

THE KITEFLIER

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Issue 112

July 2007

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

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The Kiteflier, Issue 112

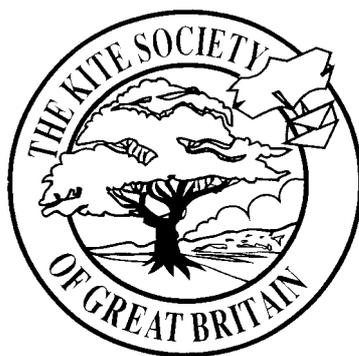
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Front Cover
Marco Casadio Cherub Kite—seen at Berck. Marco will be at both Portsmouth, Bristol and Margate this year.

Photo by Tara Bloom (Fig leaf added!)

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



The Kite Society of Great Britain

P. O. Box 2274

Gt Horkesley

Colchester

CO6 4AY

Tel: 01206 271489

Email: kites@thekitesociety.org.uk

<http://www.thekitesociety.org.uk>

Editorial

Dear Readers

What a season! Blown out at Weymouth, nearly drowned at Swindon, no wind/too much wind at Rougham, and it goes on! Let us hope the weather improves.

There is a new event for 2007 at Margate. We would like to invite all of you to come to the festival and make it a success. The first event is important—the sponsors see it go well and they want more! So turn up (please)! More information on page 24.

Gill and Jon

Add Ons

[Some bits we couldn't fit anywhere else!]

TomTom GPS Points of Interest (Kite Festivals) V1.0. I have been for a long time wishing to get a TomTom POI for kite festivals. Nobody seems to have written one yet so I thought I better do it myself. Rushing around on the day of the festival, trying to remember the best route, and to obtain a postcode for the venues can be a pain. Luckily with the map data available from the popular site www.kitecalendar.co.uk I have been able to do this without massive effort. There are about 25 festivals listed so far and I will keep adding more over the next few weeks.

Please note that I cannot accept any liability of the destination data only that it should match what has been available. If you find yourself driving into the main arena with the Robertshaws at a festival, then that is down to you. [Speed limit is only 20mph in flying arenas]. Any additional festivals you wish added or if people want their club fly-in locations put in they can email me. The various methods of installing the POI files differs slightly from model to model of TomTom but it is fairly straightforward. As with anything computer related please BACKUP your device before you do any changes. A good site that should help if you are not sure what to do is http://www.tomtomfree.com/Install_POI.htm

The POI file is available now for download on www.kitecalendar.co.uk. I would like to thank Julie White for hosting the files and for links to the multimap locations of festivals. Dave Mitchell. kites@dave-m.co.uk

AKA Convention 2008.

Let me be one of the first to invite all KSGB members to attend our 2008 convention to be held September 22-27, 2008, in Gettysburg, Pennsylvania. For the kitefliers, up to 172 acres of flight fields. For history buffs, the Gettysburg National Battlefield (site of what many think was the decisive battle in the American Civil War on July 1-3, 1863) and the Eisenhower National Historic Site, birthplace and home of WWII General and U.S. President Dwight D. Eisenhower. For the chocoholic, Hershey, Pennsylvania, is not that far away. For parafaunists, the location is the site of Boyds Bear Country (BBC) and the largest Teddy bear store and museum in the world. Did I mention that Gettysburg has ghosts, or so they say? See www.aka.kite.org. Mel Hickman, AKA Executive Director

Pothecary Corner—Allan Pothecary

Weymouth

We were not alone in our struggles against one of the most difficult of strong/weak/blustery and constantly changing direction winds encountered (no pun intended) at Weymouth.

Doug Manners occasionally joins us as we endeavour to fly a team ballet with tails which is, in fact, actually choreographed instead of a few movies strung together.

Sunday's conditions didn't bode well as both Doug and Marilyn took turns at tripping over the seaweed and still flying whilst laying flat on their backs. There was me barking orders for them to get in to line, only to get the reply "Oh yeah – you try doing it from down here then !!!"

Immediately after take off on one of our pair's ballet Marilyn, being much the lighter of the two of us was caught by a huge gust which sent her careering down the beach. Unable to steer the kite to safety she couldn't help but let go and could only watch in horror as about three hundred pounds worth of kite and tails went out to sea. Fortunately, Joy, one of our faithful supporters and ground crew managed to put her foot on one handle and grab the other before she fell flat on her back too! Fellow helper Mags had trousers rolled up and was prepared to make her second recovery trip that day in the water when Doug noticed that the kite, now sunk was beginning to reappear as Marilyn was trying to slowly pull it toward the shore – much like trying to land a big fish on low poundage line. As far as I know kiting history was made as Marilyn then not only actually launched a full size kite and 100ft of tail, but came back up the beach whilst the music was still playing and finished the ballet with me. – PLEASE – does anyone have this on video?

Win a kite

Anyone who has not entered the competition - we have had some good photos sent in but the final judgement is not ours - so it is still wide open!

You can win a Prism Hypnotist and instructional DVD, together worth nearly a hundred pounds for just entering a photo of the good lady wife, Marilyn and me to our web-site www.closeencounters.co.uk.

The picture best liked by our sponsor, Kiteworld.co.uk will be announced on the Saturday of the Bristol Kite festival (Sept 1st).

Kite talk

Kite traders sometimes have to walk a fine line between customers' rights and what is often clear to

be downright misuse. Some kites are fragile things capable of giving fun and enjoyment within certain limitations, unfortunately they are not indestructible and occasionally the claim be made "it was like it when I took it out of the bag". The kite makers and sellers that I know are a good bunch they don't want just to sell you a kite; they want you to come back to buy lots of kites, each one a little better (and perhaps a little more expensive than the last. I make no apologies for talking about kites which are given to us by sponsors like Kite-world. If other manufactures want to do the same, Marilyn and I will fly them in the main public arenas for all to see and write about them too – hello – I'm waffling again.

The point is HQ Invento have sent me another batch of kites and toys (including air-gliders) and some of those kites are pretty near indestructible. Michael from Kiteworld, was remonstrating with me not to deliberately slam these kites into the ground, as people would expect all kites to stand up to that sort of treatment, but I do try to make it abundantly clear at the time.

I also try to show that, although relatively inexpensive, kites like the Bolero at around £30, the Salsa at £45.00 ish and the slightly more expensive Jive around £55.00 are all excellent kites for beginners and novices. They can learn the basics of keeping a kite in the air and even move on to a trick or two (several more with Jive) without the breakages that are likely to deter them from keeping their next kite. If you only have the odd two line kite in your collection and it happens to be a bit of a blunderbuss Wellington bomber that you could never do much with I would indeed like to suggest the Jive. Its not overly expensive and produces a nice solid pull easily put into a stall from which you need to be able to do to start most tricks, the Jive is actually built for trick flying so no surprise to find that it will go on to its back for a lazy Susan and roll up manoeuvres, As usual all of these are in our bag for you to have a go with – just come over and ask. See more pictures on the web site



Still To Come

There are some other very interesting kites to talk about in the next issue including some good, single line lifters, some comical oddities such as Charlie and a zeppelin and, at last, the Phoenix has been superseded, to the better in my opinion

Pothecary Corner—Allan Pothecary



by the Maestro. HQ have withheld sale of their fairly large Manta Ray due to a stability problem. I

have one and as I write Brighton Kite Flyers have accepted my challenge to find a solution – photos on website.

I heard a rumour that Dodd Gross might be making his way over here again with his "Flight School". I have not been a fan of Dodd's kites I only ever owned one - a vented jam session I bought from Scott Dyer of BFK in Las Vegas - and that broke almost every time I used it...! Perhaps I'll reframe it one day in Skyshark. However I now have a "Techno" by Newtech (in Close Encounters team colours of course). I have found this one to



be excellent for teaching with especially for axles and other flat spin moves. It doesn't appear to be designed for roll up tricks (confirmed by the lack of JoJo stoppers) but it's a lovely three quarter size kite to fly, strongly built and, amazingly, under £80.00. I am looking forward to the French Connection series including believe it or not a "French Kiss" in time for the next issue.

Also – look out for the new "Zephyr" from Prism

Bags of Kites

I'm always going on about fly before you buy – and we do carry a lot of kites with us when we go to club events, festivals or winter leagues – often providing practically the only kites flown on the day. Consequently we (me) often have the Mickey taken when it takes so long to get it all back in the car. This has started to make us a bit of an authority on Kite carry bags of late. Our top three are...

One custom made for us by Chalkie of Kiteworks. Its very strongly made, water proof and we have never had a problem with zips or seams despite all we regularly cram in to it. We had made an extra long outer compartment big enough to carry a large tube of spare rods and that must take quad line as well as a few other odd bits which would get lost in the main section.

HQ do a very nice, lighter, softer but still very strong bag (again in our team colours). This one has a compartment to keep kites separate and some excellent, see through inner compartments for lines, pegs, handles etc.

We have just acquired a rather good, strong bag from NewTech with two large outer compartments all well made with strong zips.



HQ Invento also make some lightweight bags. I found these really useful as long as I didn't try to give them too much punishment. They would be very strong but it appears that the thread used in their manufacture is not the best so you may want to get out the sewing machine (or in my case – call on one of your mates) to make it a really successful buy.

Apologies

Yes I know I said I would review the new John Barressi signature kite but I have not had time to do much more than balloon popping at festivals with it so far (Probably a bit like running a Rolls Royce on paraffin?).

I do have one in the bag which you are welcome to try – I think it looks quite good don't you?

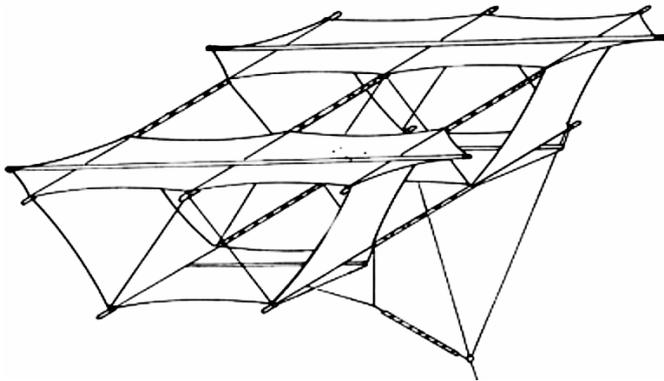
.....team colours again!

See you at Brighton, Portsmouth, Margate and in the next issue

~ **Allan**



A Pre-War Military Kite Resurrected—Paul Chapman



I first came across the Navy Dove Kite when I was working at the RAE Farnborough in the 1970s. I found a wind tunnel test report that contained a simple diagram. I made the kite and wrote an article for the Northern Kite Group Magazine "Kite". The article is reproduced here. The article was used by Ron Moulton in his book "Kites". Since then I have found that the kite was designed by Lieutenant Dove R.N. The kite was called the "Paloma Kite" and was used for anti-aircraft barrage purposes in WW2. The system included a bomb that exploded on contact with the enemy plane. Other information, including a newspaper photo, appeared later. This additional information shows that my original drawing was incomplete (it was taken from the RAE W.T. report) and that the lower wings/ears were more complex. I am sure other detailed drawings exist. I think I have some of these but they are temporarily 'lost'.

Reproduced from the NKG magazine "Kite".

The 24 foot wind tunnel at Farnborough is, today, like a vast monument to early aviation. The 24 ft diameter open working section is tiny compared with the labyrinth-like return circuit—where the patches to the crumbling concrete resemble ancient cave paintings and where an echo returns from both directions and re-echoes to infinity. While it occasionally rumbles into life today to test a helicopter rotor or blow over a model pine forest, in its heyday of the 1930s and '40s it was employed to test the most modern fighters and KITES!

Almost everyone at the RAE has now conveniently forgotten those exciting days of research kiting and consequently were a little shocked when I emerged from a lunchtime rummage in a dusty corner of the tunnel archives clutching a wad of equally dusty tunnel test reports. These were duly arranged, rearranged and then col-

lated with some material researched by John Bagley of the Science Museum and the resulting series of notes—as yet unpublished—showed how seriously the War Ministry considered providing anti-aircraft barrage both on land and at sea, in all weathers, using balloons in low winds and kites when the weather got rough. One of the kites tested was the Navy Dove Kite described here.

The Dove kite could be described as a Conyne Cody and was obviously intended for use by the navy; it was presumably invented by a naval officer Dive, perhaps with the help of Vivian Cody who was head of the RAE Fabric Shop, and was designed for ship operations—hence its ready collapsibility for storage in confined quarters. The wind tunnel tests were to try and solve a problem with 'severe panel flutter at speeds in excess of 50 ft/s' by experimenting with an elastic bridle. The kite, manufactured by Lightning Trades Ltd was suspended upside down for its tests which included measurements of lift, drag and moments about the reference point shown in the drawing. I do not know if the panel flutter was ever eliminated but the tests indicated that the maximum L/D of about 2.3 occurred when $C_L = 0.55$ at 20 degrees. Using the aerodynamics of Kite No 9 and the geometry and weight given, viz 120 sq ft and 14 lb the kite should have achieved a flight angle of 64° in a 30 mph breeze together with a pull of 153 lb.

I chose to make a model of the Dove kite for several reasons:

- To follow up the flutter story
- To make a collapsible 'Cody' - it really does look like a Cody type in the air
- Because my sewing is still not up to the standard necessary to make a war kite and the Dove should be a good challenge.



It is pretty obvious how the kite goes together from the drawings but there are several interesting points. All the spars and longerons are fully sleeved in order to take the flight loads evenly and to re-

A Pre-War Military Kite Resurrected—Paul Chapman

duce drag. The panels are all cut separately and then joined carefully—it makes for a more accurate and symmetrical assembly. The panels are cusped—not heavily but sufficient to keep the sails drum tight. I used a thin webbing inside a rolled hem. The front and rear cells are strung together using the proper Cody lashing—around the longeron. The inter-cell bracing is adjustable using Tarbuck knots as these grip under load. The lower panels are spread via tensioning bracing from the front and rear of the panel to the spar located 1/3 from the leading edge. The whole thing as rigged and bridled while suspended inverted in the garage (please do not use a ceiling rose as advocated in KON—you may be pierced by a falling chandelier or even worse!) and it took a couple of hours to get it right, more over it took a couple more to get it even better after the first outing.

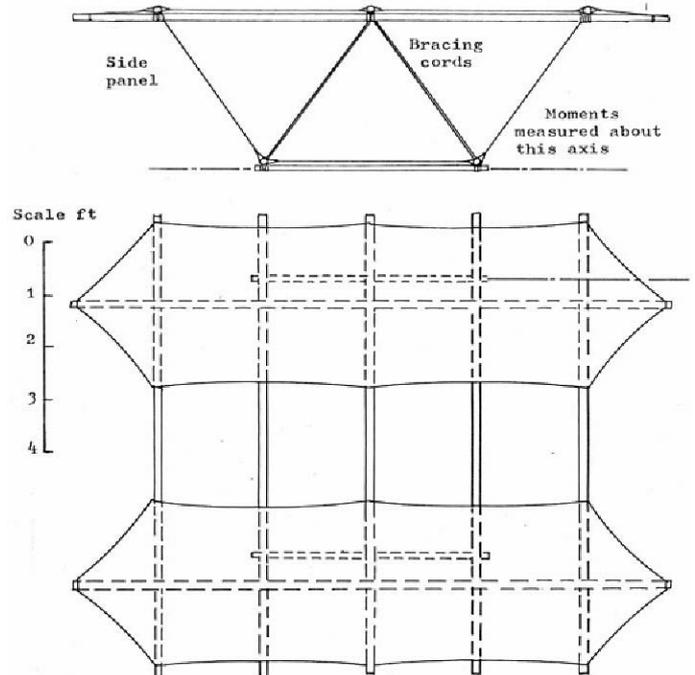
My version weighs 2.5lb, is 6 ft span with 30.55 sq ft of total plan area. The aerodynamics gives the following performance.

- Minimum flying speed 7.5 mph
- Max angle at 30 mph of 65° and a pull of 40 lb
- Max angle at 20 mph of 62.5° and a pull of 16.5 lb

It seems to fly pretty well—but not so far in a howling gale as is so prevalent on the Fylde coast—looks like a 'Cody' and has the great advantage that it is collapsible on the ground. The last item is a relief after the horrendous ground handling of my 11 ft span Cody Compound. As predicted the thing suffers from panel flutter; what happens is that in order to fly at a high angle it needs to be bridled forward but that results in a reduction of the load taken on the aft bridle leg. There is sufficient inter-panel interference in the aft cell for it to tend to collapse—but of course it cannot because of the bridling and the result is a low frequency flutter of the aft side panels. The shock cord elastic bridling does tend to help but needs to be powerful. The directional stability seems to be sensitive to gross rigging errors and it is essential that under the flight loads all the bracing is equally taught, hence the time spent in the garage.

I shall continue to fly the Dove and try to understand its flutter but in the meantime the buzz is quite acceptable and as it flies so

steadily in a moderate wind it would seem the ideal mount for a camera platform—as yet made but untested.



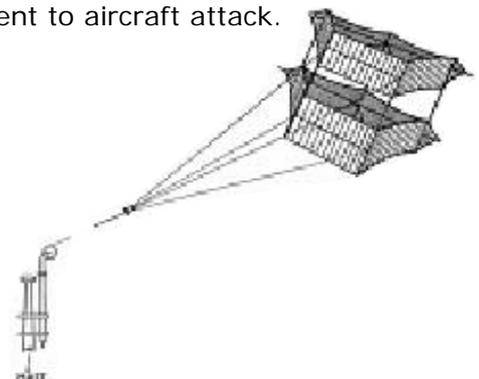
General Arrangement of Navy Pattern Dove Kite No D1587 LT Ltd.

Surface Area including side panels—120 sq ft.
Weight 14 lb

Some additional information from the "Instructions for Admiralty Kites".

Object of the Kite.

1. The general object of the kite is to place a wire, on the end of which is a bomb, in the path of an attacking aircraft. On meeting the wire the aircraft may either be caused to dive into the sea or the wire may slide over the wing of the machine and draw the bomb up until it hits the aircraft and bursts.
2. Even when flown without the lethal bomb device the kite is regarded as a valuable deterrent to aircraft attack.



Event Reports

Rougham

So much for the weather forecast!

With the bad weather being the definite winner at last year's festival, and the forecast for this year being just as depressing, it seemed like Martin and his team from the Suffolk Kite Flyers were looking to take another hammering from the elements. With the likelihood of gale force winds and persistent rain continuing from the previous weekend, kites and waterproofs were packed, more in hope than anticipation. Friday however dawned bright clear and sunny, and that delectable Julie Reinger reckoned that it was going to be OK for the next three days. Strong winds on Saturday and next to nothing on Sunday but plenty of sunshine. Guess what, that was exactly what we got.

There can surely be no other festival in this country, or even Europe that can host so many different kite flying disciplines at the same time, and with space for all? Rougham is an amazing facility and Martin had assembled a positive cornucopia of kite flying talent. A pan European fighter competition occupied the far side of the site whilst the three arenas hosted in turn a STACK contest, an ever changing programme of displays from visiting guests and a fascinating range of single line kites and line junk. The grass runways proved popular with the huge turnout of power kite enthusiasts and the remaining flying area was home to the large inflatables. An equally large area was available for general flying. With The Wind Gallery, ground displays and a multitude of traders, there was nothing that this festival could not offer for the flyer or paying public. Yes it is a commercial venture by the landowner but it is the vision and work of Martin Corrie, Graham and Lynn Jackson and all their helpers that make this event what it is. Special mention must be made of Mick and Norma House who flew up from Cornwall so that Mick could spend his entire weekend at a hissing barbecue so that all the guests could be fed. So many people were involved in keeping the 'hospitality suite' functioning all weekend, including a celebration meal for all the guests on Saturday. Thanks to you all and to Graham and Lynn for organising and sponsoring something that sets Rougham apart from other festivals.

The wind was definitely strong on Saturday and even before we had a chance to enjoy a superb 'full english' from 'Grahams Kitchen' the sky was filling with kites. In spite of the wind most of the power kites seemed to be using foils big enough to blot out the sun. Not content with being hauled into space by numerous square meters of ripstop they constructed a 'kicker' ramp to give them a bit more oomph. I do not know how far down it looked from up there, but some of them seemed up a fair old depth as they say around those parts. Having dabbled in just about every type of kiting there is I find I can appreciate all the more, consummate flying skills in any discipline.

It is easy to take Carl and Jamie Robertshaw for granted as we see them so often, but to see the total control of a 4 line kite that was evident from Jamie in the wind on Saturday, and the pair of them in no wind on Sunday, remains a privilege to observe. Now trick flying is a bit of a mystery, and often it seems like a series of disasters joined together with little attempt at any cohesive choreography, but Chris Goff repeatedly demonstrated that trick flying could be ordered, deliberate and controlled and a pleasure to watch. Well done.

Of course there are always those that have to make life difficult for themselves, not being content with just the one kite and so we had Bryan Cattle and Carl from Team Spectrum with lines emanating from all sorts of places, flying superb routines with varying numbers of kites, with and without tails. A three-kite refuel flown by one person is spectacular by anyone's standards. Someone with very long arms called Bruno insisted on flying ever-larger stacks, no matter what the wind conditions.

Single line kites used to be called 'statics' but they were anything but, unless you went for a bit of height and over the weekend the public were treated to a changing display of some of the finest inflatable and single line kites by courtesy of the Brighton Kite Flyers, the Beccles Bunch, Peter and Sarah Bindon, Kelvin Woods and 'The Skunk'. Kelvin's butterflies seem to be breeding exponentially and provide so much fun for flyers and audience alike, whatever the weather.

Being the tenth Suffolk Kite Festival 'The Boss' had arranged something a bit special for the Saturday evening and along with live music, several real ales and the banquet a spectacular firework display rounded off the day. For some reason though, Martin did not set off any of the fireworks in the back of his 4 x 4 this year????

Sunday was as the forecast suggested, with a fickle shifting light breeze that promised much and delivered very little, but it did produce a different selection of kites that were up and down like the proverbial. A selection of very large inflatable animals hovered over the site, which prompted one member of the public to suggest that it must be very expensive to keep filling them with helium gas! Full marks to everyone having to do an arena display in those conditions and proving that there are some talented flyers out there. Talking of talent, the commentator did a sterling job throughout the two days, keeping everyone on the ball and cajoling extra 'turns' from the flyers. (Kay was a lot better looking though!)

Flying in strong wind or light wind can seem just as tiring somehow, and so the festival drew to a close with the presentation of prizes and a mass butterfly 'swarm'. Without a drop of rain having fallen throughout the festival a number of very happy flyers wended their weary way home and a sigh of re-

Event Reports

lief was heard to emanate from Martin Corrie. If only the wind could have been shared out equally between the two days?

The only real cause for concern is the inexorable encroachment of Bury St Edmunds on to the airfield. Ten years ago the only houses were just on the horizon, now the threat is evident, and with plans for a relief road running through the site it is all a worrying prospect. Let us just hope that The Suffolk Kite Festival carries on, no other provides the same opportunities for ALL flyers (except of course kite surfers!!!!)

Scud, Fret or Haar. That Is The Question? Cleethorpes Kite Festival.

While the technical nature and description of this phenomenon eluded most of the flyers at the 10th Cleethorpes International Festival, the ethereal and mystical quality it gave to flying was somewhat unusual. As we travelled across the Wolds on Friday afternoon a bank of cloud could be seen over the coastline and that is where it stayed for the next week. Hundreds of braying football fans meant that the Smugglers had to be abandoned for the evening, but luckily the Irish were not so enthralled and so a pleasant evening was spent on the 'Black and White'.

Saturday morning started off with light wind and the infamous scud, fret or haar that drifted across the beach in waves leaving flyers shrouded in mist, only to be in bright sunshine moments later. The wind filled in off the sea, where it remained for the rest of the weekend, making it one of the best ever Cleethorpes festivals from the flying point of view. The very red and peeling faces and noses adequately demonstrated that there was sun. The ads are correct. Factor 15 is required even if it is foggy. With Wigsleys Wings occupying the far ground along with some interlopers from the Becles Bunch providing a backdrop of inflated ripstop and the many guests flying around the main arena, both days saw a fine display that maximised the space. Great big kites to tiny affairs meant there was something of interest for all, including George Webster (that is when he could see them). The altitude sprint presented a unique problem, more of the first kite to disappear rather than the highest, but each race seemed to end in a dead heat. The northern rules confused some of the southerners.

A super buffet left everyone very satisfied on the culinary front and the competition results happily, were not controversial this year. The now traditional night fly in broad daylight took place with the kites flying into a gorgeous setting sun and started with a sunset butterfly swarm, thanks to Kelvin. Four of Martin Lester's spirit kites took to the sky and Malcolm Goodman managed to get his larger version into a bit of wind so that it was flying within the height limit but some half mile downwind. By the time it was wound in it was sopping wet, most odd. A serious

session in the Smugglers finished a very satisfying day.

The forecast for Sunday was indicating light winds but the breeze freshened and held up all day. The onshore wind created a manifestation of the local industry, fish. Grimsby is a prime fishing port, but for one day, Cleethorpes beach had more than its fair share. There were fish everywhere. More carp than "you can shake a stick at" as George put it, with a full line of them from Malcolm and the magnificent Imperial carp train being flown by the White Horse contingent. The Dutch put up a train of Robert van Weers derived aquaria dwellers and Jurgen Ebbinghaus debuted his new inflatable Koi as well as his more usual version. Not to be out done Wigsleys hoisted a line of Peter Lynn fish in various sizes and just to complete the spectacle two Cassadio mermaids sinuously flicked their tails between the shoals.

No one who was there will forget Malcolm Goodmans mega Malaysian dragon heading out into the Humber in bits some years ago, but now repaired and tuned by the Swiss 'dragon maestro', it flew superbly to a well deserved round of applause.

George referred on several occasions to a Rolf Zimmerman Owl that flew for much of the day, for it was at Cleethorpes that Rolf bought the cuddly toy that inspired his design and the owl being flown was the first he ever built. It was a touching reminder of the part Rolf and his late wife Claudia played in many of the festivals there.

All in all another thoroughly enjoyable weekend 'on the coast' and thanks are due to ALL the flyers, Anabel, Lee and Malcolm for the organisation and all those that assisted and worked solidly throughout the weekend. Aah, bliss, fish and chips on the way home as well, 'perfick' in fact.

Berck 2007. 'As good as it gets'

A ten-day kite festival requires a bit of stamina to say the least, but when two of the most travelled and knowledgeable international flyers around say that they had experienced the best ever day at a festival in their entire careers, then you realise that this was something special. Yes, there were some difficult days with lumpy winds, but these were more than compensated for by the perfect on shore winds of the final few days. With a cool wind for much of the time, the temperatures did not reach sweltering levels but a very strong sun meant liberal applications of factor 20 were distinctly necessary. Shortage of space to fly is never a problem although the continual walking on fine sand (think Weymouth) does terrible things to the leg muscles.

For this year, Gerard Clement, the grand fromage, decided to create a mass display of octopuses in one of the large arenas. Not a problem one might as-

Event Reports

some, but given that each had to be either of maxi size or larger, then it can be appreciated why a large arena was required. Maxi and OLOs arrived from all corners of the world, well not quite, as none of the British owned ones made the trip. Only time would tell how many could be flown at one time. Unfortunately, owing to the one arena being exclusively for these kites, some flyers were banished to other areas, so their octopi did not count in the grand scheme. As pictures on David Gomberg's website will confirm the final total of these seriously large kites gently waving their tentacles in the air reached 19, with three more further up the beach.

Quite an amazing site. However, it was a much more humble octopus that to me made the most impression. On the last day two people launched a black and white version some 15 or so metres long. It looked similar to all the others flying until a close inspection showed it to be stitched from plastic and tyvek. The story behind it and subsequent events were so moving that they are worth sharing to show what kites and kite flying can achieve. The octopus, built exactly like the full sized version was made entirely from black bin bags, stitched together by a group of mentally and physically handicapped youngsters. They had been at the festival for several days with a wind garden and the kite was finished over the weekend, bridled and then test flown on the very



last afternoon. It flew perfectly and then followed a scene that even brought a tear to my hardened eyes. One of the girls who had helped to build it was led down the field to where the tentacles were waving and she stood with her hands in the air feeling, but not seeing, the tyvek ends of the eight legs brushing over her. The name of the group is MYDUCIL. Mon Yeux Du Ciel, which translates as 'my eyes in the sky'. That is how one of the totally blind youngsters described a sports kite he was flying for the first time ever.

The first weekend saw the perils of flying with an off-shore breeze when a train of four octopuses with a lifter cut its own line just above the first kite. The drag of the second kite in the water was sufficient to keep the third, fourth and pilot fully inflated as they set off inexorably for the eastern seaboard of the US. As they neared the horizon the general feeling was that the young lad that had built them was facing a total loss, but strangely, on looking again, they seemed to be getting bigger. It was a while before the RIB that had rescued them could be seen towing the still flying train back to the shore and an ecstatic kite flyer.



Leaving octopuses aside, as ever there was an amazing display of kite making art and ingenuity on display throughout the festival. At one stage it was estimated that there were around 200 maxi sized inflatables flying at the same time, along with line junk, smaller inflatables and the usual staggering number and variety of sparred kites. Among the notable newcomers was a delightfully chubby angel designed by Claudio Cappelli and made by Marco Cassadio. No way could this be confused with a traditional British angel, as it is very obviously masculine, although Gill Bloom was heard to comment about the incorrect modelling of its accoutrements! As a piece of kite design it is superb (in spite of what Gill said) and as a piece of kite design spectacular as it is totally stable in a variety of winds and does not need a pilot kite at all. The Gonzales Brothers and Stephen Hoath spent many happy hours playing with the prototypes of Stephen's new 3d, trick flying, active single line kite. We just put tails on them and avoided too much ac-

Event Reports

tivity. Yes, before you ask, the same Stephen Hoath, of Sky Dance and Flying Squad, who has 'come out' at last and shown a rare talent for designing 'proper kites'. In between these bouts of activity he was more often seen (heard) surrounded by a variable number of Revs adding spectacular four line formations to the on going demo arena display. How do you get three teams who speak different languages all flying the same routine? Shout a lot, as Steve's lack of voice would testify. A regular Berck feature is the 'mega team', which could really do with a bit of choreography, but sheer numbers make up for artistic content. As usual the teams and individuals produces some magic sports kite displays throughout the week and at the weekends they seem to be flying continuously, apart from lunch time which is, of course, sacrosanct in France.

The 'worlds biggest kite' made appearances in between visits to the promenade and the stall displaying sewing machines. I am not sure if the tenant had expected several thousand meters of ripstop to appear outside her tent on two mornings, but it proved that in order to create the 'worlds' biggest rip' it helps to start off with the 'worlds biggest kite'.



The Jardin du Vent (Wind Garden to the linguistically challenged) can always be relied on to produce some seriously different displays, but this year Didier Ferment and his associates excelled themselves. The sight of a very large lorry delivering a small forest of brushwood seemed somewhat incongruous, but given that Didier is a professor of mathematics it was not going to be a bonfire. Over the first two days the 'gardeners' set to with spades, loppers and secateurs to produce a geometrically correct replica of a South American Indian labyrinth. Walking round it represented your journey through life, approaching death at the centre, yet always turning away from it. It really was a most magnificent structure and thousands of visitors enjoyed wandering or running through it during the festival. Before rushing to the dictionary, a labyrinth is a continuous path; it is a maze where you can get lost.

Thursday is a bit of a lazy day as all the local schools close and 3,000 'enfants' descend on the site to fly the kites that they have built as class and school

projects. Simple sleds and not so simple sleds to some very complex creations filled the air for several hours and to stand on the prom and look along the site with all these flying was a stirring sight. By the afternoon the wind was just so good that many of us relented and started flying larger kites for the children. For the first time for several years they experienced perfect weather for their visit. Mind you, some of the teachers seem to have strange ideas about bridling and even odder ideas about suitable line. As always there were those tearing about, oblivious to wind direction and the more studious that wanted their kites to fly properly. Two, probably from the same family, had us fascinated as dad 'knew' about kites and had issued each with about 100ft of high tech line that looked around 1200lb breaking strain. This did not do much for altitude compared with nylon twist, but the kites manfully hauled it all into the air.

The British contingent ebbed and flowed over the week as others joined or left the eight or so 'hardcore' residents who will be shaking sand out of everything for weeks to come. Mind you, ebbing and flowing proved to be nigh impossible at times with the Office of Tourism reckoning on some 300,000 people coming into the town over the Easter weekend and around 70,000 watching the displays at any one time. Trying to drive anywhere in the evenings was an exercise in futility and it was not until 8.30 ish that traffic calmed down. Certainly Berck is one town that thoroughly appreciates the economic value of a kite festival.

Everyone will have tales to tell about RICV 2007, not least the Avon Kite Flyers that experienced French plumbing at its most advanced, but this year's festival really was 'as good as it gets'.



Collector's Alert—Waldorf Anniversary Boxes

From the web pages of David Gomberg—www.gombergkites.com—we found the following. If you are interested in purchasing one of these unique kites then contact David via email—David@gombergkites.com or call 00 1 541 996 3083 (8am—8pm Pacific Time—8 hours behind BST).

In 1977, Peter Waldron (or if you prefer - his alter ego Prof Waldof) produced a startling new box kite at his workshop in Bewdley, Worcestershire (UK).

The idea had been merely to stretch the maximum sail area on a lightweight frame of equal length sticks (so that it would pack down really neatly) but that simple aim had the effect of creating a thing of surprising beauty. It soon inspired many others around the world to design innovative cellular kites.

Introduced to the US by Judy Neuger at What's Up in 1978, KiteLines Magazine said 'The designer's signature on this kite is obvious. Nothing about it just happened. Even the materials are planned with an attention to detail that testifies to the sophisticated mind of its inventor, Peter Waldron. For instance, all the nylon pieces, including cells, wings and tubes for sticks, are cut from nine-inch wide strips of rip-stop, a very well planned use of 36" wide material. The kite leaves you feeling that you could rediscover the Professor's careful planning one piece at a time and still have one more surprise.' ... 'The step-by-step instructions add their own pleasure, unfolding slowly the imaginative design of this beautiful sky sculpture.'

The kites were hand made in Worcestershire for nearly 20 years, and featured in countless books, magazines, publications, and at festivals over that period.

Peter Waldron says 'It was a fantastic pleasure in 2006 to discover via the internet, the great affection and interest that still existed, especially in the US, for these kites. I decided that the forthcoming 30th Anniversary was the ideal time to make them again, but strictly as a limited edition of just 50 kites.'

'We picked the first colour combination made back then, and still my favourite - yellow, green, blue and purple - and the original size and specification.'



Remembering all the intricacies of the kites took a little time, as did devising a system capable of giving the 'fraction of a millimetre' sewing accuracy the kites demand.

Prof Waldof Box Kites present 42 surfaces to the wind and the eye (nearly 30 square feet in all) but that relates to 66 pieces of RipStop and 60 feet of sewing, not to mention 18 ribbon loops, 20 pieces of braided line, 12 sticks slotted 18 times, and a nylon centre drilled 8 times!

The limited edition has therefore been the best part of a year in the making, but the first few are now ready for new owners, who will also receive individual instruction sheets, including pictures and the story of the Waldof Box.

I first met Peter at the Long Beach kite festival about 15 years ago. His kites were delightful and were only slightly overshadowed by the impression he made with his long white hair blowing in the wind.

We're delighted to have been asked to promote the Special Edition Anniversary Box.

We will accept orders for the next six weeks and have kites shipped direct to you from England. Prices are \$200 each – including shipping.

Marcel Pom-Chips—Didier Ferment

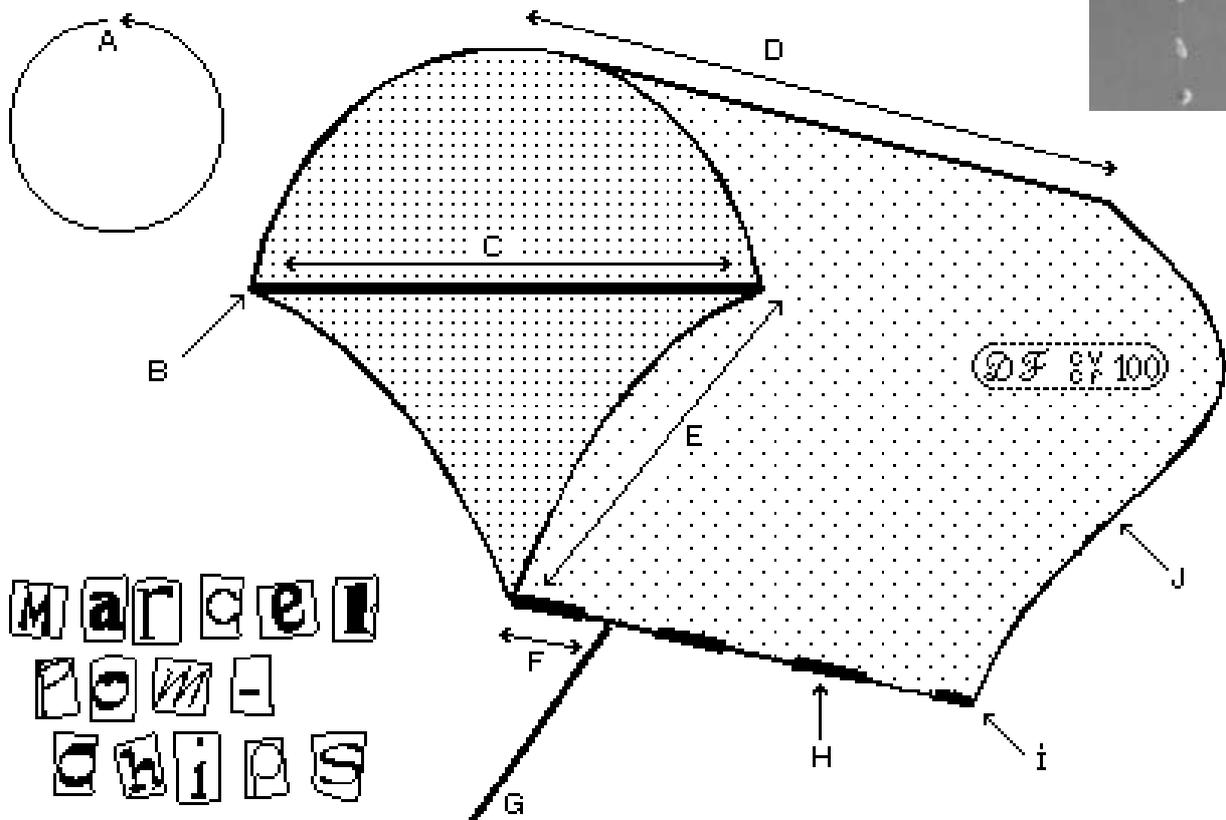
Instructions

Use a Chips (or Crisps) bag made of "aluminium" mylar or thick plastic in order to obtain a rigid "sail". If you use different chips bag, except bacon ones, you must calculate new dimensions in proportion. Nevertheless, turn down small bags and short ones: the length must be 25% as long as the width.

The 2 spars are bamboo (or wood) sticks for skewers: diameter 2-3 mm.

You need tape and sewing thread too.

- A. Circumference = 38 cm
- B. The transversal stick of the front of the kite is taped at its 2 tips.
- C. Stick length = 13.5 cm.
- D. Bag length = 26 cm.
- E. Distance = 10 cm.
- F. Distance of the main line from the front = 5 cm. Strengthen the fixing by tape.
- G. Line of the kite made of sewing thread.
- H. The longitudinal stick inside the kite is taped at its 2 tips.
- I. You can add a tail 2-3 meter long at this point. Use thin carrier bag (food-market bag) that you cut into strips 3-5 cm width.
- J. The end of the bag is open.



Fly in wind 2 to 6 Beaufort strength.
You may need an assistant for the take off.

If your kite turns, check for creases of the "sail"; otherwise, add a tail.

Happy Flying !

Wasswekuppe—Historical Kite Workshop 2007

It is Monday 30th March when I climb into the open cockpit, check that the controls are free and that all is clear above and behind. I shout "All out!", and my little wooden flying machine rumbles over the grass and into the air. I am a kite being towed rapidly, and at an alarming angle, into the bright blue yonder. Klunk and the tow-rope slips free and, for all of three minutes, I am on my own, free a bird. Sideslip, a bit of rudder, stick right back and bump, bump, bump. I was once more to become a worm amongst the blades of grass. That was in 1964 when I was a 16 year old air cadet. Gliding lessons started on Saturday and, after 20 launches, they let me fly on the third day (and it was good). A few years later an old gliding book came my way. The title is "Kronfeld on Gliding and Soaring" and is a fascinating history of the development of gliding, mainly at the Wasserkuppe. Robert Kronfeld was one of the pioneering cross-country soaring pilots in Germany in the 1920s and 1930s. He was an Austrian who had come to England before WW2. After the war he was killed while flying an experimental tail-less aircraft but not before he had returned to the Wasserkuppe to interview the famous Horton brothers about their fantastic flying wings.

This may seem a long way from kites, but this year the Historic Kite Workshop was held at the Wasserkuppe. Like Lindenberg of a couple of years ago this was a dream setting and so, mid April, I set off very early on a Thursday, first to Amsterdam and then to Zutphen where I met up with Douwe-Jan Joustra and Jan Westerink. The Friday stage on the cross-country route was a five hour trek into middle Germany and the Rhone mountains. The final stage to the gliding site passed rolling mountain pastures, wonderful views until we arrived at the ancestral home of German Gliding.



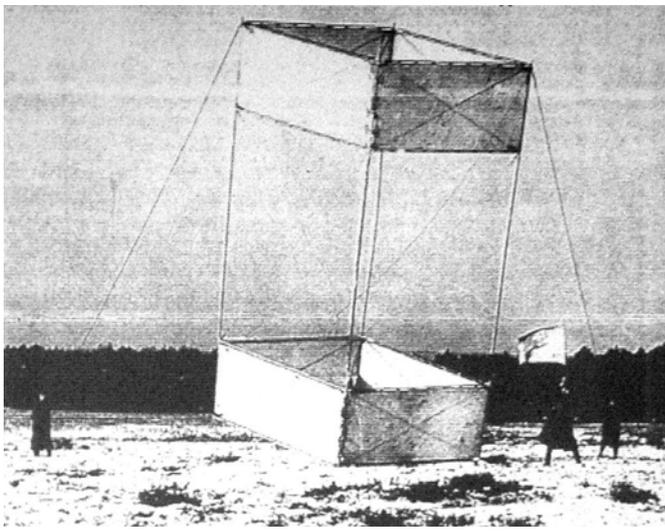
The workshop comprised lectures, kitemaking, kite-nattering and the kite raffle. It was held in the Jugendbildungsstätte, a classic 1930s hostel cum eating/dining meeting place. The low buildings surround a courtyard and are backed by the Lilienthal Hall, from the upper floor of which a massed brass band poured forth *Umpah* sounds. Just down the hill is a wonderful gliding museum that also incorporated the best model aircraft museum I have ever seen. Gliders and glider tugs filled the blue sky. For me it was a place to kite-natter and soak up the atmosphere rather than stitch. Some atmosphere! The Jugendbildungsstätte courtyard area soon started to fill up with old cotton. Charles Tacheron brought his huge Lamson and Kuznetsov kites from Switzerland, There were Grunds and Schime Drachen too, but for me the best was the chance to meet Stefan Nitsche with his Lilienthal glider. Stefan is very closely involved with the Otto Lilienthal Museum and has researched, made and flown many of the Lilienthal 1890s flying machines. His willow and cotton covered glider did not look out of place among the early kites. Stefan gave us a brilliant presentation that included a discussion of his replication of the Lilienthal bird kite. But the greatest thrill came on the Sunday when some of us gathered on the Rhone mountain hillside to try on the glider. You step into the central 'hole', wedge your arms into padded sockets and grip the wing spar. The wind whistles through the rigging and you can feel the power of the wind. Perhaps Stefan won't notice..... All too soon it is time to take off the wings and let someone else have a go.

Wasserkuppe—Historical Kite Workshop 2007



17. THE QUICK-RELEASE OF ESPENLAUB'S SOARING PLANE Facing page 74

*Cristie
Espenlaub
20. Apr. 07
Wasserkuppe*



This year the Historic Kite Workshop focussed on Gottlob Espenlaub and his gliders, cars and kites. Cristie Espenlaub gave a talk about her father who began flying and making gliders at the Wasserkuppe in the early 1920s. The initial designs were a challenge to the Gods of the Air with the result that many ended their days among glider eating bushes. It was only later, during WW2, that Espenlaub experimented with very large box kites as an anti-aircraft barrage. After the war he made a series of cars, some of these being unbelievably ugly! But he carried on making kites and appears to have used them for advertising. The Workshop Kite was modelled on the one that carried the Trumpf 'Pralinen + Schokolade' logo; some of us may make up the kites with his bible thumping logos instead! After the lecture I asked Cristie to sign across a photo of her father in my Kronfeld book. Later the book received the Wasserkuppe stamp just alongside Kronfeld's own 1941 signature on the title page.



Another thrill (it was a weekend extravagant in wonders) was to receive and then fly my Roloplan from Wolfram Wrannich. Wofram's Roloplans are "completely made in Germany" and are thus true Roloplans unlike those recently made in Sri-Lanka. The one from Wolfram flew beautifully, straight up and rock steady.

Most of the participants, with the exception of Peter Lynn (who made the only paper Espenlaub), Simon Friedlin, Renea Neilsen (Drachen Foundation), Pierre Mazziers and the Dutch contingent, were German speakers and, not unsurprisingly, the lectures were not in English. However Dick Cortland from the Netherlands did give a very thought pro-



ever Dick Cortland from the Netherlands did give a very thought pro-

Wasswekuppe—Historical Kite Workshop 2007

voiking talk about Cody's 1903 Channel crossing kite and how it incorporated a wing warping system that allowed him to steer his Berthon collapsible boat from Calais to Dover. Dick showed us how the warping was actuated through the topsail on one of his own kites. We now need more, and better defined photographs for definitive proof.

Everyone who attended the workshop must have had very different experiences over the weekend. Little deals were being set up, hard won information was exchanged and there was much poring over photographs. My favourite little deal was with Lothar Lautenbach who wanted me to see his model drawings. We met secretly in his dormitory to look over a pile of 1930s National Socialist Flieger Korps model aircraft drawings. After I had very carefully photographed everything, Lothar pulled out yet another fold-out plan, this time of NSFK kites, and presented it to me. Needless to say neither of us had a language in common.



There has been quite a lot of uncertainty in the historical kite community in the past year or so. This led to several of us dropping out of the Apeldoorn meeting last Autumn so my appearance at this meeting was a bit sensitive. Douwe-Jan had put his finger clearly on the issues involved when he wrote his Code of Conduct (reprinted recently in the Kiteflier and recommended as food for thought). I had hoped that Douwe-Jan's message had been accepted and was being put in place. Perhaps it has been, at least by some, but I am not yet totally convinced. There is still evidence of acquisitiveness being put before respect for others and that will only lead to doors being shut. Evidence of this came before the meeting when I was

sorting out a Gibson Girl for the raffle; someone had managed to swap a near perfect one for a moth-eaten relic when we held the Gibson Girl rally at Swindon a few years ago. I don't understand this behaviour. Kites should be fun, serious fun sometimes. Greed and avarice should not come into it.

The Wasserkuppe meeting was another classic. Great weather, great kites, great company. Great organisation too.

Paul Chapman



In the Peter Lynn Newsletter for June 2007 Peter expands a bit on the Wing Warping capabilities of the Cody Kite as mentioned by Paul Chapman.

Exciting times in traction kite development!

Maybe this isn't yet apparent in the wider world, but from where I sit (stand, walk, run, fly, whatever) there are more reasons to be optimistic about major roles for kites than at any time since George Pocock first went upwind connected to his sail only by strings 175 years ago.

Groups in various parts of the world are currently developing systems for hauling ships and larger yachts, and whether it may be possible to generate electricity from kites is also being looked at. Some of these projects are a bit shoestring, but most have adequate funding and we can be sure that our understanding of controllable kites will be significantly advanced as a spin-off from their work no matter whether any achieve commercial success or not (and I'm hopeful that at least some will).

Most recent development (1970's until now) of controllable* kites has been towards recreational uses, the stunt kite/sports kite movement, and buggying, snow kiting, kite boarding etc.

In the last part of the 19th century and early bit of the 20th, kites underwent rapid development in the lead up to heavier than air flight. Hargrave and his box kite (1893) were hugely influential and Samuel Franklin Cody pushed the kite envelope further than anyone who came before him- and perhaps further than we realise.

In 1903, SF Cody sailed across the English Channel using a foldable boat and one of his cellular kites. Netherlands kite history aficionado, and now editor of the long running Vlieger magazine, Dick Kortland, theorizes that the kite Cody used on this crossing was steerable and de-powerable- and presented evidence for this at the recent Wasserkuppe historic kite meeting. Dick believes that Cody steered his kites by rigging their top deck as a rudder and has replicated how this may have been achieved using clues from old photographs. Quite a few photographs of Cody kites from the period do indeed show the top deck at an angle

Reinventing the Wheel.—Peter Lynn

to the main body of the kite (which has always been puzzling), and some show rigging lines that cannot otherwise be easily explained. Dick reports excellent steering on the kites he has rigged to test this supposition. There is also some evidence from photographs that Cody actually did use multiple lines with his channel crossing boat, but these extra lines seem to have been for the purpose of adjusting the pull point on the boat rather than for kite control.

That Cody did have power control on some of his kites is however beyond dispute. A system for controlling pull by changing angle of attack was an essential feature of his man lifting system and is well known. Whether he had such a facility on his channel-crossing kite is not clear.

To those engaged in developing kites for hauling ships around and for generating electricity, this is rather interesting.

A barrier that contemporary traction kites are up against is that while they have excellent steering when powered up, when de-powered by more than about 60%, this control is lost. There is a solid technical reason for this.

Aircraft are controlled by simultaneously changing the angle of attack of one wing relative to the other (ailerons), their angle of incidence (elevators) and by rudder action. For this pilots require two hands, both feet considerable coordination and hours of training.

By contrast, contemporary kites steer by increasing the angle of attack on one side while decreasing it on the other. This minimalist system works even with just two control lines, and even at stall. Unfortunately though, it doesn't work when kites are flying at very low angles of attack, which they are when de-powered by more than the above-mentioned 60% or so. For steering to work when a kite is more completely de-powered, either drag flaps or rudders are necessary.

Cody's system, if indeed it was as Dick Kortland supposes, not only offered nearly 100% de-power, but would have retained full control by virtue of its rudder type action. Just what we're now looking for!

And a corollary: Alexander Graham Bell, better known for inventing the telephone and his sponsorship of the Aerial Experimental Society

Reinventing the Wheel.—Peter Lynn

(which played a part in developing the modern aeroplane), also used kites for traction in the early 1900's; Hargrave's box kites in particular, and they were steerable ones. From "Bell and Baldwin" by J H Parkinson; " He found it possible, with two cords like reins on a horse to make a Hargrave kite fly off the wind to either side through a range of 50degrees, and as the boat could be steered nearly at right angles to the cord, it was possible to make the boat tack into the wind, just as with a sail."

But wait, here's even another wheel that's in the process of being re-invented:

One approach being considered for electricity generation from kites is called the 'winch system'. By this, a kite is caused to fly a figure eight pattern while pulling line from a winch drum that is geared to a generator. When some predetermined altitude is achieved, the kite is de-powered and the winch is used to pull the kite back down to near ground level for the process to start over. The kites being developed to do this need to be efficient (high L/D), steerable (generally by ground based computer via radio link to kite mounted servo operated control surfaces) and to have as near 100% de-power as can be achieved.

I've just been in Malaysia, home of the Wau, and one particular Kelantan variety does (almost) all this by itself as a single line kite and without computer or human input.

A type of Wau Bulan which has extended wings and is generally about 3m wingspan, these kites have been intensively developed over many years via competitive events to fly a figure eight pattern, to fly at the highest attainable angle and to pull like hell. They are SERIOUS kites! I'd judge their L/D as at least 4, while their ability to figure eight without ever looping out or stabilising is far ahead of any theory I could use to design or even post facto predict this behavior. They even de-power; sometimes tipping forward and diving to the ground all a flutter- though this doesn't seem to be very controlled.

Whatever will we find out from the past next!- maybe that the pyramids were erected using kites?- Nah.

It's time for a few more steps forward though, and they're coming.

Thanks to Drachen Foundation for the use of the Cody boat photo and their help with background stuff.



Thanks also to Dick Kortland for allowing me to borrow his theory.

* I use 'controllable' rather than 'steerable' to cover management of pull as well as direction.

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Bits and Pieces

Box Kite Exhibition, Swindon 2007

Lots of kites on display - in no particular order: Hargrave, Saul's Barrage, Lamson (Part Finished), Bell Tetrahedral, Bell Triangular, Pomoseth, Cody Compound (2), Cody War Kite (6 including minute miniature, one-piece; extended wing), Dines Rhomboid Box (3), Potter (2), Gibson Girl, Cotton Winged Box, Lecornu (2), Peter Lynn Tri-D (4 including mini 3 celled) Tri-D Variant [Maserski], Six Point Star, Benson Honeycomb, Swept Wing Box, Single Flaix, Double Flaix, Rogallo Corner, Facet (2), Windy Box, Stub Wing Box [Dan Leigh], Window Box (2), Waldof Star, Waldof Box, Single Cell Square (3) Goodwind Asteroid, Brassington (2), Hollerman, Aurora [John Eaton] Delta Box, Aliola 8 Point, and a Octahedral Box.

Most interest was shown in: the two original Waldof Kites, the Swept Wing (by Karl Longbottom from a Mark Cottrell design).

My favourite: the Stub Wing Box, designed by Dan Leigh and exhibited by Ron Dell.

George Webster

On behalf of the WHKF Committee I would like to thank George for suggesting this Exhibition of Box Kites, and putting it all together at the Museum along with Ernest Barton, also all of the people who brought kites along to add to the display, and for their help in assembling and dismantling the exhibition. This display was one of the highlights of the weekend, considering the weather put paid to most of the rest of the festival.

**David Robinson
Secretary WHKF****From Ebay**

How To Make Kites & Paper Balloons 1912 Toy Plans

Long ago, there wasn't a Walmart or Toys 'R Us to shop for entertainment for the children. Toys were homemade. Toys were simple and fun to play with. Making and flying a kite is still an exciting and enjoyable activity... even in this age of computers and video games. This set includes plans & patterns to make a box kite, a boy shaped kite, a girl shaped kite and butterfly kites. It also includes plans to make a 6 ft tall paper balloon! Very cool old toy plans.

An electronic book—it does have some interesting plans and only \$1.95.

**Vintage Red Toys Monkey Kite String Winder
Cat Pull Toy.**

In a two item auction—one is in the shape of a monkey and we believe this to be a kite string winder, or the thing you fly your kite with. There are some wheels in the belly of the monkey that still has the string on them. There are no markings on the monkey. The monkey is 6.5 inches tall



and 1 7/16 inches wide. Both toys sold for \$6.50.

Original Newspaper Engraved Page, from the New York Daily Graphic. "The remarkable kite voyage of Messrs, Lacey & Furguson from Bridgeport, Conn to Savin Point Conn". Sold for \$40.00

Charles Hunt (British, 1803—1877) The Kite Flyers.

Fine oil on canvas scene shows a young boy and girl making a tail for a kite that is propped up against a chicken coop. Several chickens are seen outside on a grassy area which is lined with a fence and trees. Signed lower right "C. Hunt 1862". Housed in an antique gesso decorated partial gilt frame. SIZE: 20-1/4" x 24-1/4". Sold at \$5000.

News Items

From San Francisco Bay Area Independent Media Center(www.indybay.org). June 4th.

Children playing with kite, man on bike killed by Israeli forces in Gaza.

At approximately 12:00 on Friday, 1 June 2007, an IOF infantry unit positioned on a wooden land in the northern Gaza Strip town of Beit Lahia, nearly 100 meters away from the beach, opened fire at four Palestinian children, who were playing with kites near the beach. Three children were wounded, whereas the fourth one was able to escape. Two of the children were left in the area bleeding to death. According to the third child who was wounded, 16-year-old Mohammed Ibrahim al-'Atawna, from Jabalya refugee camp, a kite fell near the area where IOF soldiers were hiding, and when they went to bring it, IOF soldiers opened fire at them. Soon after, the soldiers moved towards the

Bits and Pieces

children. They asked al-'Atwana, who was wounded by a gunshot to the back, about the condition of the other two children who were wounded by several gunshots throughout their bodies. He told them that the children were in a critical condition. They left the two children bleeding to death in the area and evacuated al-'Atawna to an Israeli hospital, where he had received medical treatment before he was transferred to a hospital in Beit Lahia.



From Scotsman.com. Mohammad Ihsan (L), son of Noor Agha, flies a kite in front of their house in Kabul April 5, 2007. Agha is widely acknowledged as the best kite-maker in Afghanistan, where flying and duelling with kites is the closest thing the war-torn country has to a national sport. Picture taken April 5, 2007. REUTERS/Ahmad Masood

From ABC Online. **Kite string 'caused Philippine chopper crash'**. The head of the Philippines air force says the string from a child's kite was responsible for a military helicopter crash that killed nine people. Lieutenant General Horacio Tolentino says one of the crash survivors, Captain Allan Villagarcia, has told him the aircraft was flying perfectly and just about to land in the central island of Cebu when a kite got entangled in the rotor blades.

"There was no problem with the engine," he said. "It [the kite string] caused the stoppage of the rotor." Lieutenant General Tolentino says Muslim rebels have used kites to disable air force helicopters in the past but terrorist involvement is not suspected in the latest incident.

He says the nylon kite string was found still entangled, just below the main rotor blade. The Vietnamese UH-1H "Huey" helicopter, carrying four people on a training flight, went down on a crowded street, killing seven people on the ground and two members of the crew. Lieut Gen Tolentino says the kites were being flown in an area where kite flying is banned to avoid endangering aircraft, but the air force has no plans to charge anyone.

"We are not blaming anyone for what has happened," he said. "It is not the intention of the people flying the kites to cause accidents."

Kites and Science.

Sciencenews online (www.sciencenews.org) published an article back in September 2000 titled "High-Flying Science, with Strings Attached". This article discusses the use of kites as lifters for scientific instruments, for the study of different aspects of the atmosphere. Not just meteorologists are using kites but also Atmospheric Chemists, Entomologists,

Agricultural Scientists and Geologist.

Ben B Balsley used Parafoil kites to lift instruments enabling his team to measure turbulence at several hundred metres. Sensors suspended below the kites detected slow, regular cycles of up-and-down motion in the air about 400 m off the ground, which confirmed measurements made by ground-based laser instruments.

More than half a world away, scientists with the British Antarctic Survey have conducted similar studies of the night time atmosphere. To examine the layer, sensors were suspended about 10 m beneath a rokkaku kite, a hexagonal Japanese design that flies steadily even in light winds.

To monitor atmospheric chemistry, University of Colorado researchers loft a kite behind a boat on the Peruvian Amazon. Also, the scientists can now use a motorized tram that rides up and down the kite's tether to carry the instruments to specific altitudes, instead of winching the kite in and out to chase moving layers of turbulence or wind shear.

Kites provide surveillance of not only airborne chemicals but also the behaviour of aerial creatures, such as the feeding frenzies of Mexican free-tailed bats. In the summer of 1997, researchers launched parafoil kites into the night time sky. Radio microphones were suspended beneath the kites at three different locations, each separated by 300 meters. This enabled the scientists to simultaneously eavesdrop at different altitudes.

In addition to kites' value for getting data about the atmosphere and its inhabitants, they also serve as platforms for looking downward. In the late 19th and early 20th centuries, kite-based aerial photography was commonly used for such purposes as military reconnaissance and disaster assessment.

Researchers gradually abandoned the kite in favor of airplanes, but they have recently rediscovered it as a versatile, low-cost method of acquiring images.

Such photos can be either a supplement to satellite imagery or a source of low-altitude, high-resolution mapping data.

Kites can be indispensable sources of high-resolution aerial photos for all sorts of investigations, says James S. Aber, professor of earth science at Emporia State University in Emporia, Kan. Such images can be used to map archaeological sites or to inexpensively monitor areas where erosion, sedimentation, deforestation, or construction are rapidly changing the landscape, he notes.

The ascent of kites as data-gathering tools continues as innovative scientists find new ways that the airborne platforms can help them acquire information.

Bits and Pieces

As more researchers discover the advantages of using these toys with a high-tech edge, they gladly become members of a select group who smile when their colleagues tell them to go fly a kite.

Flexifoil in the Window (from the Flexifoil Web site—www.flexifoil.com)

Harrods have sold Flexifoil products in their store since the 1970's. As the world's most famous department store, Flexifoil are obviously proud to be seen there. About two months ago we received a call asking us, whether Flexifoil, as part of their 'Get Outdoors' promotion would like to have a window in the front of Harrods - of course we jumped at this amazing opportunity.

The general inspiration behind all of the windows on display is the iconic British beach hut. It was decided that the beach hut in our display would incorporate a large screen that would enable us to play a promotional film that would enable people new to the sport to get an idea of what powerkiting is all about.

We looked at the films we had available and none of them were right for this application, so we decided that we will have to shoot and edit a new film for the window display. As we were already planning the 2007 photo shoot and rider meet, we had the perfect opportunity to make a film for this purpose.

Flexifoil called on the talents of film maker Sy Leonard, who was invited to the rider meet. The end result was stunning, the Cornish weather delivered the goods and about a week after the rider meet, Sy delivered the movie ready for Harrods.



1970s Harrods Window
This is actually not the first time Flexifoil have featured in the window of Harrods! We also exhibited there in the 1970's, things have changed a fair bit since then!

Working with Harrods and Elemental Design (elemental.co.uk) has

been a great experience and we are very happy with the end result. Massive thanks to all the Flexifoil rider team (as always) who appear in the film. Superstar film producer/maker Sy. Fiona, Sarah, Eleni and Kerry at Harrods. Emma, Stuart and Colin at Elemental Design and especially Andrew Jones for sending us the 1970's Harrods shots.

The Flexifoil / Harrods window was on display until 24th June.

YouTube and Kites.

A few things have appeared on youtube relating to kites. First is the Basant Festival, Lahore. This is a

3.5 minute clip around the festival, showing kites been made and flown (and the disco!).

Then there is the Audi A5 advert—this essentially shows two Audi A5 cars being driven and towed behind them is a sports kite. Each car is one 'hand' of the flier. To go with this is the Making of video. This shows that the kite used was a Thors Hammer, they used 75 of the kites and 4800 metres of rope.



Kites and Advertising.

Kite Enhanced Billboard Advertising

Kites are often used as props in advertising layouts in both print and video media. They make an interesting and active backdrop that conveys a sense of playfulness, colour, and friendship. The intent is to draw the viewer into a pleasant and relaxing situation and help focus positive attention on the product being sold.

One interesting variation on this theme is the use of a kite in a billboard advertising a small Nissan urban car that is gaining attention in both Asian and European markets.

The billboard presents the full image of the car in a typical street scape setting. The kite is attached to the billboard by some sort of wire to make sure that it "flies" above the street scene. Cleverly, the kite appears attached to the passenger side of the car with a line shown in the graphic image.



The 3-D effect of the kite flying in the sky is quite dramatic and shows the appeal of kites in almost all settings.

Bits and Pieces

Plant Web Site

members.aol.com/woinem3/html/kitplante/framset1e.htm. This site is subtitled "Plants and its use in Kite-Building and the manufacturing of "aeolian" instruments driven by the (natural) wind".

It gives a number of references to the types of plants needed to make both kites and wind instruments. One kite is the "Kaghati" from Indonesia. This uses: Bamboo for the spine, Bitter Yam leaves for the sail, Pineapple for the flying line (well the fibres anyway!), and Sugar Palm for the kite hummer.

The site is a little broken—not all the links work, but it is quite fascinating.

Maori Kites

www.teara.govt.nz has a section under Earth, Sea and Sky on Recreation and here you will find Kites and Manu Tukutuku. With information from Bob Maysmor the items go into the myths and legends behind some of the Maori kites. There are many pictures of the different kites flown and details on how to make them.

There is reproduction of a sketches of various Maori kites made by two young chiefs from the Bay of Islands on their visit to England in the 1800's.

Well worth a look.

Book

Thunderstruck by Erik Larson is the story of the notorious Edwardian murderer, Dr Hawley Crippen, whose life and eventual capture was inexorably interwoven with that of Guglielmo Marconi and his invention: the wireless - this is narrative non-fiction at its commercial best.

Scott Skinner (Drachen Foundation) reports: These two stories intertwined relate a vivid picture of life in the early 20 th Century. It illustrates the first uses of technology in police work, shows how technology changed the everyday lives of average citizens, and shows the stunning power of telegraphy; it is an addition to the DF archive that is not only informative, but enthralling.

Guglielmo Marconi's successful demonstration of telegraphy is one of the "bullet points" we all talk about in the history of kites. Marconi provided the first transatlantic wireless transmissions December 1 st 1901 using a Baden-Powell Levitor kite. Larson goes into great detail to describe the initial problems that Marconi had in constructing his trans-Atlantic transmitting stations, as well as the problems of power management, efficiency, and reception. Initially, Marconi's aerials were lifted by large towers. After a series of ship-to-shore successes, however, Marconi couldn't afford to build towers high or strong enough to get good reception.

Then Marconi, in December of 1901, travelled to Newfoundland to attempt communication with his English station at Poldhu. Below, Larson describes what happened on December 12th;

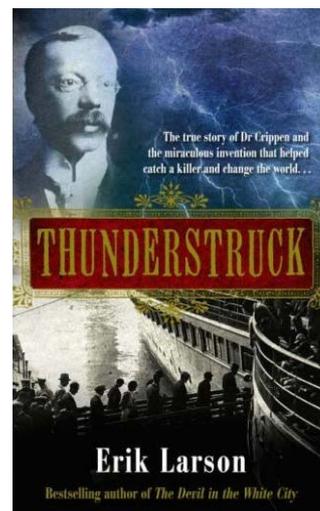
I [Marconi] came to the conclusion that perhaps kites would answer better," They attached two wires, each 510 feet long. Coats flapping they launched the kite into the gale. It dipped and heaved but rose quickly to about four hundred feet.... The kite shuddered through the sky and strained at the line that tethered it to the plateau. At the appointed time Marconi held the telephone receiver to his ear. He heard nothing but static and the noise of wind.... At about twelve-thirty the receiver issued a sharp click, the sound of the tapper striking the coherer. It meant the receiver had detected waves. (Marconi) "Unmistakably, the three sharp little clicks corresponding to three dots, sounded several times in my ear.

These are just a few of the details Larson includes to tell of Marconi's success, and because of such attention to detail, I found it interesting that he never mentions kites again – not because of their importance to me, but simply because they appear to be a large part of Marconi's transatlantic success.

This book is also interesting in light of another piece about Marconi that the Drachen Foundation recently acquired, a copy of a French article entitled, " Wireless telegraphy extends its rule over the world: the latest experiences of wireless telegraphy" from the review *Je Sais Tout* . Found in avid historical kite collector Jan Desimpelaere's library, this fascinating article tells the same story, generally, that Larson tells—Marconi's grit and determination to pursue telegraphy from the young age of 15, the triumph of telegraphy, and the role of telegraphy in catching the murderer Hawley Crippen.

In Wireless telegraphy, much is made of Marconi's use of kite telegraphy onboard the French battleship, *Dreadnought*, and shares many stories of its use on other commercial ships—after a disaster at sea, crews are saved by contacting neighbouring ships, more criminals are apprehended, smugglers are warned by their husbands to declare their goods, as the government is onto them.

It seems as though, at least for the first few years of ship-to-shore communications, kites were critical. Each page shows Marconi flying a Brooks Box kite



Bits and Pieces

from England in an early demonstration for the French press.

The Wireless telegraphy article also tackles the Crippen murder: not long ago, a fugitive had succeeded to embark for Canada on the steamer Montrose while the English police endeavour to search for him around London. Captain Kendall, commander of the Montrose, is a cool observer. Under the false name that was protecting such a passenger, he guessed doctor Crippen, from which continuously recorded radiograms from his ships post, had taught him of the crime and disappearance.... It is this that made a connection that the famous inspector, Sexton, could take a faster ship, pass the Montrose, and pick Crippen up at disembarkment, when, without the wireless telegraphy, he could have perhaps escaped. Erik Larson's Thunderstruck

So, for the details of Marconi, Inspector Sexton, and Hawley Crippen, Erik Larson's Thunderstruck is a must-read. Then drop a note to the Drachen Foundation for a translation of the Wireless Telegraphy article, it's a great footnote that Larson might not have seen and a wonderful, if surprising, combination of Marconi information for Drachen's archive.

Scott Skinner

Sky's the limit for kite power.

From JS Online.

Imagine Ben Franklin flying a kite and discovering it can be used to make energy, only without the risk of getting struck by lightning. The technology Robert Creighton aims to develop would do just that.

Capitalizing on innovations from the burgeoning kiteboarding industry, Creighton's WindLift business is aiming to harness wind power to run irrigation pumps in developing countries.

Creighton's concept is to take advantage of the power of the wind as it tugs on a kite attached to a high-strength line. The tension created by the wind pulling the kite away is strong enough to operate a mechanical piston pump, he said.

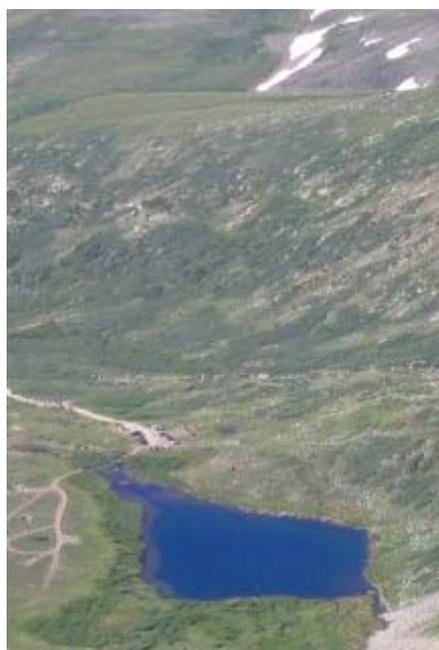
Creighton's year-old business already has gone through one major transformation. He originally selected the oil industry as a target market, but his revised plan to deploy the system for use in irrigation around the world earned.

The business aims to help reduce energy costs for irrigation. About 7% of energy use worldwide is for irrigation, and the kite-powered pumps can help farmers who face higher costs because of soaring oil prices in recent years, Creighton said. The aim is to market low-cost kits that charitable foundations would provide to poor farmers in India, China or other developing nations. Those foundations already are spending millions on systems to help farmers in

developing countries.

Creighton's not alone. Kite-based wind power is being deployed in other nations as well. An Italian firm plans to make electricity from kites on a large scale in a project dubbed KiteGen. In Germany, a company called SkySails is piloting a system using kites to move cargo ships across the water.

Using a kite to move across the water was something that young Ben Franklin did as a kid. Tying a kite to his toe, he lay still in a pond and found himself pulled across the water.



Kite Lake!

I just wanted to show off one interesting Rocky Mountain picture. While hiking the three 14ers of Mt. Democrat, Mt. Lincoln and Mt. Cross, I took this picture looking down at Kite Lake. I was somewhere near the summit of Cameron Point (alt. 14,239 feet) when I took this picture.

This picture was photographed by

Steve Garufi in Buena Vista, Colorado. His personal web site is ColoradoGuy.com.

KiteGang

Kitegang is a nonprofit corporation, with roots in Minnesota, and aspirations in every orphanage and slum around the globe, where children find themselves lacking the tools to dream a little higher. Operationally, Kitegang aspires to increase economic development opportunities in the margins of the developing world, especially focusing on manufacturing kites within urban slums, rural communities, and refugee camps, where children and their families are facing limited opportunities. The profits from such activities are then used to finance the distribution of kites and kite-related curriculum to schools and orphanages requesting such resources. With these tools, we seek to energize conventional education, and increase connectivity between children around the world. With the belief that play is a basic developmental need for children, Kitegang hopes to augment the larger efforts of the development community, and in turn make the world of tomorrow dream a little higher. See kitegang.org for more information.

Big Sky International Kite Festival—Margate

Taking place on the 22nd and 23rd September the skies above Palm Bay Greens, Cliftonville, Margate, Kent, 10:00 am to 5:00 pm. Organised as a joint venture between the Margate Town Partnership and The Kite Society of Great Britain, the kite festival promises to be a great day out with a vast variety of scheduled displays and free flying. Along with the spectacle in the sky, there will be a large selection of specialist kite traders where you can purchase a kite and make your own mark on the sky. Other features include a local "grown" wind garden and the artistic ventures of the Turner Contemporary Gallery's family fun workshop, providing a wide choice of activities. There will also be a craft fair, fun fair and onsite catering.

Obviously the main focus of the festival is kites and these are provided in abundance by an exclusive guest list of invited kite fliers from around the world. Magnificent inflatables in all shapes and sizes are provided by guests from Holland, Italy, France, Belgium, Spain and the UK with more guests being added as time progresses. Amazing aerial sport kites displays by world class sport kite fliers will also be present, along with intriguing single line kites varying from structural marvels to appliquéd art.

Guest Kitefliers include Marco Casadio, Pedro and Estaban Gonzales, Jos Valke, Team Miztral, Holland Kite Team, Michel Depuijdt, Team Spectrum, Close Encounters, Airheads, Avon Kite Fliers, Brighton Kite Fliers, Kent Kite Fliers

Camping

We have arranged for a a dedicated kitefliers

camp site. This is situated at Palm Bay School, Palm Bay Avenue, Cliftonville, Margate CT9 3PP. Opposite the kite festival site. Booking is required in advance and will be **£5.00 per unit per night**. Camping is available from **6pm Friday until 11pm SUNDAY** (remember it is a school site!). Facilities are toilets and water. If you want to book then please send details of Name, registration number (if applicable), number of units and type (tent, camper etc), nights required and payment. Payable to The Kite Society and sent to P O Box 2274, Gt Horkesley, Colchester CO6 4AY.

Car Parking

There is a kitefliers car park adjacent to the school on the recreation ground. The pass below should be displayed in your windscreen to gain access.

Evening Event

There will be a kitefliers gathering at The Winter Gardens Theatre, Margate on Saturday evening 22nd September. There is a pay bar and food will be available to purchase. Some sort of entertainment will be available—not sure what yet!

Accommodation

There are a number of hotels in the area. For information and booking contact the Margate Visitors Information Centre 01843 297843. Email: tourism@thanet.gov.uk.

More information and the timetable will appear on our website nearer the date.



Big Sky

International Kite Festival

Kitefliers Car Park Pass

**22nd & 23rd September
Palm Bay, Margate, Kent**

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

International Kite Festival, Portsmouth 2007

Taking place on Saturday 25th and Sunday 26th August, with Monday 27th August reserved for free flying at Southsea Common, Portsmouth. AA signposted from all main routes.

We have a wide range of kite fliers at Portsmouth this year—some regulars and several new fliers appearing for the first time. We also have a STACK UK event in a separate arena.

From Switzerland we have Drachenclub Schaffhausen with their exquisite collection of butterflies, snakes, serpents and crystal kites.

From France we have Club Miztral—who between them cover all kite disciplines, Crazy Drivers a team of Four Line kite fliers, Sylvie Perry with her appliqué kites, Generation Kites and new for this year, Joel Theze and Martine Chatel with their unique aerial sculptures.

Other returnees are Jos Valcke (Belgium), Marco Casadio (Italy), Claudio and Caterina Capelli (Italy), Janneke Groen (Holland), Robert and Heleen Valkenburg of Wind Gallery (Holland), Bernard Dingwerth (Germany), Meik Schlenger (Germany), Herman van den Broek and John Verheij (Holland) and Michel Depuijdt (Belgium).

From the UK we have Close Encounters, Team Spectrum, Airheads, Brighton Kite Fliers, Avon Kite Fliers, Tony Cartwright, British Buggy Club, Kelvin Woods, Andy King and George Webster on commentary. The timetable will be published on the web site www.thekitesociety.org.uk.

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

Festival Auction: There will be a short (hopefully) auction taking place Saturday evening around 8:30pm to raise funds for the festival. This will take place in the children's workshop marquee. Items for the auction gratefully received before or on the day. Everyone is welcome to attend the evening events.

Free parking is available for KSGB members and the pass should be displayed in your windscreen. Please photocopy the pass as required. You will be able to unload your vehicle on the site but PLEASE, once unloaded, move your car to the car park. There is NO parking around the arena. This year access to the site will be from **Clarence Parade**, through the gates opposite the Queens Hotel. We have been informed that the gate will be manned enabling kitefliers access.

Camping is not permitted on site other than for trader security. For details of local accommodation please contact the Portsmouth Tourist Centre on 023 9283 6722, www.visitportsmouth.co.uk. If you want to stay at the Halls of Residence close to the festival site, then the current rate is £34.00 single and £49.00 double. Book online at www.port.ac.uk/holidays or call 023 9284 4884.



Kitefliers Car Pass

Portsmouth International Kite Festival
25th, 26th and 27th August 2007
Southsea Common, Portsmouth

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

Event News

Herefordshire Kite Festival, 14/15th July

Website www.kitefestival.org.uk

This year's event is taking place at Berrington Hall, a National Trust property about 3 miles north of Leominster. Access to the grounds is from the A49 and should be easy as long as the local council doesn't start the planned road works.

Camping will be available on site from Friday evening through to Monday morning for a nominal fee. We plan on an Auction on the Saturday evening, and we are trying to organise a meal as well. The days will be the same format as previous Hereford events with arena performances and competitions as and when we feel like it.

If you are planning to come along for the whole weekend or just visiting for the day please contact me by email as you will need a pass to avoid paying an entrance charge to the estate.

Penallta Kite Festival, 30th September

This is a new event I've been asked to help organise for Caerphilly County Borough Council Countryside Services.

The festival is to take place at Penallta Park, near Ystrad Mynach. The Park land has been reclaimed from the spoil tips of the old Penallta mine, and features many wildlife walks, an SSI and view points over the surrounding countryside. Also in the park is the UK's largest earth sculpture, which forms an ideal viewing point for the activities in the events arena. At the moment we are still in the planning stages, but the one day festival will have a full program of displays, a range of invited guests and teams, Kite traders and food vendors. The event will end with a night flight starting at sundown. We also hope to provide on site overnight camping on the Saturday evening.

I will publish more details as they are confirmed. Please come and support this new event and help to make it a regular feature on the UK kite Calendar.

Any enquires should at this stage be made to Karl Longbottom, preferably by email. Karl@Longbottom.org.uk

Karl Longbottom, Kitemaker
www.longbottom.org.uk. 01981 550326

The Hunstanton Kite Festival, 19th August

The Smithdon School Field. The festival is run by the Hunstanton & district Rotary Club. Events start at 10 am by an official opening by the mayor of Hunstanton. We have a full programme of events including Papillion flight by the Great Ouse Kite Flyers. Team flying by Team Spectrum including multi kite flying by Carl. Dark Star flying three kites. The Thorpe kite flyers, and Indian fighting kites by Stafford Wallace also Brunos son Leo will be demonstrating dog stake kite flying.

We have 2500 kites made with the Hunstanton logo to have a mass fly all our invited to see how many we can fly at one time.

Weather permitting we have the Harley Davidson Riders club of GB to display their machines at 12 noon. Children's entertainer, teddy parachuting, sweet drops, craft fair and many more side shows on the day.

We hope you can join us this year for an action packed day out. Entrance fee £4 adults concessions for kite flyers and clubs.

For further information please ring Bryan Cattle 01223243825 or Email info@dark-star.org.uk

Bristol International Festival of Kites & Air Creations. 1st & 2nd September, Ashton Court Estate

We are looking forward to welcoming familiar friends and hopefully lots of new faces to Bristol this year. After marking our 20th anniversary in 2006 (with probably the most challenging gusty wind ever) this year we have made it to 21 years – and can really say the festival has come of age! So all the more reason to come and join in the celebrations.

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

Guests:

We are still liaising with various flyers and clubs as well as looking to share costs of some long distance flyers with Portsmouth. Invitations are still out to some people but so far we can confirm the following. Pedro Gonzalez from Spain, Claudio and Caterina Cappelli from Italy, team AWITA from France, Jan Grutterink and Ruud Kugel from Holland as well as Janneke Groen also from Holland (who has probably attended more Bristol festivals than any other overseas guest), big softie Marco Casadio and the ever-green Peter Lynn from New Zealand. There will be others so as the line up and programme gets firmed up this will be posted on the festival website (www.kite-festival.org)

From the UK we also hope to welcome back many of the usual suspects. To name a few: Carl Robertshaw, Andrew and Kathleen Beattie, Team Spectrum, Kelvin Woods, Karl Longbottom, hopefully Anne Harris (with her wonderful air creations) and maybe even the Decorators (?) not to mention local talent of Nick James and Martin Lester.

Last but by no means least the stalwarts from Avon Kite Flyers will again be host club and they are particularly helping to liaise with UK clubs, societies and flyers as we hope that many of you will come along too. The team from AKF work really hard not only helping with the organisation, running children's workshops and the information marquee but also putting on their own impressive arena displays.

The format for the weekend will be along similar lines as usual with two display arenas, one for single line display kites and the other for a rolling programme of timetabled competitions and demonstrations. There will be the usual Rok battles (no Kevlar please), both days, so do bring along your individual and team kites ready to enter.

Alongside the arenas there will be the usual line up of kite traders and Festival food and drink, a licensed bar, a range of air sculptures and inflatables and some modest children's entertainments.

Festival Charity:

This year we are supporting Wallace & Grommit's Grand Appeal which is the charity for the Bristol Children's Hospital. As a specialist centre the hospital treats young patients from all over the region. In particular we are raising money for a new heart monitor for the oncology and adolescent wards. We are working with the appeal and Aardman on some great ideas for the festival and can promise some

Event News

'cracking' entertainment!

Saturday night party

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

Tickets for the meal cover a choice of Gourmet pies with all the trimmings from the award winning Pie Minister (vegetarian options included) and a lovely pudding. Prices have been pegged for the seventh year running at £10 per adult and £5 for a child (under 14 please!!) which, for those of you who have enjoyed the food before know, is good value.

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

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

Accommodation

We have again negotiated rates, which are the same as last year and ring fenced an allocation of rooms at the Redwood Lodge Hotel which is under new ownership of the Folio Group. This is the nearest hotel to the site and the car park can take vans, cars with top boxes etc. These rates will be held for reservations made before 31st July 2006; the room rates vary depending on which nights you require. All include bed, full breakfast and VAT.

Festival nights are Friday 31st August, Saturday 1st September and Sunday 2nd September.

1 night only—£84.00 bed & breakfast per double/twin or £67.00 bed & breakfast per single room

Any 2 nights consecutive nights £75.00 per night for bed & Breakfast per double/twin or £60.00 bed & breakfast per single room

Add Sunday as part of a 3 night stay—Special rate of £50.00 bed & breakfast per double/twin or £35.00 bed & breakfast per single room

Please note that the hotel will charge their normal rates for reservations made after 31st July (though we are working on them to be a bit more flexible re this cut off time!).

Bookings should be made direct with Redwood Lodge on tel 0870 609 6144 mention you are booking as part of the Kite Festival. If we get any other hotel deals offered these will be posted on the festival website www.kite-festival.org

If you want to look at other hotel options try the Bristol Tourist Information Centre Accommodation hotline 0845 408 0474 or try www.visitbristol.co.uk

Camping

As many regulars will know this is always a real problem for us as the Council has a ban on all camping in Ashton Court which is very frustrating as there is so much space. Also we

appreciate that many of you want to stay close by and hotels aren't an option!

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

Unfortunately every year some people abuse the system which is unfair on those of you who have paid to book in. Last year we were obliged to bring in a new much tougher booking in system which fingers crossed worked and we are awaiting final confirmation from the Council that we can use the field as usual. Also SWATK ran their own paid for camping nearby which proved popular.

Assuming that we do get the go ahead we need to ensure that the site is left in good condition and that only those who actually book in advance camp there rather than a free for all. We are hoping to again have some marshalls to help collect camping fees and keep things working properly.

If you would like to book in there and it will be pretty basic please write in with an SAE and we will try to fit you in! We are again hoping to have a small area on the edge of the crew field for caravans/motor homes because at the moment we are limited to tents - because it's the local horse club's gymkhana field!

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

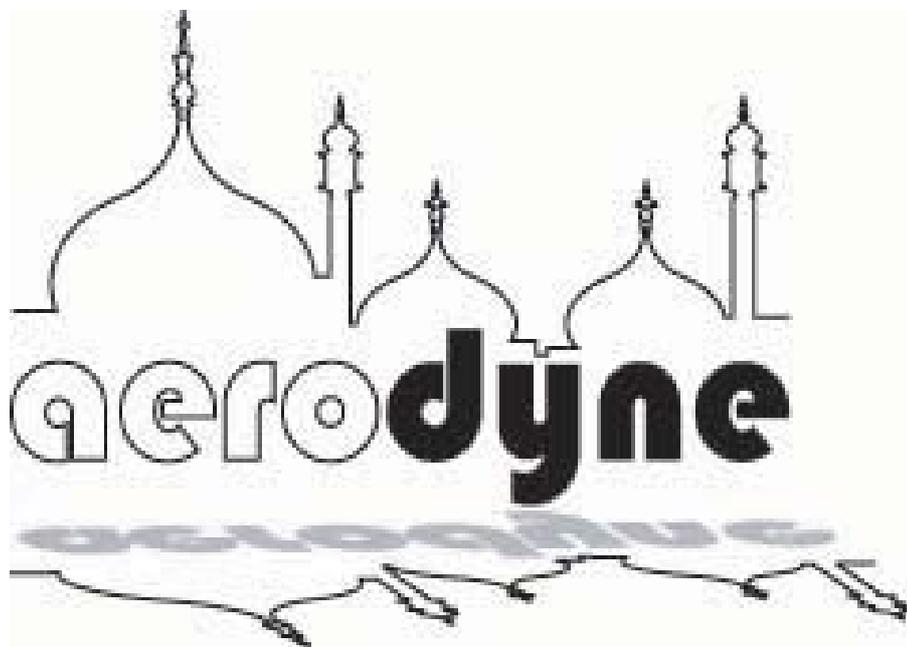
Parking

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

To get your car pass please apply in writing, with SAE, **BUT SEND NO MONEY to: Festival Office, 5 Lilymead Avenue, Bristol BS4 2BY** Passes will be issued by on a first come first served basis up to a maximum of 500. (Any kite flyers who are AKF members will have received details in the recent AKF Newsletter asking their members to reply separately) The Festival will also be running a system of dropping off passes for those with particularly heavy loads of kites and kit so again mention this in your car parking request.

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

Any queries please contact Avril Baker or Lynn Gibbons at: Festival Office, 5 Lilymead Avenue, Bristol BS4 2BY. Tel: 0117 977 2002 Fax: 0117 977 4255 www.kite-festival.org or e-mail info@abc-pr.co.uk or festival@kite-festival.org



Kevin asks "has anyone seen my glasses" can you help him find them?

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

BRILLIANT BASINGSTOKE

Each year I say I must do Basingstoke again but more often than not having just been through a busy May and other events I just don't get time to make it.

This year seemed that it was going the same way with an invite to Haywards Heath to fly at a music and arts festival had come about. I asked for flyers and got a good enough response to say "yes" as I knew the park and it had a big area to fly on which she said was OK for us to use, but something in me said check the site out 1st. Good job I did, yes we could use the area of park in question but the nice clear area of grass had a stage added right in the middle. The area she had picked for us was to one side with us either flying over the stage or the public. So it was a big NO to flying at that event.

Basingstoke was back on again so with a car load we headed off early on Saturday morning in bright sunshine but very little wind arriving on site at about 10.00am. Having said our "Hellos" to everyone we set up the BKF camp ready for a good days flying. The wind was very iffy and kept coming and going all day. We opted for "olly" because of the wind and it was so light and we must have relaunched him up to 20 - 30 times throughout the day. We did manage to fly 2 rounds of the rok fight (we were told we should not win as a sponsors kite would look good if it

won. well thats our story and we will stick to it) and a spirit fly where we had 8 or 9 spirits flying in the arena. Boy I think is going to look great when we do the mass fly at Brighton. We also managed to fly lots of our kites outside the arena.

I must say a big thank you to Kevin Richards for taking Deanna-May to one side and giving her some time to teach her to fly 2 line kites. She seems to want to get into this but as with most kids will not listen to her Parents, but with Kevin she moved on leaps and bounds and can't wait for her next lesson.

During the day we walked around the stalls and chatted to traders and flyers as we went. At one point we visited Kites-Up stall and were met by

the normal hellos and hugs. There was also a small voice from the table which kept on saying "Please take me away, I need a holiday" and so started the story of Kite Ted goes on Holiday. see:-

www.brightonkiteflyers.co.uk/teddytour and find out more about this. Kite Ted will be back with Roy and Hailey after Brighton as his holiday will be over or will he?



Simon Hennessey



GETTING INTO THE SPIRIT

As many of you will know, I quite like making kites. It could be an interesting discussion as to whether I get more pleasure from making kites than flying them, but then again, it may not! I am pretty well self-taught, making kites from plans in books, magazines and off the internet. The Kiteflier is a good source of plans, and generally are of kites that really do fly well. I am also very fortunate to have a wife with a good quality sewing machine and the time and patience to teach me to use it so have been able to turn out some quite acceptable looking kites. Even more surprisingly, most of them actually fly as well! As well as books that teach you how to make kites, there are also those about the theory and practice of kite flying. Two that I have that have helped with getting my kites to fly better are "*Kite Flight*" by Chris Wright and "*The Tao of Kite Flying*" by Harm van Veen.

The big advantage of being a member of a kite club is that there is always someone willing to help with a recalcitrant kite if the books do not seem to be working. John Dimmock gave me good advice some years ago about rigging Roks and Danny Rice seems to be able to spot what is wrong with a kite even when I think it is doing OK. The best of the lot is Nicolas Wadsworth. I had built a Jewel kite some years ago and was giving it its maiden flight at the Brighton Kite Festival. The colours looked superb in the sky, but it was horrendously unstable. I had adjusted the bridles as best I could, and it would fly for a minute or two, then simply decide that flying was not its thing. "I think I can help" said Nicolas, walking up to kite on the ground and attaching a couple of clothes peg to it. "Try that" he said, stepping back with the Jewel ready to launch. Not wanting to actually say anything, but thinking "the man's a complete lunatic, how can a couple of clearly un-aerodynamic clothes peg help a kite to fly", I tugged on the line to send the kite up into the air, where it flew brilliantly, as it has continued to do, albeit with some weights at the top rather than clothes pegs. So remember, however mad the suggestion, do not ignore a kite flyer's advice.

My kite making repertoire becoming rather un-adventurous, and wanting to learn a bit more about kite making and also try something a bit more challenging. I hoped to get along to the various kite workshops announced in the Kiteflier from time to time. I occasionally have to work at weekends, and the workshops always seemed to clash with a working weekend or were too far a way for me to justify the time and cost involved in going to them. Simon Hennessey had floated the idea of BKF running a workshop several times over the past few years to which I had responded enthusiastically, but they never managed to get under way. When at the beginning of the year Simon said that a workshop to be run by Martin Lester was being considered for the middle of March, I put my name down and sent off a cheque for the deposit straight away. Even when it turned out that a Spirit kite was to be the subject of the workshop, I was still determined to give it a go even though the only soft kite I have built is a flowform. This does fly, although only in a good wind when it pulls like a train. I am convinced that the angle of attack is wrong, but really cannot be bothered to take it apart sufficiently to put it right, one of the reasons that I now generally only build kites with an adjustable bridle!

The weekend of the workshop arrived at last and an early morning drive got me to Newhaven in plenty of time for the 9 o'clock start. The workshop was held in the lounge of one of Guinness Trust homes, arranged by Paul Hill who works for the Trust. The pool table was pushed to the side and the lounge rearranged to get enough tables set out for there to be a table between two. This gave us plenty of space to start with, but partially finished Spirits do tend to spread out quite a lot, and by late on Sunday, there was a considerable ripstop obstacle course to be overcome if you needed to move around the room. It was all beautifully organised, with the junior Hennesseys arranging tea and coffee to order, and even producing a waitress service to the tables with biscuits and Roses chocolates - although the latter dried up before the weekend was through,

allegedly because of pilfering by the waitresses, something they strenuously denied. I was fortunate to end up sharing with Joyce from White Horse Kite Flyers and her dressmaking skills were much appreciated not only by me but by several others during the weekend.

Once everyone was settled, the first task was to distribute the deceptively small packages of ripstop to all the participants. Even this simple task took a while to organise as no-one could remember which colour they had ordered, and I am convinced that some changed their minds when they saw something they liked better. A hint of what was to come for the rest of the weekend arose when Martin was formally introduced and he dished out no less than 11 pages of very detailed instructions, so detailed



in fact that a supplementary sheet explaining how to interpret the instructions was also provided. Fears were allayed when Martin said that at most it took him 2 ½ hours to sew up a Spirit, and although he had never run a Spirit workshop before, he felt that a couple of days could be regarded as overkill.

Suitably buoyed up, we all opened our parcels as though it was Christmas and proceeded to identify all the pieces of material we had been given. All were relatively easy to identify, but the arms and legs did seem to require quite substantial amounts of material. The first task was to identify the 'right and wrong' sides of material and mark up the sewing lines we would need later. I managed to go wrong at even this early stage by mixing up a 'right' and 'wrong' side thereby ending up with two left backs, but fortunately this came to light before sewing them together. All seemed to be starting well when Martin gave us even more material with instructions to make 20 bridling loops, but with this tedious task out of the way we were allowed

GETTING INTO THE SPIRIT CONTINUED

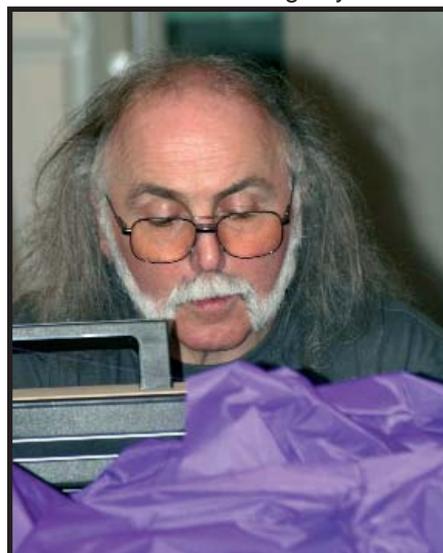
to do some real sewing and make the drogue. Having given us extra material, Martin redeemed himself by taking some off us so that he could glue on the netting that would form some of the internal supports later on. If Martin was to do the tricky stuff for us, then even if we took 3 hours to finish the Spirit instead of Martin's 2½, we would still be finished by Saturday evening leaving all of Sunday to do some test flying and get Martin to carry out any necessary adjustments before he left.



All was going well when we stopped for some superb Shepherds Pie produced by Anne Outram. There seemed plenty of time to let the pie go down a bit before tucking into the chocolate gateaux for pudding and getting back to the kite making. Early afternoon saw more than a suggestion that this was not to be quite such a straight forward exercise. On to page 2, and the instructions did not seem to be quite so easy to follow. They made more sense once Martin had made sure that we had the right piece of material the right way round, but the shapes appeared to be getting more complex and what was emerging looked big and impressive, but it was hard to see how it might end up as a Spirit. A few of the assembled kite makers were also having difficulty with their sewing machines (perhaps 'blaming' their machines may be a better description), so Simon suggesting that it was time to stop for the day and repair to the local Thai restaurant for an evening meal was

met with general approval. The material sewn together looked substantial, although there was quite a large pile left on the floor not yet touched.

Suitable refreshed, Sunday morning started well, but the complexity of constructing a Spirit was becoming all too obvious. Once Martin had interpreted the instructions, you had assembled everything ready for sewing, un-assembled it when you found it was wrong, assembled it again (and occasionally, again), just keeping the mass of ripstop on the table while you were trying to sew it was a considerable challenge. Progressively, though, it started to come together, and the mass of material was becoming vaguely recognisable. Perhaps it was the smiles of delight on the faces of the few who were getting on reasonably well that was the final straw for others, with a couple of the assembled kite makers deciding that a brief stroll outside the hall was probably better than hurling a sewing machine through the nearest window. Another technique was adopted by a family very close to our beloved Chairman, with hubby taking over from wifey on Sunday morning and hubby in turn passing on to the clever clogs (other descriptions were and have been used, but as this may be read by those of a tender disposition, more genteel language has been used!) who not only finished off his own Spirit first, managed to test fly it outside, and then come in to finish off other people's kites for them. As the day went on, Martin definitely seemed to take on a vaguely haunted



look - Saturday's assertion of the sewing of a Spirit taking around 2 hours being frequently challenged, if not totally ridiculed.



There was a brief respite after lunch for the drawing of the raffle. There were some excellent prizes on display, but the best was the prize virtually everyone wanted by this time. Simon had persuaded Martin to offer a prize to finish off the lucky winner's Spirit for them. To ensure that there was no slacking during the afternoon, this Star Prize would not be drawn until the end of the day. There was probably no-one more relieved at 5 o'clock than Martin when the prize was won by Beth Hill.

As the end of the workshop drew near, the kite makers started to pack up. A few had a completed Spirit to take home, but most had something that looked like a Spirit, a pile of ripstop, and a bag of lines which allegedly could be turned into a multi line bridle, together with the most valued possession of all, Martin's phone number together with a promise to assist over the telephone with any final interpretations of the instructions that were necessary. Personally, I made sure that I collared Martin before he left to make sure I could follow the final stages. The fact that several Spirits have now been seen successfully flying suggests whatever final assistance was necessary, it has proved successful. Despite the traumas suffered by several on Sunday in particular, the general consensus was that the workshop was a success. It was

GETTING INTO THE SPIRIT CONTINUED

certainly a challenge for many, me included, but then that was the reason for going. At the end of the

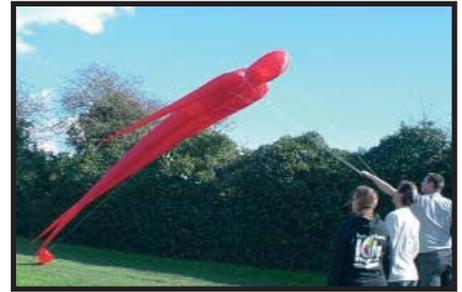


day, when you see your creation take to the air, and as happened to me at Teslcombe where I flew my Spirit for the first time and a member of the public walking past shouts out that 'that is a fantastic kite', then it really is all worth the grief.

Another workshop is provisionally planned for the autumn, so if you are interested in having a go, let Simon know, together with any ideas of what you would like to make. Whether you consider yourself an expert or are a complete novice, then I strongly urge you to give it a try. Even if you decide after a workshop that you prefer kite flying rather than kite making, you will still have the satisfaction of flying something that you have made yourself and that, perhaps in only a small way, is unique. Give it a go. I hope that I have already done so,

but I must say a very big 'Thank You' to Simon Hennessey for all the effort he put into making the workshop so successful, the rest of the Hennessey family for their hard work over the weekend, Anne Outram, Paul Hill, Sue Scott and Sarah Jones for the arrangements and catering, and most of all to Martin Lester who displayed the patience of a saint over the weekend.

Peter Jackson



NOT AN AVERAGE DAY ON BOURNEMOUTH BEACH

At 10pm Friday evening I read in the Kiteflyer of a World record attempt taking place on the beach at Bournemouth tomorrow Saturday 14th. April to break the existing record of the most kites flown en mass, which stood at 724. They were giving all entrants a Kite to fly and it was theirs to keep afterwards... something for nothing, count me in! There was no time to get anyone to accompany me on short notice so I headed off on the hottest day of the year, so far, in glorious sunshine but very little wind. 105 miles to Bournemouth from home at Gatwick so 210 miles round trip for my free Kite!

Arriving on the seafront between Boscombe and Bournemouth Piers, £4 to park, I registered to fly and got more info about the event from the organisers. The Rotary Club International (GB and Ireland) were in the BIC Centre for their annual conference and the youth branch of the charity, ROTARACT organised this attempt to raise the profile of the Rotary Club and its activities. They had their Rotary logo emblazoned in gold on bright blue on over a thousand kites (of course made in

Weifang, China) and presented in a bag with line all ready to fly. There were ten 'Stations' in gazebo's equally spaced along the front from Boscombe to Bournemouth, probably a distance of a mile, all staffed by volunteers in florescent jackets giving out kites and awaiting instructions via walkie-talkie to make the attempt.

I never did meet another club kite flyer, I was at Station three, there were hundreds of public and kids, local scouts, Rotaractors, Rotariens and their families and with my Brighton KiteFlyers T shirt on I tried to set an example of how to fly a single string delta in NO WIND without any success, kids running around me in all directions were putting me to shame as their kites were flying! The wind never improved and we were informed that at 4.30 prompt we would have to get our kites airborne and RUN westwards up the beach which had now been closed to all but the participants. Just as well as the stampede was ruthless, kites and string flying everywhere and jovial chaos! There were far more smiling faces than kites flown I can assure you. Looking forwards or backwards as I ran (yes I did) the sky was filled

with identical kites which was quite a memorable and quite unique sight.

The ten counting stations recorded a total of 920 Kites flown in accordance with the rules and witnessed by various dignitaries like the Mayor, Chief Constable and others, it has yet to be ratified by the Guinness Book of Records. I know the skies have been filled with far more kites than this around the world but set to official guidelines THIS IS THE NEW RECORD 920.

FREE kite owner and 1/920th. Record breaker.....

Collin



LAY BACK AND RELAX

This is the most laid back of all the festivals we attend during the kite season. Mainly because of the friendly atmosphere but largely due to the way it is run & organized. There are no events planned, no arena, very few traders & no official displays. Just a nice peaceful field for kite enthusiasts to fly, play & camp in, & a slightly murky river to swim in (if your brave or just hot). Time to wind down & enjoy the best of the summer with friends without the usual pressures of a normal kite festival.

We arrived on Friday evening, greeted by the usual Teston crowd & proceeded to put up our trusty old Trailer tent, only to find that the dreaded damp during May had got in & spread mould over half the tent (so much for dry storing it over the winter). After a hectic half hour cleaning the worst of it off, we did the neighbourly thing & helped some friends put up their new Trailer Tent. That was easy as it was identical to ours. Camp Teston all set & Tina set off on her usual Fish & Chip trip, we set about our evening, supported by beer & the odd glass of Honey Rum. A fairly early night as most of us had been at work all day.

Saturday arrived & soon after breakfast we were out into the field. With little to no wind some of us amused ourselves with the lightest Indian fighters we could find whilst others played games or dismantled large

quantities of potatoes & then fired them though a giant spud gun(thanks Keith). I noticed Simon & others unloading one of the club giant kites from the trailer, with no wind this confused me for a moment until i saw the TV camera. "Could we try and fly something for the normal people on the other side of the screen?" "OK we'll try". So without a breath of wind we ran Manta down the field again & again, finally fully inflating him on our third attempt. Quick photo opportunity & then collapse in a heap totally exhausted but smiling. Charlie Browning big kites should be a sport in its own right. Team event, best time over a set distance? Beats tug 'a' war or Land Rover pulls any day. Some had ventured out to the shops and returned with miniature model airplanes & helicopters so the evening started with an aerial dog fight. The evenings BBQ was soon upon us & we sent the kids off to bed about 9.30ish, only to have them woken up a couple of minutes later by the Colin & Keith Firework Frenzy, with a little help from yours truly. A very pretty display and all at their own expense (thanks guys).

Sunday dawned with a little more wind, I spent half an hour with my blue spirit before it dropped (becalmed once more). This time Danny Rice had the bright idea of hoisting a large flare kite so that we could fly the spirits as line junk.

The story was much the same as Saturday with a bunch of us running the length of the field trying to keep them aloft. Defeated, we returned to camp to refresh ourselves. Then about 1 o'clock the wind picked up and the sky filled up with kites, just as my parents arrived (if you can bring the wind with you, you can come any time you like). So back out with the spirit again and this time he flew beautifully. An afternoon of ice cream & flying was just what we all wanted, perfect. With a little musical interlude supplied for Manky Badger. Laugh, I nearly couldn't stop. Soon Teston 1 was over for another year & we were packing up to head for home, but as the field was emptying and the wind was still steady i just had time to fly a stack of Adrenalines that Dave M has kindly lent me.

With the sun setting on an empty Teston they made a beautiful end to a great weekend.

Back again in August? you bet.

Thanks Ron.



Greenman

WEYMOUTH WIND

The wind this year at Weymouth was one of the worst I have had there, that is quite a few years now. It was strong and coming over the houses and shops. Brighton set up camp just off the prom and started to put up some kites. The conditions were very tiring as you had to keep on relaunching and untangling as the kites were blown all over the place. We took it in



turns to have breaks from the beach and try and get out of the sand and sand out off every nook and cranny. Some of us found it a little too much and needed a quick snooze in the beach shelter and ended up covered in sand. but all who went seemed to enjoy it even though we ended up eating and breathing sand for most of the time. Back next year again I expect

Simon Hennessey

P.S. I must say I think we have one of the best ground anchors for sand what with the weight of the plaster, the toes to tie off to and the inability to move from the spot she was put in, made limping Lyn great to have around on a sandy beach.



SWINDON KITE FESTIVAL

You have to feel sorry for the White Horse Kite Flyers - Following on from some lovely weather in April the forecast for Swindon Kite Festival was looking very bad. Greenman and Myself were planning to head to Swindon on the Friday night soon after work, but by Thursday we had changed the plan for several reasons One of the main ones being Charlotte wanted to bring a school friend along for her 1st ever camping weekend and the idea of putting tents up in the dark with a strong wind and rain didn't fill any of us with joy. So with the plans changed to a very early start on Saturday morning with the hope of a break in the weather during the day so we could put the tents up in the dry.

Saturday morning soon came around and by 5.30am the trailer was hitched up and we were heading off to pick up Greenman for the trip down to Swindon. (Note to self that satnav is only as good as the maps installed) Mine wanted me to turn right through a crash barrier on several occasions. We soon arrived at Woughton to a clear cloudy sky and high winds. We wandered around the site saying our Hello's to the rest of the BKF who had braved the weather, Colin and Sabrina Marshall, Alan Outran, Keith Boxall, Keith and Genie Marshall, Dave McArthur turned up latter just for the day as he had thought better of camping in that weather. One reason I really wanted to go to Swindon, other than it is a great festival and a great location was that after a lot of planning, altering, adjusting, changing, and redesigning



along with loads of phone calls to Kites-up our new club banners were going to be delivered. 2 x 6m and 2 x 1.8m. These were soon erected outside Kites-up stall and caused quite a stir which was good to see.

We then went about setting up some kites, what do you fly in high winds with the high risk of rain we thought about Olly but we opted for a small pilot kite and some large tube tails, then bravery took over and we added the crocodile to the mix. Not much was flying, as it was to say the least, looking bad on the rain front but we persevered. Soon the BKF crocodile was joined on the line by another one belonging to Damon giving quite a show of colour to the otherwise empty sky. Other fish and parafoils were



added but the rain soon came in and put a dampener on it, we left the kites flying and retreated to the cars while the showers passed. Each shower getting longer and heavier as the day progressed. So by the end of the morning each time the rain stopped we just about got the kites dry and the next shower came in. The discussion about camping changed from pitching the tents to the girls sleeping in the car and Greenman and Myself squatting in one of the trade stalls. With that decided and weather becoming more rain than gaps and the wind picking up meant no chance of flying the kites dry we packed them away and headed off for a late lunch. Well as with most things the best laid plans never work and the heavens opened soon after we had packed the kites away and there must have been about 4cm of rain in half an hour

causing a river and large puddles to flow and form down through the traders, so out of the window went plan b of sleeping in a stall. Another quick discussion change and with the forecast for Sunday being worse than Saturday and the flooded stalls we opted for heading home after the infamous raffle to spend Sunday with the rest of our families. With every thing packed away we headed down to the WHKF hospitality tent. As the afternoon progressed the sky cleared for a short while and an amazing



double rainbow appeared over the hangers giving some wonderful views over Swindon.

The raffle was a typical White Horse Kite Flyers affair with some great prizes and some real tat. With Marla there twisting arms and pinching wallets she soon sold in the region of 3200 tickets, raising an amazing £800 towards the event. There was a quick auction at the end for a pair of boxing gloves and a can of coke (out of date) that added another £100 to the total Keith Marshall got the boxing gloves apparently signed by a Russian Boxer and Hailey from Kites-up moved her hand and ended up with the coke.

After the raffle we soon headed off from the site around 8.00pm stopping to see some friends on the way and getting home at around 1.30am on Sunday. Some how I turned North on the M3 instead of South making the trip a little longer but in hind sight a lucky mistake as the M3 - M27 junction was closed at about that time for several hours after some incident or other. All in all a long but pleasant day can't wait till next year but please lets have some better weather WHKF's.

Well a very wet festival but still great fun to see everyone out there enjoying themselves at a very wet Swindon.

Simon Hennessey

Brighton Kite Flyers B A N N E D

The Set Up:

The first full weekend get together of the year was arranged by our own knowledgeable Dr. John Dimmock researching venues over the latter end of last year and come the Easter weekend the event was well attended some eager campers keen to get the season started.. Ten individual 'units' turned up on the day and over twenty BKF members in attendance.

The Catch:

The venue picked was a campsite (editors discretion to name!) in West Wittering, Sussex, BUT they do not take groups of more than four. Several emails from Big John clarified that we should all arrive and book in as individuals as it wasn't expected to be busy at this time of year. On arrival we were directed to a separate tent field which was perfect for us arriving Friday evening/Saturday morning as 'individuals' and deliberately ignoring each other (or give the game away) We set up reasonably close to each other, that done of course we all ended up mingling!

The Plan Collapses:

The Easter weekend weather was fantastic, bright, warm sunshine and



a gentle breeze, obviously we were not going to fly kites here but go to the seafront en mass that afternoon when everyone arrived. Around midmorning on the Saturday a tractor came round the corner, driven by the site owner, towing a big yellow Landrover which was towing a caravan! (No names!) 'Point and Laugh' was contemplated but resisted as this was a supposedly a 'stranger' and the occupants did look embarrassed and unhappy. Simon decided to lend his assistance as it

was an 'emergency' and the site owner soon realised this was not a 'chance' meeting and a quick glance around confirmed his suspicions as the rest of us were looking on from a distance like inquisitive 'Meer cats' showing unusual concern for the yellow Landrys predicament! Further inspection would have revealed all our cars/campers were emblazoned with the new BKF sticker anyway, and no, we did not have club regalia on either! Ok the cats out the bag and we were not requested to leave, just keep the noise down and be unobtrusive. By the way all that caused the Landrover to stop was one of the sparkplug leads had fallen off!!

The Ban:

Towards the end of the weekend the site owner made a point of coming over to Simon (who unusually managed to be quiet (ish) and as unobtrusive as he could possibly be) and commended on the clubs behaviour, we even flew kites on site which entertained the other campers who even came over and joined in. It seemed an opportune time to ask "Can we book as a group next time?" to which he replied "NO you are all BANNED!" Oops....., we all had previously decided that this site was not really suited to us as kiteflyers anyway, and would be looking into hiring a 'Rally field' for the next time. (More of this later, BKF members please read it)

The weekend was otherwise excellent, we flew down by West Wittering beach where there was a large grassed overflow car park area, visited the Tangmere RAF museum, a Butterfly Park, and all the kids were given Easter eggs on the Sunday by those who thought ahead and brought some down, the kids loved it! Linda brought chocolate eggs for the kids too but delivered them in the style of the Easter bunny, bouncing and hopping around the campsite at the crack of dawn, BUT, later that day she was stretchered off the beach having broken bones in her ankle from simply walking on the sand, she had only just left us as she had had

enough of power kiting and thought it was too dangerous!! The Ambulance took her to the hospital at Chichester where she stayed for two weeks to see the specialist and get it set in plaster and has since been to all the events wheelchair bound! I am sure it will be covered by an article elsewhere. This leads me to another interesting possible venue...so BKF MEMBERS please READ THIS..

Having stayed at Sumners Ponds fishery and campsite at Barns Green this week, located just west of Horsham, (very central and close for most of us) I have had the OK from the site owner, Simon, to use any of three locations he has here to congregate, camp and fly kites! This really is a fantastic location as it is fully equipped with immaculate facilities that we can use, a Café serving quality reasonably priced hot food all day, and lakes we can fish for a daily charge of £6 a rod. Fees are £8.50 a pitch, £4 for adults and £2 for children. We can have a whole field to ourselves if required, or serviced pitches, all I need to know is who is up for an informal weekend and WHEN? You can be assured of we will be actually be WELCOMED and the location, the views, and the hospitality are superb. The site owner is extremely keen for us to attend and really wants to see what we do as a kite club...especially when I mentioned 'Manta' was bigger than the island in his lake!

Details of this fabulous site can be viewed at www.sumnersponds.co.uk and availability can be at short notice and not an issue, but as we are all at some event or another throughout the season I would like to have some indication of who would be interested and dates they could make maybe a Friday to Monday. Please email me suggestions at cmarsall@brightonkiteflyers.co.uk and I will do my best to arrange it if there is enough interest, which incidentally may help negotiate a discount if there are quite a few of us.

Collin

JANUARY 2007 BRIGHTON KITE FLYERS AERODYNE

Useful Contacts: Merchandise

Coordinator/Chairperson:

Simon Hennessey
T 01273 582309
E simon@BKF.org.uk

Treasurer:

Dave McArthur
T 01273 582309
E dave@bkf.org.uk

Aerodyne/Website:

Simon Hennessey
T 01273 582309
E Aerodyne@BKF.org.uk

Club library:

(BKF members only):
Paul Hill
T 01273 421286
E paul@BKF.org.uk

Club Kites:

(BKF members only):
If you want to use any of the clubs kites please just ask any member of the committee.

Membership Secretary:

Peter Jackson
T 01444 451076
E Membership@BKF.org.uk

Thank you to all that made this issue possible

I would like to say thank you to all those who made this issue of Aerodyne possible, Colin Marshal, Peter Jackson and 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



T-Shirts/Sweatshirts:

Alan Outram
T 01737 771196
E alan@BKF.org.uk

Pins/Cloth Badges:

Simon Hennessey
T 01273 582309
E simon@BKF.org.uk

WHAT MAY BE IN THE NEXT ISSUE

Well that is up to club members, as always we need articles to keep aerodyne full, but a few events that will take place before the next issue our own BRIGHTON KITE FESTIVAL 7th & 8th JULY 2007, STANMER PARK, BRIGHTON. Eastbourne Extreme Eastbourne 14th & 15th July 2007, Dunstable Downs 29th July 2007, Roy's field fly-in 28th & 29th July 2007, Two flying displays with the scouts to celebrate 100 years of scouting, Second Teston 11th & 12th August 2007 Portsmouth International Kite Festival 25th-27th August 2007 to name but a few so please come along and enjoy yourselves, fly kites or just have fun and then write a report to encourage others along and share information.

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

Contributions should be sent to:

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

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

WHOT NO CAMBER SANDS AFTER A L L

After much toing a frowing of e-mails and phone calls with East Sussex County Council I had arranged for a weekend camping, at what turned out to be a really friendly camp site, just outside New Romney with us flying a display on Camber Sands on Bank Holiday Monday on the beach. As the event approached and with the weather looking bad for the weekend and a few unplanned events leading up to the weekend, numbers fell, but a good few braved the weather most in campers and caravans, but a few hardy members still under canvas. Once every one had pitched great fun was had by all, as always. Some flying done on site on the Saturday along with the odd bit of grockling, cycling and sight seeing, food and drink in the evening and chatting around with the usual night sports of daytime games in the dark finished off a great 1st day. Sunday soon came around what with it lashing down indoor events and visits to shops seemed in order for most. Some went to Rye, some to Ashford where we met up with Team ELF and headed off to one of MB Koi carp centres he keeps talking about. There are some great fish there (MB went back the next day to get one). With well over 6cm of rain on Sunday night, increasing winds and dropping temperatures did not stop the plans to head to Camber Sands Beach for a 10.00am arrival. While packing up wet tents and awnings ready to arrive at Camber Sands a call came at around 9.30am that the event was off as the forecast was just too bad for the council to continue the event. A sad end to an otherwise enjoyable weekend.

Simon Hennessey

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.



ROMAN CANDLE 85.



The Journal of the Ecarly Made It Skydive Squad, The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. Kiting quarterly dose of mindless drivel, forever banging on in the same politically incorrect way, and do we give a toss?, 'eck as like. Up with Kites, down with fuzzy fauna.

Geocaching Bears



A T & J Mk 6 bear

What is geocaching

Geocaching is, we are reliably informed, an exciting

adventure, which with the aid of a handheld GPS unit takes treasure hunting a stage further. The name Geocaching comes from the combination of "GEO" for geography and "Caching" to hide. The GPS unit is used to locate hidden containers by their co-ordinates which can be found on the website geocaching.com.

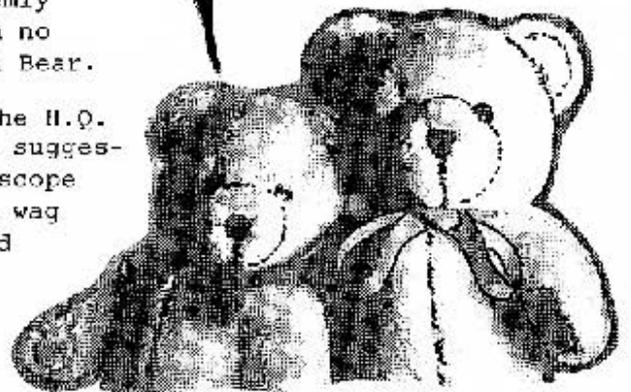
The cache is a waterproof container of various goodies and a log book. the idea is to sign the log, remove one goody and replace that with one of your own and many of the Geocachers now have their own signature items which is where the Teddy bears come in. T and J Bears (Tim & June) have the Bears as a signature and so many were taken that they are on their Mk6 Bears. Each Mk of Bears are in batches of 100, so thats an awful lot of Bears that have been abandoned in the woods. However it seems that the Bears are not "lost" for long, as they disappear from the caches at a fair old lick.

As the I & J website says, Geocaching is the sport where you are the search engine. can you imagine a sphere 24,901 1/2 miles in circumference with a surface are of 196,935 square miles. Somewhere on that sphere is a hidden lunchbox. The sphere is Planet Earth the lunchbox is a cache, your mission is to find it.....

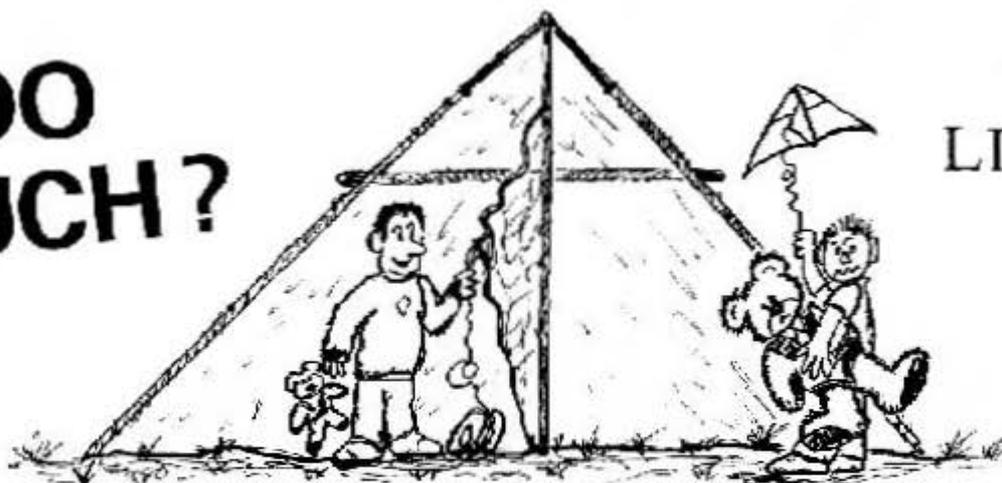
So there you have it. If going down the road and buying a Bear is not radical enough, all you Techies and netnuts should break out the GPS and Sat Navs and head for the woods, though on second thoughts beware of them sat navs. Your Gps may be true but then sat navs are all programmed by that eponymous Chinese Geezer up a tower block in Shanghai, using, a 1953 AA Handbook. so dont rely on them.

Just supposin' theres a sudden rush of netnut kiter techies having a bash at Geocaching, what do you think their signature items would be for placing in the cach in exchange for a Bear, your guess is as good as ours, but the BMISS HQ mob (rotten little swine) have suggested an empty Tennants Xtra strong lager can, empty of course, would they have it any other way? or, and this is really an extremely spiteful suggestion, a loaded Rat Trap, that from no names, no packdrill, but he's a bleeding Hooligan Bear.

Honestly, there are one or two members of the H.Q. mob who you could'nt take anywhere, but spiteful suggestions apart, it would seem that there is lots of scope for plenty of larkos in geocaching, no doubt some wag has given the co-ords for the middle of a pond and hews about the top of a 100ft oak, a cache via a lift with a kite. think about it, definitely not beyond the bounds of possibility. Go for it....



TOO MUCH?



TOO LITTLE?

So you've aquired a suitable fauna, soft cuddly toy variety, by fair means or foul, fully togged as per and ready to rock and roll in para bombing from Kites.

Now comes the really intresting bit, especially if you're new to the lunatic fringe of Kiteflying, just what sort of Kite do you need to do the business with? Hang on, we need to tell the old fertiliser bags and binder twine mob that we aint gonna get all arty farty, nope, we hope to impart a little bit of knowledge so that anyone new to this capcr gets a result pdq.

In an ideal world you can never have too much Kite or too little wind, bearing in mind that fauna bombing is not about size, its about weight. Probably the most popular Kite to drop parafauna from is the good old Delta, but what size? In a fair George Raft if your fauna aint too heavy you could get away with a Delta of about 6ft wing span, but this is pushing it a bit. If your fauna is getting anywhere near a pound in weight then you'll have to go to at least 12ft wing span, if not more as Deltas do seem to lift well even in very light winds.

Whatever Kite you choose to use is entirely up to you. Paracails are very good at lifting as are Codys and Conynes, but its arguable that more parafauna have been hoisted by Deltas than by any other type of Kite and you could say that a big delta is the most versatile Kite of all. If it comes down to the choice between being undergunned or going into overkill sizewise, then err on the side of overkill.

Sebastian bags a big bear



OK, we realise that theres a difference between scratching it or tearing it, but Holy Cow. Little Sebastian here, who won this Bear in the Telford Shopping Centre Master Egg Hunt would really need some heavy ordnance if he fancied having a bash at bombing this Bear from a Kite

He'd probably need a full size huge chute as well, judging by the size of the Bear, it probably weighs 'arf 'undredweight, allright thats 56lb for them as forgotten (sod metric) and that is a fair old whack to hoist bya Kite, which takes us straight back to the fertiliser bags and binder twine mob, motto "we dont care if it looks kak, can it lift?".

Oh dear, its Tin Helmet time, having given a couple of plugs to the FBABI MOB we'll probably have the german roller club on our case for not giving them a puff, closely followed by the Zanno aficionados all fired up and ready to defend their corner.... aint life grand.

Remember, when all else fails size does matter when it comes to bombing parafauna from Kites, you can have too little, better too much..... all you want is a parachuting bear, hoist the little sod way up there.....



Talks for Merrythought to be a tourist centre

Well, that must be one of the quickest turnabouts in history. One minute they're down and out, goodnight Vienna, the next they're back, just a tad different.

Word is out that the firm of Merrythought could soon be back operating in their old factory, but this time as part of a Tourist centre. Oliver Holmes wants to open a centre with retail arts and crafts outlets and a cafe which it is hoped would provide a new meeting place in historic Ironbridge.

Mr Holmes also hopes to restart production of the famous Merrythought teddy bears as part of the project which he thinks would help local employment and to revitalise the area.

By now the cynic of our readers will be of the opinion that someone here is definitely having a laugh, as the only guaranteed way to revitalise any area would be to ship in Tesco, Macdonalds, Wal Mart and

the one and only Ikea, which would unfortunately go down like the proverbial lead balloon or the collapse of Abraham Darby's masterpiece, in wunnerful downtown Ironbridge.

Public goes nuts for Knut at polar bear cub's zoo debut

They say that the road to hell is paved with good intentions but some of those come at a price.

Can you believe it, an animal rights group want polar bear cub Knut, recently born at Berlin zoo killed as he would be better off brown bread than hand reared by keepers at the zoo according to the bunny huggers. We always had a sneaking suspicion that they were off their trolleys, now we know that they are completely up their own fundamentals as well. So there you have it, born a twin whose brother dies aged four days, Mum rejects you, but that's o.k. as the local bunny huggers only want to kill you as you are only a 19lb bundle of fur. Easy peasy, lemon squeezy.... wonder if the loonies are willing to kill little Knut in front of the worlds TV cameras?

Better still as this would be a bit one sided, any chance of postponing the proposed killing for say five or six years till Knut has bulked up a bit, strictly on the basis of evening things up a bit then finding some bunny hugger mug to go in one on one with Knut when he has developed his bleeding great teeth and razor sharp claws... any B.H. takers ?



CHUTE RECORD.... A new skydiving record was set recently when 52 Lady hunes linked hands at 10,000ft over Langar aerodrome in Nottinghamshire as part of a Red Cross charity fundraising appeal.

Chute tragedy.... A Teacher set out to make 100 parachute jumps and bought the farm on his 99th. Mark Dave 21, set about an extremely risky series of free fall aerobatics and left it too late to deploy his chute in the French Alps. Mark of Shoreham, Sussex crashed to the ground from 4,000ft, verdict, accident said the inquest at Rothering, Sussex

Who's been shooting my brother?

Bavaria on alert as Bruno's siblings bear down



When Bruno the Brown Bear became the first wild member of his species to be seen in Germany last spring, the Germans wasted very little time before they blew him away.

If, however they thought their problems were over with his slaying, it would appear that they are very much mistaken. Bruno it seems had three brothers who have also decided that the pickings in Bavaria would be a lot better than in Italy where they were born.

Bruno was alleged to have gone on a gutbush rampage consisting of 30 sheep, 4 rabbits and a guinea pig, however cynics might argue that

what really upset the Germans was the cheeky sods regular habit of having a post prandial kip on the front steps of a local nick. Those same cynics might also argue that its very weird how Bruno managed to elude a team of finnish trappers for several weeks, they only wanted him alive for a zoo, whilst as soon as the toolled up hunters were given the O.K. they had the poor sod in their cross hairs the very next day.

Bruno's brothers were spotted heading north into Austria from the Italian nature reserve where they were born and the Austrian authorities said that they had no plans to stop them, so the threosons could be in Bavaria anytime now. Some well meaning bunny hugger said they should have fitted them with radio collars to track their movements, oh yeah, who'd be the brave barsteward to attempt that? then Austrians are no nugs. Bavaria? That-away guys, just keep moving.

christian Margarf of the German Nature Protection Society said that they had underestimated Bruno's aggression and although the society is doing their best to avoid it, if push comes to shove then shooting Bruno's brothers remains an option. Wow, that certainly is some cockermamy way to go about nature conservation and protection. Only in Germany.

FUNNY OLD WORLD... OR, THEY'RE HAVING A LAUGH.....

We can assure you that this is no joke, so all you net nuts should head for a web site www.huggableurns.com. where you can get the fullgriff on what appears to be something justa little bit weird. Huggable urns appear to be a happy clappy type containment for the ashes of a dear departed. They come with a soft velvet pouch, plastic lined with a

secure velcro fastener. Each urn has a zippered compartment to hold the pouch and is discreet and stylish enough to keep visible in the home without causing embarrassment to visitors.

Wait for it , huggable urns claim their most popular model are Cocoa Teddy Bear urn, Snowy Paddy Bear urn and Angel Bear urn with detachable luminous wings. they also reckon you can have a lot of fun personalising your urn ahead of time, yeah, stick a parachute on and watch the sucker fly.

Miscaptioned pic, Miss Shrewsbury promotes Natinal Lottery with two assistants... No way pedro,,, Two Bears promote National lottery with good looking assistant(fills a space too)

So, as ever its the usual to the whatnot at the Tedytorial c/o The Boring Old Fart(who he?) 48. Laurel Lane, West Drayton, Middx, UB7.7TY. in what forever will be ENGLAND no matter what the traitors have planned.....

Bear necessity for beauty



July 2007		
14-15	Richmond kite Festival, Old Race Course, Richmond, Yorkshire	Malcolm Goodman
14-15	Herefordshire Kite Festival, Berrington Hall, HR6 0DW	Karl Longbottom
28-29	2nd MKF Family Fun Weekend	MKF
28-29	North Hampshire Kiter's Jolly Up.	Kites Up
29	Dunstable Kite Festival, Dunstable Downs	Martin Corrie
August 2007		
5	Royston Kite Festival, Therfield Heath, Baldock Road, Royston, Hertfordshire	Peter Mitton
11-12	Teston Bridge Kite Weekend, Maidstone, Kent	Ron Dell
11-12	Whitley Bay Kite Festival, Tyneside	Malcolm Goodman
11-12	Coventry Kite Festival, Memorial Park, Coventry.	MKF
19	Kites Over Capstone, Gillingham, Kent	Kristian.staples@medway.gov.uk
19	Hunstanton Kite Festival, Smithdon School Field, Hunstanton, Norfolk.	Bryan Cattle
25-27	Portsmouth International Kite Festival, Southsea Common, Portsmouth, Hampshire	The Kite Society
26-27	Family Steam and Kite Weekend, Harewood House, Leeds.	0113 218 1010
September 2007		
1-2	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
8-9	Summer Kite Festival, Beverley Race Course, Beverley, East Yorkshire	www.kite-festival.co.uk 01430 860070
22-23	Big Sky International Kite Festival, Palm Bay, Cliftonville, Kent.	The Kite Society
30	Penalta Kite Festival, near Ystrad Mynach, Wales.	Karl Longbottom

Contact	Address	Telephone	Email
Kites Up	Roy Broadley	01256 812487	kites@kitesup.co.uk
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	info@thekitesociety.org.uk
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560	martin@skfc.co.uk
Ron Dell		01438 712168	rdell@electroweb.co.uk
Bryan Cattle	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP.		
M.K.F.	David Buckland, 98 Thanet Street, Clay Cross, Chesterfield, Derbyshire S45 9HS	07971 177085	david.buckland@mkf.org.uk
NKG	Northern Kite Group		welbornkcc@aol.com
Andrew Pidgen	Events and Marketing Section, Bedford Corn Exchange, St Paul's Square, Bedford, MK40 1SL	01234 344813	river.festival@bedford.btinternet.com
Avril Baker	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002	info@abc-pr.co.uk
Malcolm Goodman	Bluebell House, Market Place, Middleton in Teesdale, Co Durham, DL12 0QG	01833 640584	malcolm.goodman@virgin.net
Karl Longbottom	School House, Dorstone, Hereford HR3 6AN		karl@longbottom.org.uk