaper) lineset which had a bit more stretch to it. Again, less response is the result of the cheaper lineset.

As far as the sail material goes, the EXP again has the economical material. The 1.5 SLE these days has a mylar panel within its sail configuration. The characteristics of mylar in the sail makes flying it a bit too bumpy- think again of that sports car, this time with stiffer shocks- one will feel the wind more.

For a beginner, do not even consider the Shockwave, Supersonic, or any Blast model. These models definitely have their unique characteristics which a beginner may not appreciate.

As a solo competitor I flew the 1.5 SLE with the stiffer leading edge. But as a member of Team Too Much Fun, we fly the 1.5 using the "Ultra Light" 3-wrap rods.

RODS: There are three types of rods available for the 1.5 / EXP models. The fatter rod or SLE rod is about 7/16" in diameter. It is only used in the leading edge. This has a sticker on it that says "Revolution Equipped". The skinnier rods are about 1/4" diameter and will have a sticker that says "Ultra-Light". This rod is three layers of graphite. There is an even lighter rod for very light winds. It is also about 1/4" diameter but is 2 layers of graphite and will say "Professional Use Only". Actually there is one more rod but it is very uncommon. Again it is about 1/4" diameter but is 4 layers and the sticker will say "Revolution Equipped" just like the SLE rod.

The 1.5 SLE comes standard with the SLE on the leading edge and "Ultra-Light" rods on the verticals. The EXP will come equipped with "Ultra-Light" all throughout. The "Professional" rods and 4-wrap "Rev Equipped" rods are not furnished with any "off the shelf" configuration.

So.... bottom line- get the 1.5 SLE package. In a healthy wind (say 8- 14 mph) it is heaven. It is not much more that the EXP package. However, the EXP would be your choice if price is a strong issue. It is also more suited for a younger flier (the smaller handles). Many EXP owners graduate to the 1.5 SLE and often, their EXP will be an introductory kite, on loan for a new quadline flier.

RON

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Pothecary Corner

The joke goes that the definition of mixed feelings is watching your mother-in-law accidentally reverse your brand new car over a cliff when you just remembered you hadn’t insured it!

What category do I put a kite in that looks great in the sky, flies...
extremely well yet close up doesn’t give the feeling of money well spent.

To me it looks as though the kite was put together not to fall apart rather than well made. The softer, nylon, silver coloured Chikara used in the front panel to give more billow and take out the wind gusts, tends to make the sewing look imperfect when you are close up – a case of sacrificing aesthetics for performance methinks! Rather annoyingly, there were no instructions with my kites but perhaps they were trying to rush out the early ones before the printing was done. I do like to read what the manufacturer was trying to do and why and how, rather than just “our new kite is wonderful” – it gives you more the feeling of money well spent.

They shouldn’t leave to plebs like me to try and work it out – you could say that’s just poor marketing.

It’s not the sort of kite that anyone less than experienced is likely to start off with so the new owner should be able to fathom it out. The ring is made from Avia 3mm carbon and is just waiting to pierce the sail during setting up or breaking down in a good wind if you are not very careful.

I have heard the word flimsy used to describe the ring but I have not managed to break mine yet. The French makers may not have heard the name but I am sure a certain Heath Robinson would have been pleased to see the way this part of the kite has been designed.

Use of the new Skyshark rods, Black Diamond Nitro which has been shortened somewhat from the tapered, small end, give good rigidity and strength in the spine and allow the bottom spreaders to be positioned higher. This alters the overall dynamics of the kite and allows it to go easier on to its back. I have had the kite for several weeks at the time of writing and, between bouts of renovating the kitchen, the weather has not been kind enough for me to spend much time with it but I will be out there with it soon and hope to have some video on our site.

Unusual for a freestyle kite the XT.z is surprisingly easy to two point land anywhere in the window but that is because it lays back well when you push forward and again, because of its design it is easy to keep stalled in the middle of the window.

In a high wind the kite does tend to make very rapid movements ground-wards if it does sneak out of the stall so close attention is required here - but that's pretty much the same with any kite really.

An extra weight is supplied with the kite and some will find that it is easier to keep the kite on its back, nose pointing toward you (a “Fade”) if it is added to the tail.

The hoops/rings do help to stop the sail from bunching when you wrap up the kite and this helps to perform other tricks whilst the lines are still wrapped. The hoops, the wide bridle and the secondary, lower bridging fixing to the leading edge all help for the line to slip around and not get caught up in the "Helicopter".

A kiting buddy asked what tricks he couldn’t do with this kite that he couldn’t do with any of the kites he owns already. Well – that is a good point, an intermediate or even novice flyer will be able to feel a certain amount of difference from their other kites and definitely see how much easier than many others it is to get on its back and then possibly release one hand and pull the other to execute a "Lazy Susan" but only the more experienced and skilled flyers will appreciate the more subtle differences.

The XT.z is of a similar size and quick glance look, to that of the Benson "Deep Space" but has a different feel, which at the moment is bereft of an appropriate adjective. So do I like it? – Well yes I think so - I need more time on my own with it. Do I think it’s worth a price tag of around two hundred quid? – I’ll let you know later!

Eola Sport

Two new kites from Eola Sport for 2007 are the Genesis (for beginners) yes I know that’s cheesy but it wasn’t my idea! – and the Neox.

To start - in the beginning (OK I’ll stop it now) with The Genesis, a low cost kite where the novice can learn to fly then, with care move on to tricks. How is this possible? Well, unusually for this end of the market, Eola have put some thought into this and produced a model which has the option of weights in the bottom of the spine. There are in fact two weights so that it can be adjusted for different styles and conditions. You must be very careful not to lose the weights on this kite because the method of holding them in is not very well done at all. My advice would be to put some tape around this part before you launch. Strictly speaking – I don’t believe that you should have to do something like this with a new kite.

Once you are up, lots Jacob’s ladder type tricks are
achievable, as is evident from the video on their web site but more easily done by an experienced flyer with a delicate hand in a light wind, than a novice trying to learn - if you see what I mean? Quite a pretty kite, it comes complete with a set of cheap lines and handles in a nice bag and a good book of instructions of how to fly and do tricks, all at around £40.00.

The Neox is a much more substantial kite but this one will cost around the £100.00 mark. A bit of an unusual shape in that the wing tips seem to have been cut off, thus like having a large kite but with short leading edges. I thought at first that this might be a bit of a revelation – I have seen similar before on some prototypes by "Dutchkites" but I was reminded of a conversation with Mark Reed from Prism when after testing some of their kites in a wind tunnel they noted that a lot goes on with the passage of air around the area at the tips of the wings.

After the Genesis, the Neox felt a lot more solid, surprisingly slow for its size and quite easy to manoeuvre. Tricks would be easier for the novice to learn on this one and the experienced flyer would be able to do much more with it too.

The choice of weights on the Neox are easier to change and harder to lose because they fit up inside the bottom of the spine held in by the Velcro safety release as seen on the bottom of the spine of the majority of sport kites. You should like the Neox if you are moving up from a smaller, cheap end kite but maybe not so much if you are moving down from a high end, expensive kite. Come over and try one and tell me what you think.

The Hypnotist

When this kite was first launched it was called The Mirage. Apparently some one complained to Prism that they already had a kite by that name and Mark Reed had to change it rather than face the possibility of going to court. So why couldn't he have just added the word Prism and called it the "Prism Mirage"?

I hate to tell you this Mark but guess what my first four-line foil was called made for me by Paul Morgan. I notice that HQ Invento have a new one out this year called "The Tango" – Didn’t they visit our website, where we gave the thumbs up to the very nice model from Eola of the same name? OK so who would like the headache of running a world-wide registry of kite names then?

However I digress - I wanted to talk about the Hypnotist – I rather like it –that’s why, sponsored by Kiteworld.co.uk, we are giving a new one away at the end of the season in our competition!

In the same way as the smaller, "Quantum" and "Jazz" Prism kites, the Hypnotist folds easily away into a small bag making it a very suitable travel kite. Unlike the Quantum though, you have to break it down each time you take it home because the bag doesn’t extend like that of it’s smaller sister – a good point missed here by the maker. You get a decent line set with it (I use it on my other kites too!) but you do have to remember to put a peg in the bag as well if you prefer to set up in the old fashioned way like me.

Also with this kite you get the superb "Freestyle Pilot" DVD with that amazing shot of a kite lifting out from under water, shaking off in a flat axel and flying away. Lots of other tricks and some great flying is on this disc too. Although it is not far away from needing an upgrade to some of the latest tricks it is plenty good enough for the beginner and intermediate flyer. (I have to say here that still prefer the Benson influenced, "Trick or Treat" DVD).

As normal with this range of kites there are easy adjustments to keep you flying in a wide wind range and, in high winds, the pull is unbelievably light. Precision is outstandingly good and the kite is big and slow enough to use as a pairs kite on 100 foot lines if you didn’t want to spend too much money to have a lot of fun down that route. No, this isn’t the best trick kite you can buy, but you can put it through a fair few without getting too frustrated and it’s a nice kite just to go out and fly around without feeling you have to do too much – It looks great in the sky.

A quick reminder here that to win a Hypnotist you have to take a photo of Marilyn and me – "Close Encounters” and have it chosen as the best by one of the Kiteworld team at the Bristol festival in September. Full details are on our web-site www.closeencounterskites.co.uk. If you are not on the web, then you need to send your photo to Kiteworld.

You can find us at many of the festivals throughout the summer including Weymouth, Rougham and Basingstoke – Your last chance will be at Portsmouth. Come and have a go with a Hypnotist or one of the many other kites we carry with us. Remember- we fly single lines and quads too and have
many of those you can try as well.

**EO 10 from Prism**

The single line that I will probably flying most this summer will be the EO 10 by Prism – Why...? Well the main reason, apart from I like it, is that it is so easy to put up. Honestly, never have I seen, nor am I likely to see such a complex kite be erected so easily and quickly. You just take off the carry clasp and it pops into shape – that's it!

I wasn't there at the time but I think I am right in saying that designer Phil McConnachie's original took the best kite award at The Bristol Festival last year – I'm not surprised – no wonder Prism wanted to be associated with it!

I found it great fun to fly. It launches with tremendous speed with only a gentle tug on the line reminiscent of some sort of alien ship lifting straight up into the sky.

I only had a short time to play before rushing back to make the deadline for this article and the wind on top of the hill near Marlborough golf course was pretty choppy. The kite is very sensitive and reacts quickly to fluctuations in the wind or, when it's steady, to pulls on the line. I have not learned to do some of the tricks on purpose yet, but with a mixture of the conditions and me pulling and moving, the EO 10 was doing the sorts of things you see the experts doing with two line deltas – roll-ups, axles, fades – it even folded flat in the air and popped out again – Amazing! – I can't wait to get out there again, hopefully next time in a more constant wind.

Points I didn’t like were (1) When it landed, it always went in to the dead position and could only sometimes be manoeuvred by the pilot in to a relaunch, (2) If you keep the supplied line and winder in the mesh bag which is part of the retaining/ carrying clasp – you are going to lose it because it doesn't close all the way across the top and (3) It does demand rather a lot of sky from side to side on a choppy day.

Nevertheless I would heartily recommend this robust and colourful kite as extremely good VFM at just under £60.00. I just hope that once Prism have read this they send me two more so that we can put on a really good show with them in the festival main arenas this year.

If your budget doesn’t go that far, instead of this version, which has the 10 intersecting, elliptical planes, you could go for the EO6 at around £33.00 which, odd as it may seem has six intersecting elliptical planes but will still give you the same soaring and tumbling excitement as its bigger brother (or sister - to be PC).

Hopefully, in the next issue, I will be reporting on some other great single line kites new out from HQ Invento.

No-one has guessed who the mystery flyer with the Transfer was in the last issue of The Kiteflier so - mystery man he shall remain!
Ben Lummas Appeal

Can you help?
If any thing has inspired us over the years it was the splendid resolve of three times European and 1996/7 World Champions Team Skydance – and later, Mark and Jeannette Lummas as Bi-Dance.

I still smile at the memory of Jeanette putting on football boots to help grip against the pull of their North Shores in an impossible wind at Basingstoke before giving a faultless display when even Stephen Hoath and Mark spent most of the session with bottoms scraping along the ground as they leant back (I think I still have some video I took that day somewhere).

Since they retired from serious competition and before Mark’s work took them to America the pair were always on hand at festivals with their cheery faces and willingness to get involved. We still Stephen doing the same today, as a founder member of the Flying Squad.

Now, very sadly, I have to report that the Lummas family are in troubled times. Their eldest child, Ben, at the tender age of five, has been diagnosed with a rare form of bone cancer known as Ewings Sarcoma.

I suppose, knowing America as we do everyone’s first thought is ”I hope they are insured?” Well, of course they are, but they still have to cover roughly a third of the costs and with five hours of surgery costing thousands, three trips to the specialist 40 miles away every week and on top of all the other bits I won’t list here, there is a $700 medicine bill every three weeks. And there is more to come!

So far, Ben is doing incredibly well with the chemo. He lost all of his hair within 10 days of the start of chemo and is unable to go to school due to the risk of sickness which would delay his chemo. He gets occasional nausea and loses his appetite for about a week after chemo but his energy level is still remarkably high and his outlook is happy. He is taking everything in his stride and Mark and Jeanette (and the nurses) have been amazed by his attitude and energy. Ben’s chemo treatment started 17th January and will continue for 42 weeks. He will go into hospital every 3 weeks for alternating sessions of 3 days and 6 days.

At the end of February a kite party was held on Huntingdon beach and the flyers there raised over $3,000 dollars with more after, still not counted.

OK – here it comes - Can we do similar over here???

By the time this is published I am hoping that things will have moved on at a pace.

I might be quite good with the type writer, a brilliant blagger and a reasonable kite flyer and I can use all these skills to help – yes, there’s a ”but” –

...............I am not a good organizer and I am not able to handle bureaucracy or collecting money.

I would imagine a special flyers day/festival, kite auctions etc? I don’t know – not my thing......but the wife and I will turn up whatever!

So – are you the person to help or can you persuade someone who is good at it to take this on?

I will try to keep a page dedicated to this updated on our web site www.closeencounterskites.co.uk so that there is a focal point for all who are interested. If you would like to read more about Mark, Jeanette, Ben and Samantha please visit......http://home.earthlink.net/~lummas.

If you can help, please reach me through the contacts page on our web site or call me anytime on my work phone 07808 895 169.

Allan Pothecary—8th March 2007

World Kite Record Attempt

The record’s waiting to be broken!

Bournemouth Rotaract – with Rotary in Great Britain & Ireland – are organising an attempt on Bournemouth beach to break the world record for the most kites flown in the air at one time. The record currently stands at 786 and we are going to be flying at least 1000 kites which means we need you to fly the kites!!

More specific details of the event are below, however, if you have any further questions the best way to contact us is through our email address: rotaract_kites07@yahoo.co.uk

1 We need to know who will be attending in advance, so please write to the above email address / postal address with the following
World Kite Record Attempt

2 We will send tickets to you to enable faster registration on the day
3 Registration for the event is at Bournemouth Pier. Your allocated registration time will be detailed on your ticket. Latest registration will be at 16:00

Entertainment on Bournemouth beach will commence at 14:30 and continue until the record attempt at 16:30. You can also participate in this event without pre-registration; simply follow the directions on the day at the pier. Arrive early to avoid disappointment. Please note that all kites flown in this event will be provided by Rotary in Great Britain & Ireland, please do not bring your own. Upon registration you will receive a World Record Breaker pack which contains your kite to keep, a certificate and badge.

In addition, all kite-flying fanatics will be in their element, as we expect this to be a great networking opportunity for skilled kite flyers who are free to use the expanse of beach either side of the event area to display their skills.

This event is free to enter but all donations received on or before the event will go to Rotaract and Rotary charities. All attendees attend at their own liability.

Trade News

News from EMKAY Kites & More

For information on their 2007 product range (fun single line, large single line, inflatables, sport kites, climax kite line, accessories, windsocks and more from Colours In Motion and other manufacturers) have a look on the web at www.kitesandmore.co.uk as not all is listed on their online shop (see add elsewhere).

If you can't access the Internet but you have access to a PC they can send you a CD with infos and prices. No PC, write or call what you are looking for and Manni Kluge will help you. Calls can't always be answered immediately. No answer? Leave a message and he will call you back. Calls on 01529 415700 or 08451 301161 or 07960 056678 (best). Emails to more@kites4u.co.uk
Write to: EMKAY Kites, Unit 13C, 97A East Road, Sleaford, Lincs. NG34 7EH (visits by appointment only).

Letters

From Allan Pothecary

Well done on the latest edition of the magazine and thanks for doing our bit in colour. I for one appreciate the time and effort it takes to put something like that together and I am sure there are lots more that do too but don't always think or may be too shy to say so.

I know from the comments I get that the KF is well read and well liked and the responses like those from David Davies (with an "e") show that it is read thoroughly. Notice I never complain when Allan gets spelt with only one "L" though? - You should see how David misspells both name and address each year on our Christmas card!

I hope you can keep up this standard for a long time to come and that other enthusiasts continue to write and send in their varied and colourful reports, articles and stories in support and good natured argument.

Close Encounters
www.closeencounterskites.co.uk

[Editorial Comment: We would like to thank Allan for his kind words. In reference to his last paragraph—if it was not for a limited number of people—George Webster, John Barker, BKF, Allan Pothecary and Paul Chapman, plus the web searching that we carry out the magazine would be rather thin! Surely you have something you can contribute!]

Private Ads

For Sale: 2 Fighter Kites, made in India from Mylar and bamboo. Ready to fly with flying instructions. £11.50 packing an recorded delivery £3.00.

Phone Harry on 07854 532 849

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 July issue we need the copy by the 15th June.
M.A.R.S.

Magenn Power’s MARS is a Wind Power Anywhere™ solution with distinct advantages over existing Conventional Wind Turbines and Diesel Generating Systems including: global deployment, lower costs, better operational performance, and greater environmental advantages.

MARS is a lighter-than-air tethered wind turbine that rotates about a horizontal axis in response to wind, generating electrical energy. This electrical energy is transferred down the 1000-foot tether for immediate use, or to a set of batteries for later use, or to the power grid. Helium sustains MARS and allows it to ascend to a higher altitude than traditional wind turbines. MARS captures the energy available in the 600 to 1000-foot low level and nocturnal jet streams that exist almost everywhere. MARS rotation also generates the "Magnus effect" which provides additional lift, keeps the MARS stabilized, and positions it within a very controlled and restricted location to adhere to FAA (Federal Aviation Administration) & Transport Canada guidelines.

The Advantages of MARS over Conventional Wind Turbines: Wind Power Anywhere™ removes all placement limitations. Coast-line or off-shore locations are not necessary to capture higher speed winds. Reaching winds at 1,000-feet above ground level allow MARS to be installed closer to the grid. MARS is mobile and can be rapidly deployed, deflated, and redeployed without the need for towers or heavy cranes. MARS is bird and bat friendly with lower noise emissions and is capable of operating in a wider range of wind speeds - from 4 mph to greater than 60 mph.

The Advantages of a MARS combined Wind and Diesel Solution over a Diesel Generator-only solution: MARS can complement a diesel generator by offering a combined diesel-wind power solution that delivers power below 20 cents per kWh. This compares to a wide range of 25 cents to 99 cents per kWh for diesel-alone, reflecting the high fuel and transportation costs in remote areas. The MARS combined solution allows lower pollution and green house gas emissions. It also results in lower handling, transporting, and storage costs.

MARS Target Markets: Developing nations where infrastructure is limited or non existent; off-grid combined wind and diesel solutions for island nations, farms, remote areas, cell towers, exploration equipment, backup power & water pumps for natural gas mines; rapid deployment diesel & wind solutions (to include airdrop) to disaster areas for power to emergency and medical equipment, water pumps; on-grid applications for farms, factories, remote communities; and wind farm deployments.

www.magenn.com
A number of items have appeared on Ebay over the last few months.

**Life Saving Kite at Sea Experiment, Antique Engraving.**

Attracted no bids.

**Modern Bronze Statue by Stephen Broadbent - The Kite**

You are bidding on a bronze statue by Stephen Broadbent, entitled The Kite. It stands 20 inches tall by 30 inches long, and is mounted on a marble plinth. It is the first created in a limited run of eight (although as of 2003 it was the only one produced - I contacted the sculptor). It was originally sold for £5,000; I acquired it at an estate auction. Starting at £2500 it did not sell.

**Steiff Roloplan**

Original! Probably before the First World War. On the covering, as well as the blue material are the instructions in black. The two people on the instructions are wearing clothing, and/or uniforms, as they were before the First World War. The kite was always in the bag, therefore the material, as well as the colours still are in a perfect condition. However it is dusty. On the kite is the original button of Steiff. It is missing however on the bag. The kite originates from an old mansion in Chemnitz. It lay there for many decades in the attic.

**Rare Peter Powell Stunt Kite, unopened. 1970's**

These Peter Powell stunt kites are becoming hard to get hold of. Up for auction here is a Peter Powell stunt kite, unopened except to photograph leaflet. Kite assembled for photograph at request of e-bayer, I have not added tail piece or string. Sold for £46.01.

**Vintage 70s Butterick Kite Pattern.** Has (1) a tri-color box kite 32" X 34". (2) a 24" long diamond kite with multi-color sections. (3) a dragon kite approx. 27" wide X 28" long with multi-color contrasts and a six color tail about 208" long. (4) a bat kite about 58" wide X 41" long with contrast eyes. Cool pattern in time for spring kite season. Sold for $7.95.
This design comes from Gruppo Aquilonisti Vulandra. It is their project for the 2007 Kite Festival.

A large scale PDF file is available for this design at http://xoomer.alice.it/aquilonisti_vulandra/eng/index.html
From the Otto Lilienthal Museum
The soil drawings in Peru - evidence for a pre-historic aviation?

A hypothesis by August Steimann, Würzburg

In 1939 Paul Kosok from the Long Island University (New York) discovered huge soil drawings while he was flying over the even dessert of Peru. Most of the drawings can only be seen from the air. There is no conclusive explanation for the drawings up to now.

The hypothesis starts with the premise that:

The people of the Nazca civilisation were able to fly kites that could take off and land while being tied to a rope. And they could even land without being tied like a glider. In spite of their Stone Age civilisation the Nasca had the technical prerequisites for the production of such kites through the manufacture of threads and fabric. That is known from many grave finds. The known two thousand years old history of manned kites in Asia also supports this possibility.

The article continues to support this basic argument describing how some of the lines are running strips for the launchers of the kites.

The reason for the numerous symbols is given as:

During a free flight in strong upward wind flight movements occur that take the aircraft far away from the paths of the start and landing helpers. That is why landmarks are necessary in order to find quickly back to the accompanying ground group. Such orientation above the grey brown desert area which has no natural landmarks is hardly possible. But the needed landmarks can be easily made by the same method that was used for the building of the paths - by taking away the stones. Because the landmarks need to be clearly distinguishable from the straight paths and areas and need to be easily seen, depictions of figures are obvious to use. Close to Nasca depictions of animals, plants, helixes and other symbols were created. When newly made they can clearly be seen from the air.

The primitive kites were presumably made of light bamboo rack that was taken together by ropes and covered by fabric. The several materials might have been given as burial objects to the dead and crash victims. The ceramics and textiles should be more closely looked at in order to find hints of a possible early flight technique, because it is noticeable that the Nazca civilisation depicted many gliding figures.

For more information visit www.lilienthal-museum.de/olma/estei.htm

Kite Patents Web Site:
kitepatents.blogspot.com/index.html is a fascinating collection of historical kite patents. “Historic kite patents are a freely available source of inspiration and ideas with their own kind of aesthetic appeal. Expired patents are often great kite plans for the DIY kite builder.”

To follow up on the kite fishing article last issue there are four patents on the site mainly from the 1960’s. Worth a look if you want inspiration or to see where others have gone wrong!

Kite Aerial Photography.
For those of you into KAP www.kapshop.com should be of interest.

Welcome to KAPshop, your source for your Kite Aerial Photography needs. We offer great products at low prices with excellent customer service which will have you back for more. We try to give you the best value for your KAP dollar, euro or... We ship all round the world. In most cases these costs are calculated for you at the checkout.

If you require a custom made product then let us know your requirements and we will happy to build it for you. We strive for excellent customer service because we shop too, so we know how not to do things. If you have any comments or queries then please feel free to contact us; we are always happy to hear from you.

KAPshop is a store with 5 departments: the Bookstore, the Kites, the Rigs, Balloons&Blimps and Pole AP. In the Bookstore you find next to the rare books on kite aerial photography some CD-Rs and a DVD on the subject. In the Kites section we offer a small selection of kites that have proven qualities in stability and reliability in KAP: the Sutton Flowform, the Ralf Beutnagel Dopero and the new KAPilot. The Rigs section contains a lot of items to build a rig that fits your camera. Brooxes KAP Kits, Gentiles GentLEDs, Schieppati Switches, radio control systems and much more.

Kites are not always suited to lift a camera. That’s why we offer balloons and blimps and even a telescopic mast.

Based out of Holland they ship across Europe, the UK and USA.

Mazda Hakaze Concept Revealed
In Japanese, the word Hakaze (pronounced Hahkah-zay) comes from “ha” for “leaf” and “kaze” which means “wind,”. The idea is to provide Kite-Surfing Functionality as just one of the selling
Kite-surfers are “wind chasers.” They get up in the morning, switch on their computer and search for the right wind conditions on the Internet for the best place to surf, call their friends, grab their gear and go. Mazda Hakaze meets the needs of such a lifestyle in several ways. For example, part of Hakaze’s centre tunnel in the boot slides rearwards and out of the car, to which a kite-surfboard can be attached, slide back in and transported. On the inside is an Internet connection on the integrated LCD screen in front of the front passenger. A small digital camera is mounted in the LCD screen, which can be rotated to film the road or the people in the car. The idea is that you can film a nice surfing spot or the route to it, then share it afterwards with your friends. The concept’s boot also has a practical double floor construction on both sides of the centre tunnel in the boot, whose underside is made of rubber making it ideal for transporting wet and sandy items. And finally, most of the switches in the car are sensors that are under the surface, meaning there are no shut lines. This prevents water or sand from getting into the switches and makes cleaning the vehicle on the inside easier as well.

Vultures fall prey to kite festivities
Press Trust of India

Ahmedabad, January 20: When kites jostled for space in the skies, little did one imagine that it will leave a trail of dead and injured birds including the endangered species of vultures. An animal welfare organisation in the city has received over 700 birds injured by kite-strings during Uttarayan, which is celebrated as the festival of kites in the State.

The enormity of the problem can be gauged from the fact that veterinary experts from Zoological Society of London are camping at the Animal Help Foundation on the outskirts of the city to treat the injured vultures. “Zoological Society of London has been working along with animal welfare organisations in India for the protection of vultures whose number has seen an alarming decline in the last six to seven years,” said Dr Andrew Routh, chief veterinary officer of UK’s renowned Regent’s Park London (London zoo).

“We came here as we knew that a large number of birds, including a number of vultures, get seriously injured during the kite flying season in Gujarat,” Andrew said. He is accompanied by his wife Dr Sorn Routh and an expert bird-handler from London zoo Natalie Reed. Other experts from BNHS and a bird-handler from Sri Lanka are also assisting the foundation in treating the injured birds.

“This year, the first vulture casualty was reported on December 27 last and till date we have received a total of 10 injured vultures,” said Soham Mukherjee, a member of the foundation. “Seven of these vultures are the endangered white-rumped vultures and the rest are migratory Egyptian vultures,” Mukherjee said adding that four of the white-rumped vultures succumbed to their injuries.

Saddam kites selling like hot cakes in Varanasi
Varanasi: In Varanasi, executed leader Saddam Hussain has left an imprint on the hearts of kite lovers.

Ahead of the Makar Sankranti festival, which is also marked by youngsters by kite flying in many regions of the country, a large number of Saddam fans have opted to fly kites bearing his images to show their affection for the deceased leader.

The Saddam fans here have opted for "Saddam Kites" replacing their choice for the kites having images of many popular Bollywood stars.

Majority of them wish to buy Saddam kites to keep it as a souvenir.

"Saddam kites are in great demand. Saddam’s execution was unfortunate. He was a hero for many people. That’s why the sale of kites having his picture has increased these days,” said Chand, a kite seller.

Kites having images of Bollywood’s famous couple Abhishek Bachchan and Aishwarya Rai are also in great demand among the youngsters.

"Because of the much talked affair of wedding between Aishwarya Rai and Abhishek Bachchan, kites having pictures of those are selling like hot cakes. Besides, kites with pictures of Shahrukh Khan, Salman Khan, Hritik Roshan are also in demand but not as much as Saddam Hussain,” said Mohammad Ali, another kite seller.
The Big Art Show—Kites in Flight
The Outdoor Arts Foundation working in conjunction with the Hillsborough County Aviation Authority is proud to introduce the third Big Art Show at Tampa International Airport. For this show, Tampa artists Lisa and Joe Vogt created four fused glass kites that was hang at Airside "A" through the end of 2006.

More information about Lisa and her amazing artwork can be found at www.originalsinglass.com.

Kite Facts:
Dimensions: Body 6 Foot High, 4 Foot Wide Tail 12 Feet Long
Material: Welded Frame ¾ Inch L Shaped Steel
Tail ½ Inch Solid Steel
Artwork: Fused Glass
Glass Design and Fabrication: Lisa Vogt
Steel Design and Fabrication: Joe Vogt
Kite fabrication: 6 Months

Long Flight for Birdwoman Kite
Otaki artist Suzanne Tamaki's contemporary Maori kite Manu Wahine, or 'Bird Woman', is about to take flight to England to be exhibited alongside the oldest known Maori kite in the British Museum. Tamaki was commissioned by the museum to create a contemporary female kite to be displayed alongside an 1843 male kite in the museum's Mankind Collection.

Using natural fibres, Manu Wahine took three months to make. Tapa (a bark-like fabric), kiriau (plants harvested by her family in Niue) and a mix of feathers from native and introduced birds were all used in the kite's creation. It measures 1.5 metres tall and 2.7 metres from the tip of one wing to the other - slightly smaller than its male counterpart.

Tamaki, who is also a well-known fashion designer whose creations scooped Fashion in the Field at the Levin Classic the year before last, said she was delighted to be selected to produce the kite.

"What they really liked was my idea that the contemporary kite be a woman. I liked the idea of using contemporary domestic craft tools and used knitting needles to resemble bones and buttons to look like mother-of-pearl," she said.

The wings are made up of a wide selection of feathers from native and introduced birds including wood pigeon, duck, seagull, turkey, albatross, introduced pigeon, sparrow and magpie.

"I wanted to portray what was here in New Zealand," she said.

Mini-Kites
If you are interested in the smaller kites of this world then have a look at www.mini-kites.org. This site contains a large range of mini and midi sized kites which, in many cases, are smaller reproductions of their larger cousins, including a Lamson (the KSGB logo).
The Kite Book: All the Techniques and Know-how You Need to Fly a Kite (Paperback) - Rosanne Cobb.

Kite flying is one of the easiest hobbies to learn and it is fast becoming one of the most popular weekend and holiday pastimes among thirty-somethings and families. Aimed at those with a general interest in kiting, the book covers every aspect of flying kites starting with a brief discussion of the origins of the sport. It describes the most popular kiting sports, where you can have a go and what to expect. It covers the equipment you will need, how to look after this equipment, how to look after yourself when flying, and choosing the right environment in terms of land, sea and wind. The book offers a practical guide for setting up, launching, landing and packing up both a water-relaunchable and a land-based kite. It covers basic flying skills and how to use the 'wind window' effectively, whether flying with a bar or handles. There is also a basic skills section for kitesurfing, landboarding and buggying. There is advice on how to get lessons and how long it is likely to take you to learn. 128 pages—£12.99 (or £8.57 from Amazon).

Tries to cover too much in too few words, it really is a very basic book. There are better ones out there. OK for the avid collector.

Threat to Rougham Airfield, Venue of the Suffolk International Kite Festival.

Important - Please note: The 10th Suffolk International Kite Festival – 19/20th May 07 is NOT effected!!

In association with Friends of Rougham Airfield, Suffolk Kite Flyers, along with other users of Rougham Airfield we wish to object against the proposed plans to cut through this historic site with yet another ROAD.

Please help us to fight against the "greater wisdom" of the local planners. Further details are attached below.

Thank you for your support.

Suffolk Kite Flyers - Friends of Rougham Airfield - Rougham Tower Association

It appears that in spite of numerous petitions objecting to the proposed development around the Rougham Airfield site, the construction of the associated Relief Road for commercial traffic from the Moreton Hall Industrial Estate through the Rougham Industrial Estate to join the A14 has now been approved.

The proposed route is the most direct one (and therefore probably the cheapest), and is the only one which is presently under consideration. It will divide the Airfield, running within the curtillage of the Tower and its buildings, which are Grade II listed. It will also adversely affect the dignity and tranquillity of the site of the recently dedicated Memorial to the American Servicemen who were based at Rougham Airfield in the second World War.

If the road is built as proposed, the Tower, Museum and Memorial will have a highway used by an increasing volume of commercial traffic within a few feet of their position, raising serious security considerations. The amenity use of the Airfield by the various Clubs, Organisations and private individuals who currently enjoy it will it be considerably affected, as will all the public events which now take place on the Airfield including the Suffolk kite festival.

Alternative routes are of course possible, and serious consideration should be given to the one favoured by supporters of the Tower and Airfield, which follows the route of the Airfield southern perimeter track and existing road, passing through the Rougham Industrial Estate and exiting at General Castle Way to link with the new Junction 45 of the A14.

It is to be hoped that when the final decision on the route is made, the historical importance of the Control Tower site and the peace of the Memorial will be taken into consideration, and that the Airfield will be left intact to develop as a site of historic interest and continue to be free to operate as West Suffolk’s Open Air Venue.

Please visit one of the following web sites where you will full details of the petition, please help us to protect Rougham Airfield and sign our petition – thank you on behalf of the Suffolk Kite Flyers.

We would also like thank the Gill and Jon (Kite Society of GB) for their support

www.ipetitions.com/petition/STOP_Rougham_Relief_Road/
www.skfc.co.uk
www.roughmaairportfield.org
www.rougham.org

Martin Corrie
Event News

10th Beverley Kite Festival—May 6th & 7th
This is one of the best flying areas in the UK, with plenty of space for every one. This event is held in the centre of Beverley racecourse. Camping is from 3pm Friday until 8pm Monday at the cost of £22.50 booked before the event, the booking form can be downloaded off the web site www.kitefestival.co.uk. The kite fliers camping area is within the flying area for insured kite fliers.

Day visitors will need to prove membership of a kite club (membership card) otherwise entry fee will have to be paid £2.50 adult, £1 child. Only persons named on the card will get fee entry.

Flying areas will be the same as previous years- the members flying area for those with Public Liability Insurance. Clubs will be asked to produce a copy of their insurance. If fliers have no Public Liability Insurance there will be an alternative area for them to fly and they will be asked to sign a disclaimer. No movement of vehicles will be allowed between 10.30am and 5pm. Speed 5mph with warning lights.

There will be a number of display teams present these include Wigsley Wings, Sky Artists and Sky Magic, plus Graham Lockwood who specialises in flying 3 stunt kites individually at the same time.

There will be a disclaimer. No movement of vehicles will be allowed between 10.30am and 5pm. Speed 5mph with warning lights.

There will be a number of display teams present these include Wigsley Wings, Sky Artists and Sky Magic, plus Graham Lockwood who specialises in flying 3 stunt kites individually at the same time.

Organisers contact: Blooms A1 Events 01430 860070. Email ann@countyshow.fsnet.co.uk. www.kite-festival.co.uk. If there are any questions on the kite side please contact: Doug or Linda on 01522884744 or email wigsley.wings@ntlworld.com

Basingstoke Kite Festival—2nd & 3rd June
At Down Grange Sports Complex, Pack Lane, Basingstoke. 10 am to 5 pm both days.

Come along to our 15th Festival and join in the fun! The theme for the weekend is to be FLIGHT. A prize will be awarded for the best themed kite, so soon you can let your imagination get carried away!

Guests will be from Home and abroad and as well as things going on in the display arena, there will be the usual array of activities, along with various Kite & Food traders.

A raffle is held over the weekend with lots of donated kite related prizes, Kite traders please take note! On Saturday evening we will be having a social get together in the marquee, and everyone is welcome.

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

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

Alan Cosgrove 01256 421800
Roy Broadley (Kites Up) 01256 812487

Ashdon Kite Day, 3rd June 2007, 11am to 5.30pm
Waltons Park, Ashdon, Saffron Walden, Essex.

The old favourites of previous festivals, such as Dark Star, the Essex Rocket Association and Team Spectrum will be with us again this year. In addition, a special treat to look forward to, the Red Barrows – a fun formation team with wheelbarrows!

Bring a picnic or enjoy a snack from the tea tent or licensed bar. Enjoy the sideshows with fairground fun, bouncy castle and go-carts.

During the day, there will be a Teddy Bear & Sweet Drop by Great Ouse Kite Group. Bring your teddies along - lots of fun for the children.

Between 1.00pm & 2.30pm Silly Billy Blue Hat will entertain the children and those young at heart, with puppetry, balloon sculpture and magic.

The Programme may be affected by weather conditions. See you there! e-mail liznoakes@btinternet.com

Butser Hill Festival of Flight—June 10th
This is to be held at Butser Hill, which is off the A3, not far from Queen Elizabeth Country Park.

Follow the signs for BUTSER HILL.

Kites, Hand gliders, Para gliders and Model gliders are welcome. Parachute your Teddy Bear for fun! Plenty of space for flying, with an on-site cafe for refreshments. (Please contact the Park before the event to confirm the Cafe will be open)

Sorry, but buggying is not permitted. This is just a relaxing, fun day, with room to fly your kites, or purchase one while you are there.

Come along and have some fun!

Roy Broadley of Kites Up on 01256 812487
Queen Elizabeth Country Park on 02392 595040

Southampton Kite Festival—16th & 17th June.
This year sees the 12th Southampton Kite Festival organised and run by Solent Kite Flyers in conjunction with Southampton City Council and C. Coles Fun Fair. It is to be held over the weekend of 16th & 17th June 2007 from 10.00am. to 5.30pm. each day with night flying on Saturday evening. The venue, as usual, is Lordshill Sports Ground, 5 Acre Field, Lordshill, Southampton. Hampshire.

Access is via Junction 2, M271 off Junction 3 M27 and the site entrance is off Redbridge Lane. All major access routes will be AA. signposted for the event.

This year’s Kite Festival will be a great show of many different types of kites, flying displays and kite competitions, as well as varied and interesting activities happening around the Festival Site.

Each day will see Kite Flying Displays from the UK’s best Individuals, Pairs and Teams in National Sport Kite Competitions as well as general entertainment and display flying to music. There will also be a few very special area displays from local groups, including displays of Power Kiting with buggies and boards. We have invited International Guests to give both flying and static kite displays around the Festival site and there will be plenty of open space available for public flying, so make sure you bring your own kites to fly.

UK Experienced Pairs Champions “Close Encounters” will be offering you the chance to fly with them as a Team in the main arena (Don’t worry – they will supply the kit but you have to be able to fly straight(ish) lines and corners already). There’s also another chance to enter their “WIN A KITE” competition so bring your camera. Check out their web-site for further details www.closeencounterskites.co.uk.
There is no excuse for not joining in with the fun and C. Coles Fun Fair will be on-site and open all weekend. There will be a Kite Making Workshop, in which everyone will be able to make their own simple kite, A Sport Kite Flying School for help in getting started in two and four line kites, as well as large and small Kite Traders, Craft stalls, general interest and activity traders, hot and cold refreshments, live music, street theatre, face painting and Punch & Judy will also be there to keep all ages entertained throughout the day.

There will also be 'Parachuting Teddy Bears'!

Weather and wind permitting, there will be a ‘Night Fly’ on Saturday evening from dusk. This is open to all fliers to join in, with the kites having lights attached or using reflective tapes etc. Some of the food traders will stay open as long as there are customers to serve!

Entry is free, parking is free and the sky is free.

For further information contact Mike Lowe of Solent Kite Flyers on 02380 770788 or email secretary@solentkiteflyers.org.uk

Sunderland International Kite Festival—June 30th/ July 1st
VENUE - the festival is held on a green field site - the Northern Area Playing Fields in Washington (8 miles from Sunderland City Centre, 7 miles from Newcastle, 16 miles from Newcastle international airport, and 10 miles from the international ferry terminal at North Shields)

EVENT - its a family festival with a friendship theme and lots of music, street theatre and activities for children as well as the kites.

KITE PROGRAMME - some of our ideas........
• FRIENDSHIP- it's a friendship festival so we'd like your ideas about kite friendship - any stories to tell about how kites brought you friends?
• RECYCLING - we'd like to continue our theme of kites made from recycled materials - do you have any recycled kites to bring - can you make some?
• WIND WORKS - we'd like to focus on the way the wind makes things move, change, sing, sound, dance - any ideas for wind sculpture - especially with recycled materials?
• USA - a special input from the USA to recognise the Washington link and the recent Friendship Agreement between the City of Sunderland and Washington DC.

If you are not already booked in, there will be a registration form coming out soon and available on the web.

There will be camping on site for kitefliers or we can help you to find accommodation in the vicinity.

If you are interested please send us an email or give us a call and we will send you a registration form soon to give you more information and to collect some information about you and your kites to help us to advertise the festival in advance.

The festival is funded and organised by Sunderland City Council. See website www.sunderland-kites.co.uk/kites.asp for info on last year.

Some of you may not have realised that Infinite Arts is running the kite programme at Washington this year. Some of you may be attending the festival in The Wirral where Malcolm is organising the international programme. Either way its going to be a great weekend - make sure you are out there flying!

Pauline Taylor, Infinite Arts, 2A North Sands Business Centre, Liberty Way, Sunderland SR6 0QA
Tel: 0191 564 0833
Fax: 0191 5640692
E mail: info@infinitearts.co.uk
Website: www.infinitearts.co.uk

Leominster Kite Festival formerly Hereford Kite Festival - 14th & 15th July
At The National Trust, Berrington Hall, HR6 0DW off the A49 between Leominster & Ludlow. Camping Friday, Saturday & Sunday night. Relaxed and informal event. Cafe on site. Passes for both day visitors and campers will be needed.

For more details contact karel@longbottom.org.uk

North Hampshire Kiter’s Jolly Up—28th & 29th July
Come along and join us for a FUN Weekend of Kite Flying for Kite Fliers! On site camping is available from Friday evening onwards (£5 per tent/camper for the weekend). There will be a Saturday evening BBQ (nominal cost, bring your plate and cutlery please!)

A Raffle is also to be held on the Saturday evening, please be generous (you may donate a prize if you wish!) Roy’s Refreshment Tent will be open for Business, normal rules apply..

For further info, please either contact:

Roy on 07778 352825
Colin on 07770 338419
Or e-mail roy@kitesup.co.uk

Please Note: this is NOT a Buggy/Boarding weekend, thank-you.

Big Sky International Kite Festival, Margate, 22nd & 23rd September

Things are progressing for this new event on the UK kite calendar. It looks to be a big one along the lines of Portsmouth. Taking place at Palm Bay, Margate this is a large flat grassed area with plenty of room for all sorts of kiting activity. There should be a range of non-kiting activity as well. Kite traders will be in attendance (and if you are a trader and want to be there—let us know).

We have already invited some international kite fliers—with more to come over the next few months.

Camping is going to be possible—in close proximity—just over the road from the field. There will be a small nightly charge for this in support of the school who’s facilities we will be using!

More details will be in the July issue, but if you want to camp or require more information check the web site or send us an SAE and we will send you details as we get them.

Contact The Kite Society for more details.
Event News

19 & 20th MAY 2007 - 10am to 5pm, Rougham Airfield, nr Bury St Edmunds.

This year we celebrate our 10th festival at Rougham Airfield and to mark this great occasion we have organised a few extra events. For the first time we will now have 4 arena’s, single kite displays, main display arena, STACK competition arena and a new arena for power kiting.

On Saturday night there will be a celebration firework display at approx 10pm. This is not open to the public but will be a private display for those who are camping on site. You are welcome to bring your dogs but please make note of the firework display above.

This year we have also invited schools around the Suffolk area to take part in a mass kite making and flying competition to take place on Saturday. They have all received a basic rule fact sheet which includes the max. size and that the kite must be made of recyclable materials.

Flexifoil are helping the kite sports in schools project in a number of ways as reported in the last magazine. They are not only supplying equipment at reduced prices, but also helping with the cost of setting up a web site called www.kitesportsinschools.org which gives full details of kite clubs in schools sport partnership. Flexifoil have kindly supplied some great prizes for the above competition at this year’s festival.

We have invited more single line flyers and this includes Kelvin Woods, Karl Longbottom, Paul Brooks, Rob Brixton (Skunk), Peter Binton, Dave Mitchell all who will be displaying some unusual kites plus many more club flyers as well.

The top power kiters available in the UK have also be invited and include flyers from Team Flexifoil, Team Ozone plus many other top flyers including Lee Paling – 2006 Buggy Freestyle Champion and Lewis Wilby – the European Land Board Champion.

Both Flexifoil and Ozone will have an exhibition stand this year at the festival

Carl and James Robertshaw " Evolver” World Championship Display Team will be displaying for the 4th time at this year’s festival. Known throughout the world for their dazzling displays to music, this is sure to attract a large crowd at our 10th Suffolk International Kite Festival.

After the huge success at last year’s festival we are delighted to once again be hosting an International Fighter Kite Competition. Last year flyers from the UK, France, Germany, Holland, and Belgium took part in a weekend of competitions. These fantastic small kites are unbelievable to watch, see them dance in the sky and perform to your command.

This year STACK UK will be opening the UK Championships series for 2007 at our festival. Teams and flyers from around the UK will be gathering to show off their skills. Competitions for dual-line and multi-line kites will be held in the Individual, Pair and Team categories.

Pre-defined and compulsory figures, a freestyle routine and a ballet routine set to music of their choice. STACK (Sports Team And Competitive Kiting) involves some of the best teams and individuals from around the UK. Judges will decide a winner in various competitions.

The following superb Display teams have also been booked and include :-

( The Beccle’s Bunch (Large Inflatable kites some over 100ft in length); Brighton Kite Club (Large Inflatables and decorative kites); Dark Star (Bryan Cantle – One-man three kites); Team Spectrum (Colourful kite display team to music); Close Encounters (Husband & Wife Team), the Wind Gallery from Holland

There will also be displays from the best of the UK STACK teams and individuals and the finals of the International Fighter competition in the main arena.

Many of the kite clubs from the UK will also be attending, some of which are kite professionals, showing off their kiting skills. They are always willing to pass on their vast knowledge and give help to the general public in flying that “never flown kite” you purchased a few years ago. The main arena will be filled with non-stop action for the two days of the festival.

This is the biggest kiting event held in East Anglia and takes place on what must be one the largest flying sites in the UK. Rougham Airfield is “West Suffolk’s Premier Open Air Venue”

This is 10th Suffolk Kite Festival and is staged jointly by the Suffolk Kite Flyers Club, Friend’s of Rougham Airfield and Rougham Estate at the beautiful and large flying site of Rougham Airfield near Bury St Edmunds.

This is a festival for all kite’s and a great family day out and includes a full range of children’s entertainment, fairground, kite workshops, sweetdrops, and competitions

Adults will enjoy a visit to the Rougham Tower Museum where they will be able to witness the history of this famous WW - 94th USAAF Bomb Group with Blenham Bomber s, B-26 and B-17s aircraft.

A full range of catering facilities, beer and tea tent will be on the festival site. Craft Show and kite traders will be there for all your kiting needs, talk to the experts and pick up a bargain from the kite professionals.

Don’t miss this fantastic FUN FAMILY DAY OUT in Suffolk. This will be an action packed event with one or two surprises; a sky full of color and the best flyers in the UK and Europe will be there to entertain you with their fantastic skills.

Camping is available from 2pm on Friday 18th (NO earlier please, we need Friday morning to set up the site etc, thanks – unless you would like to help? ) and you can stop on site until the Monday if required. Due to ever increasing costs to stage the festival, a small camp fee of £5.00/night will be charged this year. No need to pre-book as we have plenty on camping space.

Important: - For safety reasons - NO vehicles will be allowed on or off the main Festival site between 10am – 5pm on Saturday and Sunday except in an Emergency.

For up to date information including camping arrangements, site layout, map location etc. please visit our detailed web site www.skfc.co.uk or e-mail martin@skfc.co.uk.

The festival will be fully sign posted on the A14 - 2 miles east of Bury St. Edmunds. Follow the signs to Rougham Industrial Estate and NOT Rougham village which is on the opposite side of the A14.

A new junction is at long last been completed on the A14 and you will now have direct access to the festival in either direction. Again follow signs to the Festival and Rougham Industrial Estate.

Finally we are grateful to all our sponsors and supporters.

The Suffolk International Kite Festival is part of famous BURY FESTIVAL 2007.

Martin Corrie
Chairman of the Suffolk Kite Flyers.

Contact: - Telephone no. 01206 -299560 or Mobile 07775-744377
<table>
<thead>
<tr>
<th>Month</th>
<th>Event</th>
<th>Location</th>
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<tr>
<td>April 2007</td>
<td>World Record Kite Attempt, Bournemouth</td>
<td><a href="mailto:rotaract_kites@yahoo.co.uk">rotaract_kites@yahoo.co.uk</a></td>
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<tr>
<td>May 2007</td>
<td>Cervia International Kite Festival, Cervia, Italy. Until 1st May</td>
<td><a href="mailto:info@artevento.com">info@artevento.com</a></td>
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<td>6-7</td>
<td>Weymouth International Kite Festival, Weymouth Beach, Dorset.</td>
<td>The Kite Society</td>
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<td>Spring Kite Festival, Beverley Race Course, Beverley, East Yorkshire</td>
<td><a href="http://www.kite-festival.co.uk">www.kite-festival.co.uk</a> 01430 860070</td>
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<td></td>
<td>Swindon Kite Festival, Science Museum, Wroughton, Wiltshire</td>
<td>WHKF</td>
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<td></td>
<td>10th Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds.</td>
<td><a href="mailto:martin@skfc.co.uk">martin@skfc.co.uk</a> 01206 299560</td>
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<td></td>
<td>Flexiwallop, Middle Wallop, TBC</td>
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<td>Blackpool Beach Kite Festival, Blackpool, Lancs</td>
<td><a href="mailto:dhkites@hotmail.com">dhkites@hotmail.com</a></td>
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<td></td>
<td>Tewkesbury Kite Fun Weekend, Tewkesbury School Playing Fields, Tewkesbury, Gloucestershire</td>
<td><a href="mailto:ade.ann@tesco.net">ade.ann@tesco.net</a></td>
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<td>June 2007</td>
<td>Exmouth Rotary Kite Festival, The Imperial Recreation Ground, Imperial Road, Exmouth, Devon</td>
<td>Exmouth Rotary 01395 274271 exmouthrotarykitefestival.co.uk</td>
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<td></td>
<td>Basingstoke Kite Festival, Down Grange Sports Complex, Pack Lane, Basingstoke.</td>
<td><a href="mailto:kites@kitesup.co.uk">kites@kitesup.co.uk</a> 01256 812487</td>
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<td></td>
<td>Cleethorpes International Kite Festival.</td>
<td><a href="mailto:Anabel.colingerjones@NElincs.gov.uk">Anabel.colingerjones@NElincs.gov.uk</a></td>
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<td></td>
<td>Ashdon Kite Festival, Waltons Park, Ashdon, Saffron Walden, Essex</td>
<td><a href="mailto:mail@margamkitefestival.co.uk">mail@margamkitefestival.co.uk</a> <a href="http://www">www</a>. margamkitefestival.co.uk</td>
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<td></td>
<td>Baston Bridge Kite Weekend, Maidenstone, Kent</td>
<td><a href="mailto:rdell@electroweb.co.uk">rdell@electroweb.co.uk</a> 01438 712168</td>
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<td>Peterborough Kite Festival, Ferry Meadows, Peterborough</td>
<td><a href="mailto:Gokf@btinternet.com">Gokf@btinternet.com</a> 01733 563958</td>
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<td>Summerfun Spectacular, Moss Bank Park, Moss Lane, Bolton</td>
<td>Steve Bailey 01204 334070</td>
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<td>Butser Hill Festival of Flight, Queen Elizabeth Country Park, near Portsmouth.</td>
<td><a href="mailto:kites@kitesup.co.uk">kites@kitesup.co.uk</a> 01256 812487</td>
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<td></td>
<td>Southampton Kite Festival, Lordshill Recreation Grounds, Southampton. TBC</td>
<td>023 8077 0788</td>
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<td>Shrewsbury Kite Festival, Shrewsbury College of Art and Technology.</td>
<td>Sky Bums 01939 234486</td>
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<td>Skegness Kite and Xfest (BKSIA Pro Tour), North Beach, Skegness.</td>
<td>01754 898202</td>
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<td></td>
<td>Bedford International Kite Festival, Bedford.</td>
<td><a href="mailto:river.festival@bedford.btinternet.com">river.festival@bedford.btinternet.com</a></td>
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<td>Sunderland International Kite Festival, Northern Area Playing Fields, Washington, Tyne &amp; Wear.</td>
<td><a href="mailto:info@infinitearts.co.uk">info@infinitearts.co.uk</a></td>
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<td>Kites over the Mersey, Wirral international kite festival, the &quot;Dips&quot;, New Brighton, The Wirral, Cheshire</td>
<td><a href="mailto:dhkites@hotmail.com">dhkites@hotmail.com</a></td>
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<td>July 2007</td>
<td>Sunderland International Kite Festival, Northern Area Playing Fields, Washington, Tyne &amp; Wear.</td>
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<td>Kites over the Mersey, Wirral international kite festival, the &quot;Dips&quot;, New Brighton, The Wirral, Cheshire</td>
<td><a href="mailto:dhkites@hotmail.com">dhkites@hotmail.com</a></td>
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<td>Brighton Kite Festival, Stanmer Park, Brighton.</td>
<td>Brighton Kite Fliers</td>
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<td>Barmouth Kite Festival 2007, opp New Lifeboat Station.</td>
<td><a href="mailto:climb8@googlemail.com">climb8@googlemail.com</a> <a href="http://www.barmouth-kite-festival.co.uk">www.barmouth-kite-festival.co.uk</a></td>
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<td></td>
<td>Morecombe Kite Festival, Morecombe, Lancs</td>
<td><a href="mailto:dhkites@hotmail.com">dhkites@hotmail.com</a></td>
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<td></td>
<td>Richmond kite Festival, Old Race Course, Richmond, Yorkshire</td>
<td><a href="mailto:malcolm.goodman@virgin.net">malcolm.goodman@virgin.net</a> 01833 640584</td>
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<td>Leominster Kite Festival, Berrington Hall, HR6 0DW</td>
<td><a href="mailto:Karl@longbottom.org.uk">Karl@longbottom.org.uk</a></td>
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<td>2nd MKF Family Fun Weekend</td>
<td><a href="mailto:david.buckland@mkf.org.uk">david.buckland@mkf.org.uk</a> 07971 177085</td>
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<td>North Hampshire Kiter’s Jolly Up.</td>
<td><a href="mailto:kites@kitesup.co.uk">kites@kitesup.co.uk</a> 01256 812487</td>
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<td>August 2007</td>
<td>Royston Kite Festival, Therfield Heath, Baldock Road, Royston , Hertfordshire</td>
<td>Peter Mitton</td>
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<td>Teston Bridge Kite Weekend, Maidstone, Kent</td>
<td><a href="mailto:rdell@electroweb.co.uk">rdell@electroweb.co.uk</a> 01438 712168</td>
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<td>Whitley Bay Kite Festival, Tyneside</td>
<td><a href="mailto:malcolm.goodman@virgin.net">malcolm.goodman@virgin.net</a> 01833 640584</td>
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<td>Kites Over Capstone, Gillingham, Kent</td>
<td><a href="mailto:Kristian.staples@medway.gov.uk">Kristian.staples@medway.gov.uk</a></td>
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<td>Hunstanton Kite Festival, Smithdon School Field, Hunstanton, Norfolk.</td>
<td>Bryan Cantle</td>
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<td>Portsmouth International Kite Festival, Southsea Common, Portsmouth, Hampshire</td>
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<td>September 2007</td>
<td>Bristol International Kite Festival, Ashton Court, Bristol.</td>
<td><a href="mailto:info@abc-pr.co.uk">info@abc-pr.co.uk</a> 0117 977 2002</td>
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<td>Summer Kite Festival, Beverley Race Course, Beverley, East Yorkshire</td>
<td><a href="http://www.kite-festival.co.uk">www.kite-festival.co.uk</a> 01430 860070</td>
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<tr>
<td></td>
<td>Big Sky International Kite Festival, Palm Bay, Cliftonville, Kent.</td>
<td>The Kite Society</td>
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Full contact details can be found on the events page at www.thekitesociety.org.uk
With us both working and a little one we don't get to leave these shores very often so our kite flying in winter is restricted to odd days of fine weather, when, & if it coincides with weekends. As this winter has been officially one of the wettest since records began, we have done next to no kite flying except for the odd couple of hours at freezing fly-ins, but that hasn't stopped us having a truly good kiting winter, oh no!

All throughout October & November Red Haired Woman spent many an evening making 30+ Eddy's for a Christmas fair in Lewes. Finally on December 8th sold many of them to the locals at the fair. She also made two specials to help raise funds for the people who lost their home in the Ringmer Firework Depot Fire.

Then we turned our sights to the kites we wanted for next season. First on my list, which I really wanted, was a winged animal from China, & a friend obliged by bringing me back a magnificent eagle all the way from Beijing. It came back wrapped inside his dirty washing to protect it, but a good flight should get rid of the smell.

Next RHW wanted one of Robert Brassington's Heart of Darkness kites, after seeing them in Dieppe so a few emails to Tasmania later & a beautiful kite with its Organza tail was winging its way to soggy Sussex.

Then I set my sights a bit nearer home & asked Santa for an Indian Fighter, & as if by magic under the tree on Xmas morning was a beautiful kite made locally by a Brighton Kite Flyers member, Danny Rice (Still not flown at time of writing this, due to all sorts of excuses). Then its back to the RHW's sewing machine, she decided some time ago that she wanted an all black Pyro Delta. So with a month or thereabouts left of winter she is back in the dining room, whirring away till the small hours getting one into shape ready for new season,

Oh and lets not forget the 114 that I also got from Santa that came in the form of “Paper Kite Calendar”. So all in all that makes over 150 kites this winter, is this a record? What, you didn't get one! Don't worry Simon has said he may well print some of the designs in future Aerodynes if you did not get one of these calendars.

Cheers all,
See you soon.
Greenman.
How would you like to be the world's fastest OAP? I am not sure I do, but here is the story of how I have got myself into trying.

You know how it is, with those long winter nights you sit & surf the web more than you would normally. There I am helping a youngster out with some homework when we stumble on a fact that there is a wind powered land speed record for the over 65's. It is held by a Canadian who at the age of 69 achieved a massive speed of 33mph in 1978 just outside Toronto, Canada.

I just happened to mention this fact to a couple of friends over dinner one evening, they mentioned it to a few more & before I knew it I was being invited to challenge the record. This is not something I would have ever considered, but then I am not one to let a challenge go. I have spoken to the BKF and found one member who will lend me a buggy. I also spoke to Simon, amongst others about where to try for the record and he mentioned we have been invited to display at an event called Eastbourne Extreme over the weekend of 14th - 15th July 2007, and with the permission of Eastbourne Council who run the event this is where we will give it a go.

OK so you ask why am I telling you all this, it is not just to let you know what is going on but also so that I can hopefully raise a few quid for charity. All money I can raise will be going to Lipra-loofs hospice a little known charity, but one that needs support as it does sterling work for people who have split sides and wet knickers.

Please phone 0727745 3665 and pledge your money for this event. You could also email your pledge on lipaloofs@aprilfool.net

Cheers Big John

**OVER 33 AND OVER 65**

**WIND POWERED SPEED WORLD RECORD ON ROLLER SKATES**

On April 20th 2006 David Lenoir took advantage of the 30-knot-wind in the end of day on a hard sand beach in Leucate, and hit the highest instantaneous speed ever measured on roller skates powered by the Kitewing.

Three runs recorded in David’s FRWD Recorder Unit, show one run with top speed of 62 km/h and two successive runs exceeding 70 km/h!

The new speed record with this combination is exactly 71.5 km/h (38.6 knots), surpassing the previous world record with more than 10 km/h. David has now set the bar to 40 knots (72 km/h) and will hopefully break it soon!

**KITE WORLD SPEED RECORD SMASHED**

Although it was not an official ratified run, David Trewern recorded a 500m average speed of 44.81 knots with a peak speed of 48.6 knots with his new design of kite wing. This was carried out at Sandy Point where Macquarie Innovation are also based. It is 3 knots faster than the previous best record and shows that the kite surfers are catching up fast! It is believed that Macquarie Innovation will be back on the water within a month having fixed their wing, which was damaged in this attempt at the record.

Just two records that are out there for the BKF to try for.
AN EARLY INVITE FOR 2007

Many of you would have read in the last issue of Aerodyne about a show we go to towards the end of the year at Kingsfold. The show includes a lot more than kites. We have again been asked if we would like to attend in 2007. See e-mail;

The 9th Annual Kingsfold Country Show and Kite Festival
22nd and 23rd of September 2006
Wattlehurst Farm
Do you wish to join us at Wattlehurst again this year?
The procedure is similar to previous years, if you want to spend the weekend having a bit of a laugh, flying a few kites and knocking back the odd White Lightening (Mississippi Red Eye was 2006) then send me your vehicle registration number and I will send you the ticket.

If you know of anybody who would like to come but does not have email facilities, please apply to me on their behalf.

Last year (2006) we were unable to accommodate all those who applied for tickets, as a result some applicants were understandably disappointed. Several people who applied did not show up, this left us with blank spaces on the camping field which is very unfair on those who did not get tickets, as this is a "ticket" only event please do not book a ticket unless you are reasonably sure you will be attending.

Cheers Big John
kingsfold@media-services.co.uk

I CONSIDER ARE WE NEWBIES NO MORE

From the very first moment my brother invited me and the missus to meet him and his daughter at a kiting event, I must have unknowingly caught something, never in my wildest dreams did I suspect it would lead to an addiction like THIS!!.
Having been initiated into the world of making and flying kites way back as a youth in India, needless to say being India, the kites my grandfather built and flew were of course…….fighters!. I must've reached the age of 6 or 7 before I was able to say I could truly build one from scratch, a skill I admit to having since long lost. Since those early days in India, my kiting experience has been sadly slow and mostly forgotten. Having lived in the UK some 40 odd years now, I briefly had a bout of flying fighters and then a Peter Powell, hey it had two strings!, but soon lost interest as I knew of no one else who flew kites!

So, when we met Collin at this kite meet at Teston some 2 years ago, imagine my shock/surprise when I saw all these brightly coloured deltas, Indians, roks, sleds, power kites, stunters etc. etc!. All I was used to and could remember were Indian fighters, (and nobody to fight against), nothing like these steerable Revolutions and massive inflatables that I now know BKF are famous for, and so many people who enjoy kites, and fighter kite enthusiasts to fight against!

We only came to say hello and to give the motorbike a good ride out from Essex where we live, as it was such a glorious day. To be honest, the kites were impressive, but the group of people we met there made a far bigger impression on us, friendly, welcoming, funny and totally approachable. In fact, someone came up to us, and having found out that we were related to Collin, immediately started the process of trying to sign us up to a kite club (more of this later). We put this guy off politely stating that kiting wasn’t for us……..ohh!, if only we had the power of hindsight.

As we got to know people and ventured to other festivals, we were invited to camp at one, so bought a tent and the full equipment required. After a full summer of attending most of last season’s festivals, we made many, many friends along the way, spent far, far too much on kites and the like, and as a result are truly hooked on this pleasurable, healthy and addictive hobby. I think it’s fair to say, we can count ourselves as newbie’s no more.

Keith, Genie & ’Fury’

CAMBER SANDS EVENT

Last year some of Brighton Kite Flyers went to Shinewater to fly kites for an event organized by Isabelle Bouaud who works as a Nature Without Borders Officer. This year the event is planned for Rye & Camber Sands and the kite flying part for the Monday 28th May (Bank Holiday) and the event is a Wildlife Weekend 2007 - Fri 25/Mon 28 May in Rye Bay. There are 4 days of discovery, outdoor activities, creative workshops & nature games.

This is the same day we often do Cuckfield show but I have not had confirmation that that is on yet. So this could be a fun alternative.

I am trying to find out if we can camp over on Sunday night but have not heard yet.
GO ON SIGN HERE - PLEASE

Totally hooked on this sport of kite flying and hailing from Essex, I thought I’d troll the ‘net to find out if there was a club ‘local’ to us. Indeed there was, known as Essex Kite Group we learned that they had been around for many, many years. Having made contact with the group, they duly signed up a new member at their very next meeting.

During the coming months gaining some knowledge and being bitten by the bug for this hobby, we began hearing about kite festivals and events. Unashamedly I began emailing other clubs and organisers requesting details of said gatherings and what exactly was involved.

So it began one fateful day at the end of March 2006, our first festival……Weymouth.

In and out of the traders’ stalls, comparing prices, picking their brains, questions, questions and even more questions. I particularly noticed one guy who seemed to be doing the same as me, visiting all the stalls etc. With this in mind, I asked a trader, “Who’s the guy in the black hoody?” The response was rapid and clear, “Oh, that’s Simon, he’s the BKF chairman”. This was the name that was going to ‘haunt’ us for the next few months.

Guess who we bumped in to later that day?…………Simon H. “C’mon, how about joining BKF then?” (Collin his Bother set me a challenge to get Keith to join and not one to let a challenge go by:-)

Our next weekend away was at the Swindon festival, another great time was had, great camping and facilities, great kites and great people. Strolling along the hanger frontage, I heard a now somewhat familiar voice, “Have you filled in that registration form yet?”Greetings exchanged, I again explained to Simon that I was with the Essex club and really quite happy.

Rougham next……no camping this time……a complete wash out! But to support the Suffolk club, we turned up on both Saturday and Sunday to enjoy all the activities. The venues just kept getting better and better!! Flat, wide, open grassland and large open arenas……ideal. If only the weather was more (a lot more!) forgiving. Coming out of a kite stall having made a small purchase, it was of no surprise by now to come across the very recognisable figure of Simon. Before a breath was taken on Simon’s part, I immediately retorted politely, “No, I haven’t filled it in yet, before you ask”.

We have to admit to being very impressed by the turn out of BKF members to every kite venue that we attended, a very friendly and often helpful bunch, this may have had a part to play in the weakening of our resolve not to join. “Stand fast” we recall telling ourselves, “Why join 2 clubs, what’s the point? makes no sense…………does it?”

The final festival we camped at was Bristol, this coincided with Genie, Matt and Andrews’ birthdays, so we had a large chocolate cake made for the occasion. And when I say camped, I mean just that! using a tent. The last night was an absolute disaster for me!. The wind blew a gale, the rain was torrential, so much so that the tent leaked (on my side!).

At 2 in the morning watching your tent swaying to and fro so vigorously that one of the legs snapped and broke is no laughing matter……well, for me anyway!. Sleepless hours passed slowly and coldly, tent fabric flapped noisily, rain poured continually and I was mopping earnestly!! Daybreak showed the true helpfulness of Simon and the rest of the BKF stalwarts. After making initial enquiries, out came their smiles, smirks and usual friendly quips that we had gotten used to by now, but what I hadn’t expected was the way that they all rallied round, making suggestions, securing the tent with their own extra lines, replacing the bent and broken leg with a spare from Dave’s trailer tent. As we stood and looked on helplessly, the tent was resurrected before our eyes like the fabled Phoenix from legend. Our grateful thanks to all we gave on the day, but we do so now again unreservedly, you all know who you are. By the way Dave & Tracy, we still have your pole!!

Ardingly was the BKF meeting we were not going to miss! Being invited by one of the members, this was the first outing for our newly acquired caravan, sod the tent! Having a caravan for the first time and arriving at a new venue in the middle of the night are things you will only do once, believe me!! Waking in the morning to a crooked neck is not something to be taken lightly……but at least this time I was dry and warm!! When others awoke and saw the caravan ‘pissed’, I was subjected once more, against the onslaught of the BKF’s’ wit, humour and comic remarks, (albeit self inflicted!). Would you believe it, yet again I was grateful for the help received in getting the ‘van upright and level, with the aid of Dave & Sheila’s advice, invaluable help and wheel chocks.

This event was to prove the undoing of our so called great resolve, the straw that finally broke the proverbial camels back! On the final day, having walked around the country show ground, seen all the show had to offer, spent a few quid on non kite related effects, we returned to the ‘van and put the kettle on. Within a space of 5 minutes, a tap on the door and a young female voice enquired, “Anyone in there?”. Opening the barn style door, I was greeted by Charlotte (Simon & Corrine’s eldest) who proceeded to thrust into my hand a folded piece of paper. Task completed, Charlotte added, “My dad said he’d pick this up later, byyye”. Kettle boiling, I put the ‘note’ to one side for a minute.

Can anyone of you guess what the ‘note’ was? No prizes if you guessed………………another BKF membership form, surprise surprise.

The one major difference between this form and the previous?, this one would get filled in!!. Why change our minds? Maybe because we have been subjected to such a barrage from all sides (including my brother) to join, or perhaps ’cause we really enjoyed the companionship and comradeship that we found and enjoyed meeting all of you. Whatever the reason, I filled out the ‘note’ for family membership, and true to his word, Simon duly returned and collected it along with the subscription fee. As Simon was leaving with a broad grin, you know the sort, Cheshire cat type, from ear to ear, he had one last passing broadside, “Remember, now that both of you are members, you’ll of course require BKF clothing, see you later”.

Slowly does it Simon, one step at a time. LOL!!

Keith, Genie & ‘Fury’
The festivals that I always attend are the ones that allow Camping around the perimeter of the flying field thereby allowing me to fly my kites at the crack of dawn, then participate in the days activities, mix with like minded kiters and people who come over to chat, and then night-fly when the general public have gone home, the dedicated campers will be there come rain or shine! The picture above is from Teston and my personal favourite venue. As a combined presence I feel that Kite Club Members who attend these events in their Campers/caravans/tents all add ‘atmosphere’ and a ‘kindred spirit’ that the public, young and old, pick up on, adding a little bit more to their experiences at a ‘Kite Festival’. I find it doesn’t get the recognition from some organisers that treat camping as an unwelcome necessity that is tolerated, and send them elsewhere, all be it fairly nearby, whereas it should be considered as being a ‘bonus’ to the event and they should seize the opportunity to make them part of the ‘show’ and actually use them as experienced kite flyers who contribute a colourful attraction on the field, flying kites from before the public attends to well after they leave! Charging people to camp has been around for years, nobody really objected, but now the fees are being increased to make a profit from Kiters camping, seems to me unjust as their attendance helps make the festivals what they are. Most are fully self sufficient and require nothing additional to camp, and those that do require no more than what is provided on site for any public gathering anyway. Bearing in mind a lot of us travel many miles to attend and spend money at the event keeping the traders and organisers happy too. Needless to say some peoples budget have made them choose which event to go to, just getting to Kite Festivals is expensive enough, and fees and where they are camping has to be evaluated, so some events are avoided and that seems a pity to me. Just my personal thoughts…

Answer: The campers, tents, caravans, and all their participating kites and banners have been removed!

Changes the whole atmosphere of the picture don’t you think? That's my opinion of what most events would look like if the kiting fraternity who come and stay, participate in, and add their substantial presence to the whole kiting event with colour, banners, flags, decorative wind ornaments, chit chat along with help and advice for the attending public and of course flying their kites… usually several at a time and not just the one they had to carry from the event car park!

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A few places, but by no means all, that Brighton are planning to fly at as a club:-

**April 22th 2007**

**May 12th - 13th 2007**
Swindon Kite Festival, Wiltshire.

**May 19th - 20th 2007**
Suffolk Kite Festival, Suffolk.

**July 15th - 16th 2007**
Eastbourne Extreme, East Sussex.

**June 2nd & 3rd 2007**
Basingstoke Kite Festival, Hampshire.

**August 25th - 27th 2007**
Portsmouth International Kite Festival, Hampshire.

**September 1st - 2nd 2007**
Bristol Kite Festival, Avon.

Tangerang municipal administration will form a joint task force to enforce a bylaw that bans people from flying kites within a nine kilometre radius of Soekarno-Hatta Jakarta International Airport. The joint team will consist of administration officials, the police, prosecutors, representatives of the district court and security officers from the airport operator.

As people living in the vicinity of the airport continue to fly kites near its runways, the 2004 local ordinance that bans kite flying near the airport has been deemed ineffective due to its poor dissemination.

The airport operator argues no person may fly a kite in a way that causes a hazard to any person or property and a kite could hit an airplane or get caught in its engine.

The Commission Chairman said people at district and subdistrict level were still unaware of the ban on kite-flying. 'Residents say kite-flying is seasonal. But the administration should ensure the law is upheld, no matter the time of year,' he said. The chief of the administration's legal department said residents who were found guilty of flying kites near the airport could be jailed for between one to three months. The Police Chief said police would not hesitate to arrest kite flyers. 'They not only disturb flights, but also undermine the law,' he said.

The airport operator's director said the state-owned company would fund the trials of defiant hobbyists. 'We hope the trials serve as shock therapy,' he said. The dry season is said to be the best time for kite-flying. The Jakarta Post observed Tuesday hundreds of people flying kites near the runways.

**OCASSIONAL SNIPPETS FROM INDONESIA**

From the Jakarta Post, 11/10/06

RESIDENTS CONTINUE TO DEFY KITE-FLYING BAN

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Brighton Kite Flyers have been invited to join in the 100 year celebrations for the scouting movement by putting on a display and possibly a kite workshop on the 1st August 2007 at Laughton Show Ground, near Lewes. The Cubs and Scouts from around the South East of England are meeting for a week long camp where activities of all shapes and sizes will take place, which they hope will include kite flying. This should be a fun day out, as well as hard work, but we will get the satisfaction that we have encouraged youngsters into our sport / hobby. We are told we will have enough room to fly all types of kites from a small kiddies kite to a large power kite, so whatever you fly please do come along and support the event.

If you would like to come along and help fly kites or make kites with the scouts please let me know and I will send you more details etc when I get them.

Simon Hennessey
Peter Lynn was born 60 years ago on the 23rd December. We were invited to his birthday party but we had previously arranged to take Andrew’s mother on a tour of Scotland, so we couldn’t even consider the trip but we thought that it would be nice to get him a present. Choosing presents for folk is an art form. It requires inspiration. We don’t like the idea that it is a requirement to find some trinket or gift to get someone in order to mark the passing of another year but occasionally, we are inspired with an original and entertaining idea.

The first such present was for our friend Andy Riley. Andy is a true geek, with a house full of computers, tools and technical toys. Several years ago, Andrew took a box that had previously contained some Netgear networking equipment and relabeled it to say “2-port Gigabit Switch”. Inside, the box contained a crossover cable. (If you don’t get it, never mind - it’s a technical joke).

Andy is an exceptionally bright lad, and holds a very respected position in his chosen industry and has got there at a younger age than his peers, thus we sometimes rib him about his tender years. When he held a party for his 30th birthday, we felt that we should mark this with a gift that symbolised his true, unequivocal arrival in adulthood so we decided to present him with a set of tools that reflected his new-found manly status: A 10lb sledgehammer and a two handed felling axe.

About a year ago, Peter Lynn asked me the “Three door question”. It goes something like this: You are a contestant on a game show. There are three doors in the studio. Behind one door is the star prize, behind the other two doors is a booby prize. You get to choose a door. The gameshow host picks a different door to the one that you chose and opens it to reveal a booby prize. The host now gives you a second chance. You can keep your original choice or you can switch.

What should you do?
At the time, my decision was neither of the given options. I chose a third route, which was to flip a coin and to choose again at random.
My reasoning went like this: In the first stage, you have a 1 in 3 chance of picking the right door. When the host opens a “wrong” door, he gives you information that was not previously available to you. If you now choose again at random, you have a 50% chance of winning. I was satisfied with this answer as being bulletproof.

Just a few weeks ago, the three door question came up in the Fractured Axel forum. In this version, Jim Bowen was the host and the star prize was a speed boat and there were wooden spoons behind the other doors. I explained my strategy on the forum but someone else countered that you could get a 66% result by always switching. This seemed counter to my reasoning, so I built a spreadsheet to prove them wrong. The spreadsheet plays the game 1000 times and tests the results of the three strategies: stick; switch and random. You can download my spreadsheet from here: http://www.tug.com/stuff/three_doors.xls The spreadsheet proves that the “switch” option does indeed result in a 66% win rate. It took a little while to work out why the switch gets this result, but now I see it this way: In the first round, you have three options. You can pick the prize (33%) or you can pick spoon “A” (33%) or you can pick spoon “B” (33%). If you have picked spoon “A”, then Jim Bowen reveals spoon “B” and therefore shows the door with the prize - you will get it if you switch. If you pick spoon “B” in the first round, then again, you should switch to win. These two scenarios will get you the prize 66% of the time if you switch. If you happen to point to the winning door the first time, then Jim is of no help to you whatsoever and switching will get you a wooden spoon but switching is the winning strategy - it has a 66% success rate. So, I wrote to Peter and told him of my findings. He recommended that we read the book that contains the problem: “The Curious Incident of the Dog in the Night time”, which we have ordered from Amazon. He also complained about the Anglicization of the question. The prizes should be a car and two goats, as he says: Women for business, Boys for pleasure, But goats for preference!

So there we have it. The inspiration that we needed. We enlisted the assistance of Craig Hansen to help with the purchase and delivery and we got Peter Lynn a goat for his 60th birthday.

Jackie Penny sent us a picture of the happy couple:
Andrew & Kathleen, December 2006.
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(BKF members only):
If you want to use any of the clubs kites please just ask any member of the committee.

Membership Secretary:
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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, Keith and Genie Marshal, Terry Golding, Aunt Marian, Greenman 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 form or another.

Simon Hennessey

Thank you

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

RECIPES FROM MARIAN’S KITCHEN

This recipe came from our friend Anne, and is made without fat and with no added sugar. A lot of BKF members have sampled this more than once at the fly-ins, so it must be OK! (I will vouch for that - ed)

Ingredients:
½ pint of cold tea.
4oz. Raisins.
4oz. Sultanas.
2oz. chopped Dates
1 beaten Egg.
6oz self-raising Flour.
1 tsp. Baking Powder.

Method: Soak Raisins, Sultanas & Dates in the cold Tea in medium-sized bowl overnight. Chuck (technical term) the rest into a 1lb. greased loaf tin. Heat oven to gas mark 4 (350F), place loaf tin on middle shelf & cook for 45 to 50 mins or until it looks right (tip: if it’s brown, it’s done, if it’s black its bu$$ered!). Turn out onto cooling tray while still warm. This will work well with other dried fruits, but I recommend always including the Dates and only swapping either the Raisins or Sultanas, not both. Do not replace all other fruit with Prunes or Figs unless you’re planning to go indoor kiteflying!

You’ll notice that this is a non-metric recipe, but then I’m a non-metric cook!

Aunt Marian

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.
Natural selection

Natural selection? Possibly, but nevertheless a truly sad thought when you realize that the Merrythought Teddy Bear Co is no more......

Founded some seventy-six years ago in Coalbrookdale the Merrythought Toy company made a vast range of soft toys but in particular they specialised in high quality Teddy Bears which sold all around the world, all proudly bearing the imprint of Merrythought, Ironbridge, Shropshire, made in England.

Over the years Merrythoughts have been something of a collectors item and some of the earlier ones command high prices at auction, and dare we say it, most are a bit too posh to face the rough and tumble of Parachuting from kites. Needless to say there are quite a few of these posh bears stuffing the jolly old rags. So, you may ask, what caused the firm to finally hit the buffers? Ah, just the usual factors High production costs, low volume compared to the far eastern onslaught, the usual things. Let's face it who wants to pay £30 for a Merrythought when you can get one at the local filling station for a couple of quid and there's the rub, it's all about supply and demand. Hand made in England? Who cares, just pile 'em high and sell 'em cheap.

Reputed to be the last Teddy Bear factory in the U.K. to produce a large volume of product Merrythoughts are just the latest in a long and seemingly never ending line of British firms who have bitten the dust in the face of cut throat competition. The factory is empty, 50 loyal workers are down the road to the dole office, so what happens now? Well, unless there is a rescue plan on the go, which in todays business climate is highly unlikely, except for the hiving off of the Brand name, that's it.

As it happens the Teddy Bear Shop and museum, run by the Ironbridge Gorge Museum Trust next door to the factory has a large stock of Merrythought Bears and it is hoped that it will trade for the foreseeable future, however the stock of genuine Merrythoughts will eventually dry up and they will become just another "Hey, do you remember them?" item.

We have been informed that Deans of Rag Book fame still produce Teddy Bears in Wales, they must be the oldest maker by far, but it is sad when you think of Chad Valley, Farnell's, Wendy Boston, Chiltern, HG Stone, Pedigree Soft Toys and all the other makers of Teddy Bears who are long gone but not really forgotten.
Where the wild things are

WELL, IF THEY AINT WILD AT THE MOMENT, THEY PRETTY SOON WILL BE.

Would you Adam and Eve it Teddy Bears and tennis rackets must fly in cargo class. It seems that Teds in particular have become the latest casualties in tightened security at Britain's airports.

The new rules, imposed after the alleged attempts to blow up transatlantic aircraft recently has dramatically changed the rules governing what you can and what you cannot take into the cabin with you, though how large stuffed toys such as Teds can be any more or less dangerous when in the cabin or hold is not clear. Still its not only Teds in the firing line. Tennis rackets, fishing rods, stereo festive bottles of plonk ans spirits are also reckoned to be beyond the pale. Wait for it, it gets better, large bottles of perfume and bubble bath are also on the banned list, and if you really do want the security people to go Doolally, try getting about with a box of good Christmas crackers.

In your own words

S**T, I'M GONNA DIE INSTANTLY SPRINGS TO MIND WITH OTHER CHOICE INVECTIVE PHRASES

As you plunge towards earth at about 100mph with both your main and emergency canopies partially deployed, from about 15,000ft.

Michael Holmes did not die, he and the authorities are still trying to work out why. He was pretty banged up with a broken ankle an a punctured lung, plus numerous cuts and bruises after landing in a blackberry bush so thick that the fire brigade had to cut him free before the paramedics could get to him. Michael says he doesn't remember much apart from screaming S**T I'm gonna die and other choice phrases, until he saw a fireman. Chute experts think the tangled main and reserve canopies slowed Michaels descent to about 90-100mph, but at that speed survival is a miracle. honorary BMISS membership? no way Pedro it was a flapper.

Funnily enough at about the same time as the Blackberry bush. it was reported that a Royal Marine on exercise at Studland Bay in Dorset suffered a partial deployment, which resulted in him falling some 4,000ft into the ocean. Again a survival, in a somewhat banged up condition. What was that about hitting water at speed is like hitting concrete?

One final question

WE KNOW THAT HUMES ARE A VERY WEIRD LOT, BUT WOULD ONE AND A WOMAN AT THAT STOOP TO MURDER BY PARACHUTE SABOTAGE? SHE SAYS NO, BUT THE BELGIAN PROSECUTER SAYS YO!

Tragic Els van Doren freefled from 13,000ft holding the hand of the woman who it is alleged sabotaged sabotaged her chute and the hand of their lover Marcel Simons. At an estimated 9,000ft on deployment, poor Els had a failure of the main and it was later found out that her reserve was bound up with strips of cloth preventing deployment.

When the chute pack was examined, it was found that the ripcord had been cut. Who did it was the question and why. The Belgian public prosecutor thinks he has the answer for the third person in this mystery, one Els Clottenmans suddenly tried to commit suicide. Police had discovered that Marcel was having an affair with both women. All three were members of the Zwartberg Parchute Club near Ghent, and although Marcel tried to keep each woman ignorant of the other as you do, Clottenmans foundout and decided to do the ultimate something about it.

After a two month investigation Clottenmans was charged with murder and is at present awaiting trial in Hasselt prison. weird or what?

If that was'nt weird enough, van Doren actually filmed her fatal fall with a helmetcam.
Once bitten...

THOSE R.C. READERS WHO AS OF YET HAVE'NT GOTTEN INTO THE PARABOMBING OF FAUNA OF A SOFT CUDDLY TOY PERSUASION MULARKY, SHOULD BE AWARE THAT ONCE BITTEN, THEY WILL BE HOOKED FOR LIFE, WHICH IS BETTER THAN BEING PO-FACED FOR LIFE...PARACHUTING EASY O.K.

So, you've aquired a Teddy Bear by fair means or foul and the next thing you need is a Parachute and the assorted bits and pieces that go with it. The info here will give you a start. The best material to make the chute from is unprooed-axed or loomstate Ripstop, or failing that the lightest material you can find.

Remember there is no "correct" way to do this, whatever works for you is correct.

A template for the chute gores can be made from card, the curve being obtained by F/glass rod or even Mk 1. eyeball. How to equalise both sides of the template: just make a half template flip it over and viola. Hot cutting is quicker, but gores can be cut with scissors, and you need 14 of these which gives a finished chute of about 1m dia, suitable for a Ted of ab-11b or half a Kg. 14 shroud lines, each about 1m30cm will be needed, attached to the chute canopy by sewing, tape loops or eyelets.

Make the chute first then a paper pack into which you can stuff your jolly old rag. Why paper? If you are using unprooed ripstop the dimp given will result in a nice tight pack. If not, a paper pack can be adjusted to suit your chute. once you're happy with the paper pack, then you can make one from whatever you fancy.

Three flaps of the pack have eyelets, whilst the fourth has a loop of say 100 lb line sewn to it, which having been fed through the three eyelets, can via the static line pin be used to secure the closure of the pack. If you like, the cen-of the pack can be stiffened with a piece of wash-up liquid bottle or whatever you have.

You could even put four eyelets in the pack stiffener and thread a bit of elastic through to secure the shroud lines, but this is not 100% essential. The Ted's harness is made from what have you. folded ripstop works well. The Ted needs a suspension strap or tape, should be long enough to just come above his bone. He also needs a couple of shoulder risers to attach the shroud lines to, also about head height, see sketch. A static line is also required, about 2 gore lengths, with a pack pin to secure pack and a clip to secure static line to kite line or dropper strongpoint (yes you will end up with one)

Packing chute looks complicated, but its not. Lay out chute with static line inside. Roughly fold to one gore shape, concertina and hold tightly. Concertina shrouds, whack the lot into the pack and with the other hand close the flaps, firkle the line loop thru the eyelets and secure with static line pin. A couple of goes at this and you'll do it in yer Kip and the other half will quit saying was all that swearing necessary.

Loadsa scope here for suck it and see, that's only half the fun. A pipecleaner is the easiest way to attach a bear to the Kiteline. Fix one end securely to the Kiteline a few feet down from the Kite. the free end goes thru the suspension strap and is loosely looped overline (experiment) Attach static line above secured end of pipecleaner. the delay in the pipecleaner letting go should enable you to long launch the Bear.

Remember, the idea is to have fun and if at first you don't succeed, do try again.
YOU COULD HAVE ALMOST GUARANTEED THIS WOULD HAPPEN, PERHAPS WE SHOULD BE ASKING "WHAT TOOK THEM SO LONG?"

A couple of naughty BASE jumpers tricked their way into the new Wembley Stadium using fake ID's. The loonies on this nighttime jaunt intended to scale the 450ft landmark arch and jump from that, however they were thwarted, so they did the next best craziest thing and headed for the highest part of the main stand, and after lots of mugging to the obligatory video camera, they jumped off and landed safely on the pitch, where another video camera filmed them parodying the famous Kenneth Wostenholme commentary at the 1966 World Cup, "there's people on the pitch, they think its all over, it is now" The intrepid or perhaps daft duo were nabbed by the Plods who gave them a caution for using items in connection with a fraud, the hookey ID cards.

You could yawn and say so what, nothing new under the sun, but heres the interesting bit. the roof of the main stand is only 100ft high, yet these two nuts happily launched themselves off and got their chustesto deploy from that height. either they were bloody lucky or maybe BASE jumper canopy deployment has gorn meteoric.

Would you Adam and Eve it?

ITS FINALLY HAPPENED... THE BORING OLD FART IS NOW AN OFFICIAL BORING OLD FART. ALL TOGETHER, TELL US SUMFIN WE DIDN'T KNOW............

The BMISS HQ mob convened an extraordinary meeting at BOF towers to discuss the situation, Item 1 on the agenda, do we now refer to him as a GOG, A Geriatric old Git. Item 2, or perhaps a BOB, a Boring old Barsteward. Item 3, keep on refering to him as a, or the BOF, its more his style. A quick show of paws went for item 3, Yippee, its still the BORING OLD FART.

So as ever its the BOF at the Tedditorial, 48. Laurel Lane, West Drayton, UB7. 7TY in what will forever be ENGLAND no matter what the Traitors have planned.
Rougham Airfield, West Suffolk, Open Air Venue

www.roughamairfield.org

 Gates Open: 10am - 5pm
 Camping Available

West Suffolk Kite Festival

19/20th May 2001

10am - 5pm

Evans World Class Power Kiting

International Fighter Kite Competition

UK and European Top Teams and Fliers

Stack UK National Championships

School Kite Making Competition Sponsored by Flexiroll

Kite Museum - Craft Fair

Refreshments - Entertainments

UK Kite Club

Kite Traders - Kite Workshop

Organised by Rougham Kite Flyers

Stammer Park

7th - 8th July 2007

Kite Festival

10am - 5pm

www.roughamairfield.co.uk