

THE KITEFLIER

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

30th Anniversary 1979-2009

KITEWORLD

When the wind blows think of us !

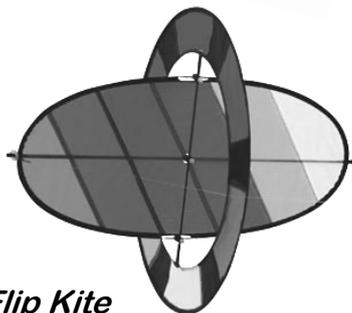


*Large selection
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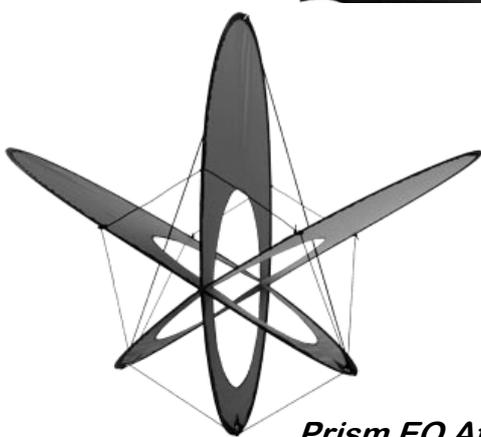
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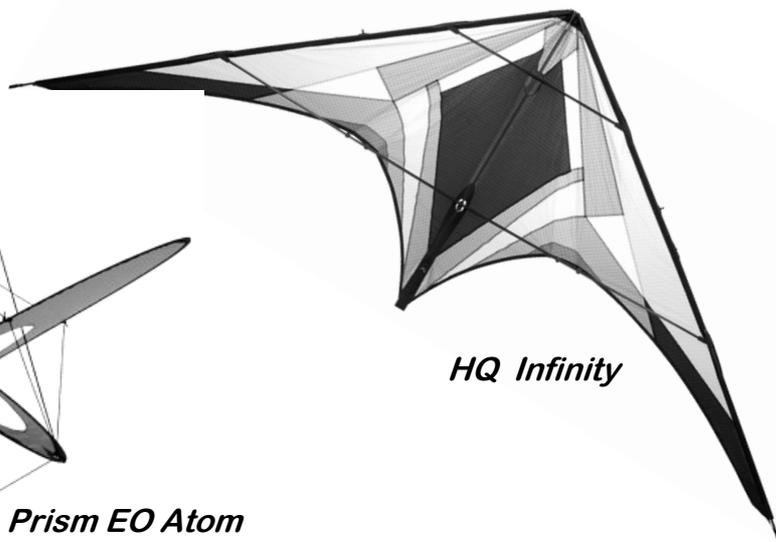


Prism Flip Kite

HQ Hoffmanns Amulet



Prism EO Atom

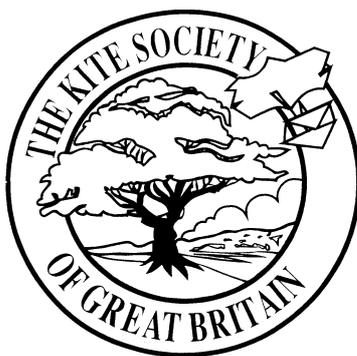


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Editorial

Dear Reader

It is the end of another kite flying season with lots of good weather and sometimes not enough wind.

We have both enamel badges and cloth badges available celebrating the 30th anniversary—see the back cover for details.

We would like to thank both Joyce Fennemore and Janneke Groen for their personal gifts celebrating our 30 years at the helm and Andy King for his kind words at Margate.

Most of you have probably heard of the sad passing of Hermann van den Broek at the Portsmouth Kite festival this year. A collection was made by the kite fliers at the auction and during the memorial fly of Spirit kites and a total of £350 was raised. His daughter Paulette sent us the details of the charity that Hermann supported and the money will be sent to them. "The KIKA foundation is a cancer foundation to help children. Our mom has died on cancer as well and since then he was a great sponsor. You can find more information on there website www.kika.nl".

We will also have an annual trophy in Hermann's name at the Portsmouth kite festival for "Kite Flier of the Festival".

Gill and Jon

Front Cover

Tom Oostveen's Circoflex flying at Portsmouth 2009.

Photo Tara Bloom

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Pothecary Corner

End of The Festival Season

Well we think that's the end to another season but as I write this we are still wondering if our invite to Malaysia will come off.

My guess is that we will probably be too expensive for them. However much we would like to attend all the festivals we can, the cost just gets in the way – especially as for this one I would have to take unpaid leave from work! We get help with expenses from event organisers and if there is anything left over we can invest in more equipment where our sponsors can't help.

Hands Together



We enjoyed all the events we have attended including the awful wind at Weymouth and the almost total lack of it at Blackheath - that's why I like to do our own commentary; so that we can be completely interactive and let the people there know exactly what is going on as it happens. I am always surprised to hear that sometimes people actually listen to what I say – one guy came up to us and said that he had actually learned to keep his kite airborne from listening to me going on about keeping your hands together and putting them level when the nose of the kite is pointing in the direction you want the kite to travel – and another said that he had learned how to put the kite back on two points from it laying on the leading edge, just from watching our demos.

Our "Conte Partiro" ballet has encouraged many people to come over and comment or to write in to us at our web-site – something which makes us very grateful and feel quite humble – and a few have enjoyed putting me right with some of the stuff I have written in these columns – we love it!

New Kites and tails

We introduced some new kites, tails and routines this year and will probably keep some of them over for next year as well.



We have to give thanks to friend Dougie who flies with us on the occasions we are near enough for him to attend. We started to do some scary team flying with some very close encounters toward the end of this season and we will keep that in again next year if we don't break too many kites!

We mainly use flat tails these days as they don't drag the kites too much and that enables us to still perform or at least keep going for longer when the wind is light. The advantages are that it doesn't take Marilyn as long to run them up (I've said before about how much she loves making tails, bless her) but the disadvantages are how long it takes to roll them all back up again, so thanks here to everyone that has lent a hand when we have volunteered them.

Start Safely

OK, this one really grinds my gears!

Pothecary Corner

Much in the way a good curry is not measured by its heat or the bench-mark for a good car is not simply its top speed a good kite is not measured by how hard it pulls!

There is one person working in a kite shop somewhere along the south coast who would do well to remember that next time they sell a potentially lethal power kite to someone who has never even flown a kite before.

If I knew who they were, then I would name them here!

We got a letter in to the web-site asking about places to fly in the New Forest – in fact there are very few places there in which kite flying is permitted because of all of the wild life and free roaming farm animals and ponies and, those places where kiting is allowed don't lend themselves easily to much other than single lines because of the gorse bushes.

Anyhow this guy had managed to get something like a five metre kite very cheaply and put his girlfriend straight on the business end for her very first flight. I'm not going on about him because he obviously had not been warned of the dangers by the retailer and, thinking about it, he could just as easily have bought something similar from a catalogue type shop where good, personalized advice would also have been absent! As you'd expect, the girl quickly experienced the power just before she hit the ground. Well, I suppose they were young and thoroughly enjoyed it – bruises don't last that long at that age – and they were lucky that first flight wasn't near a busy road or on the edge of a cliff or even close to electric power cables – but they still thought that it was a good kite because it pulled a lot.

Workout

Having said all that, I occasionally enjoy a good, workout battle with the wind (I always lose) but I have found a way to make it a lot safer – my joints and bruises take a long time to heal...!!

There are a few kites about with a third line attached to the bottom, trailing edge which enable you to collapse the kite and immediately take the power out of it as soon as you feel that you have lost control or simply can't hang on any longer.

The one we have is the Rush II 300 Pro by HQ Invento.

Red's not Right!



It comes already to fly, straight out of the bag with the lines attached to the kite and the colour coded handle. Red is on the left with this one – that goes against the grain with me – I'm so used to "Red is Right!" The safety line runs down through the middle from the trailing edge of the kite through the control bar and is attached with a Velcro strap to the flyer's wrist. This line gives a third dimension to the kite in that it is possible to fly the kite backwards and upwards when it is on the ground with the leading edge downward. After a little bit of practice relaunching the kite soon becomes a synch and enjoying flying time increases.

Quick Release

The mechanics are that when the control bar is released the main flying lines become the longest and the third line pulls the bottom edge toward the flyer and the kite collapses. With a little bit of deftness the kite can even be recovered before it hits the ground. I found it great fun and a whole lot safer way to learn how to fly a power kite – this kite **can** pull by the way!



Pothecary Corner

Website

In case you haven't been there recently we have a new web-site, It's still the same address at www.closeencounterskites.co.uk and some of the old features and articles are still to be clicked on but there are a lot of new bits too, including videos and now that we have easier for me to use software and things are beginning to quieten down, a lot more will be appearing at a pace including some great photos taken at festivals throughout the past six months by our official photographer (and banned from the competition), Roger Backhouse – why would he want another Deep Space anyway?

Even after the competition please keep writing to us and send us your photos too – we thought that we might have a special page where people can show off their photos.

Win a Kite

Because we are not sure about when this magazine will be published and what we will be doing at the end of next month we have decided to extend the closing date of our "Win a Kite" competition sponsored by Benson Kites, to the end of October 2009 with the final judging to be done around the middle of November. This will give everyone a chance to look back over the season's kite photos and get that special "one for the album" sent in for a chance of winning what in our opinion is still one of the top three sport kites in the world and yet still suitable for all skill levels, The Deep Space.

Better Flying

Keep your eye on our diary for our "Better flying days" when we offer free flying lessons – we'll even lend you a kite if you haven't got one! There is one on Sunday October 11th but you could have missed that by now so how about coming down to the Winter League event at Lordshill where the Southampton kite festival is held on Sunday November 15th 2009. We should get a bit of free time between judging to help if needed.

Event Organisers

We are already taking bookings for next year. If you are thinking of holding event and you book guys like us who fly routines with tails, please remember that we all need lots of space, so keep those arenas nice and big!

Night flying

We just got back from Fuengirola in Southern

Spain. Here's a tip if you want to get extra luggage space. Don't put a few kites in your suit case and add to the weight – we booked to take "Sports Equipment" separately and that gave us up to 18 kg extra to put in our kite bag – we ended out taking 15 kg and even managed to get the sunshade we bought in the bag coming home.

The cost – 30 quid return – Bargain!

We had the most fantastic of times flying on the wide, floodlit beaches in front of the castle at 11.30 at night. The locals party on the beach most nights with BBQ's in purpose built areas and they kept us fed and Sangria'd for entertaining them.



...and finally!

For those of you that can never quite get near enough to see what they look like here's a picture of commentators, George and Andy.



Event Reports from Hugh and Lyn Blowers

Third Time Lucky at Sunderland.

Given the 'summer' that we have experienced, and I use the word in its loosest possible way, the chances of getting two consecutive dry days for a kite festival did seem remote. Driving across the fens in the blazing sunshine, with the air-con full on filled us with hope. A couple of hours later on the A1 and confidence was waning as we headed towards ominous black clouds and curtains of rain. Traffic reports further dashed our expectations with news of major delays because of flooding near Washington Services and a river that had burst its banks, bringing down a railway bridge on a house, just a little further inland. This did not bode well as the site used for the Sunderland festival is notorious for getting waterlogged, with the event being seriously compromised by the weather in the previous two years and on several occasions before that.

Press day gave grounds for hope as we enjoyed the clear blue skies and wonderful flying conditions. Strangely, the press seldom seem to want a kite in the air, which can result in all sorts of odd poses and bouts of wrestling, especially when they want the kites upwind against the sun. They just do not understand the principles. As the weather was so good we braved the 337 roundabouts to get to the NEKF flying site at Souter Lighthouse. This is a lovely place to fly, perched right on the clifftops, yet sad in some respects, as an entire mining community and village was swept away in the 1960s to create this open space.

With a days sun and good wind to dry the site, and guests arriving from all around the world everything looked promising, if only the weather would hold out. A torrential downpour late on Friday afternoon invoked feelings of dejavu all round, but the forecast still looked promising, so fingers crossed.

Sunderland is one of the longest established kite events in the Country and for the last three years has reverted to its original concept as a 'Friendship' festival. There have been rumblings over the past few years that flyers other than invited guests have less and less part to play in many festivals, and this is something that Pauline Taylor has tried to overcome at Sunderland. Yes there are International guests, yes there are teams and individuals invited to put on displays, but any club or flyers that want to attend are equally welcome, and most importantly, have the same space and opportunity to fly. Also, for the first time, the three arenas were combined to give more flying space and allow easier access

into the display area. Another departure was to move the traders nearer to the action, which seemed to find favour with Sky Bums and Go Kites, who do seem to be bucking the trend and still attending festivals. All that was needed now was a bit more of the 'barbecue' summer the Met Office promised!

Saturday came up trumps in this respect, and after a short briefing the programme got underway with Ben Howard and Caroline Biron from team FLIC making up a Rev foursome with Steven and Susan Hoath. Such is the skill of the Rev flyers now that they put on a superb display with almost no notice and a matter of minutes to put together a routine. An old favourite returned with an altitude sprint, but some things never change as the judges awarded first place to another old favourite, Karl Longbottom. Is there any way to beat this man, short of nobbling him? Mmm, that is worth thinking about.

From just one 'Airhead' last year, plus Val who keeps them on the 'straight and narrow', an almost entire team assembled after an epic journey from the southwest. As well as their usual slick display of team flying, Keith and Vee Griffiths introduced the audience to the process and ideas behind organised competition kiting. Both Keith and Steven Hoath provided expert and informative commentary throughout these sessions as well as providing timely reminders as the flyers ran out of arena space. Yes, although the weather was being cooperative, the wind was being less helpful at times. Stephen Versteegh from Holland provided some moments of two line magic with a stunning ballet, followed by a trick routine that gave us all an insight of just what can be achieved with a great deal of skill and even more practice. Again, commentary from Keith and Steve enabled the public to appreciate just what Stephen was achieving during his display.

Much of the rest of the programme showcased the work of all the guest kite makers and flyers. The rolling show was organised and coordinated by Sara Longbottom, Daz and Hugh Blowers who also commented on much of the activities during the weekend. With these three jollyng everyone along the huge crowd were kept entertained by an ever-changing line up. Having a large number of flyers on hand to assist, Angels, Butterflies, Edos and even Pants provided the mass displays, and allowed the guests travelling alone to put several pieces of their work in the air at the same time. Robert Brassington, had a new set of his lovely appliquéd deltas, this time all based on

Event Reports from Hugh and Lyn Blowers

Gothic Rose Windows while Robert Trepannier, aided by Roland Kraft, created a stylish tableaux with his Spanish dancer four-line kites. We have seen the work of Albert Trinks before, but for this festival, which had a theme of text on kites, he had brought an edo, which moved the whole concept of 'art on kites' to another level. Based on the Hiroshima explosion, it was the image of a girl along with her experiences of the event. Beautifully worked in dense, but muted colours, this was a remarkable piece of work on several levels.

Slightly quirky, was the work of Eric Aouara Ott from Spain. His kite was a representation of a Lil-lenthal glider, but the pilots were 3D caricatures of well-known kite personalities. Not being an artist, I was not sure what to expect from Futurists, but in most cases this turned out to be bold modern designs on traditional kites. One of the most remarkable of these was Heinrich Hohmann, an Architect from Germany. He put together a set of four edos, which he calls the Potsdam Ensemble to be flown by various 'helpers'. With the kites in the right order, the stripes of colours on each, gives the impression of continuous, flowing ribbons across the four. Even more



ingenious was another edo with additional surfaces in different colours, which pierced the skin and continued from the back surface of the kite. Kelvin Woods' remarkable versions of 'The Man in Black' and Debbie Harry are difficult to beat by any standards. In a more poignant moment, Jock Walker flew his train of footballers in memory of NEKF member and great supporter of the festival, Sammy, who sadly died just after the previous festival.

For this year, Pauline had secured the service of the 'Decorators'. As a team, they have been established nearly as long as the festival and are by

far the longest serving of the quad-line 'display teams'. Happily, Rhomney has come out of retirement permanently, so that the 3 original 'Decs' form the core of the team. It was also good to see the second generation in action with Ashley Mottram joining Felix in the line up. The team has really been working on their routines this year and came up with some remarkable moves, including building a huge Rev pyramid as a finale.

As well as the regular attendees and 'turns' throughout the day, I was so pleased to see a new departure during the late afternoon, and this was a chance to focus on the work of the miniature kite artists. They are at many festivals, but usually working in a marquee, so it was lovely to see them all out on the field and flying their beautiful creations for a very appreciative audience of public and fellow kite flyers alike. The wind was almost perfect for Frances Anderson, Alessia Marrocu, Daniella Zitman, Martine Chatel and Claude Comollonga to show off their work. Does solve the problem of excess baggage that so many flyers experience!

The Saturday evening party was somewhat boisterous as each group was challenged to build something that flew from the varied selection of materials they were given. This just served to show what a creative lot kite flyers are, with representations of very type and shape of kite imaginable. Some took the task a bit more seriously and a very studious Jake Twyford turned out an almost perfect replica of what looked like a Fire Dart, all from newspaper and bamboo. It was an error to provide cassette tapes though, as they make a very good, and exceedingly long substitute for party streamers and it was not long before collective mayhem and naughtiness ensued, including fake mistletoe? Frances and Shep arranged a silent auction that raised a great deal of money towards running workshops in the area, so thanks to everyone that donated or bought items. To ring the changes, lots were divided into three groups, roughly according to value, with each group finishing at a different time. The more valuable items also had realistic starting prices set, which seemed to meet with agreement all round. It had been a long day, and turned out to be an even longer night, thanks to some very unruly hotel guests, thankfully not connected to the festival in any way.

So far so good on the weather front, although the news from elsewhere showed that not everyone had been as lucky. The forecast was not quite so encouraging, but for the moment, Sunday was

Event Reports from Hugh and Lyn Blowers

dry, but still the wind was very variable, causing problems throughout the day. The programme very much followed on in the style of the previous day, but more and more people were beginning to understand the 'friendship' aspect of the festival and realising that they could fly, and the entire arena area was correspondingly full of kites and flyers. Martin Lester was domiciled at the back of the field, seemingly having his own battle of wits with a double thickness thorn hedge. Cara Kuhn, assisted by Derek, put longer and longer line flags into the air, until a 120 metre monster became just too much for the paralysed lifter, but what a spectacular piece of material to put into the sky.

It was a full house for the altitude sprint, and sure enough, a serious attempt had been made to nobble Karl the evening before. Unfortunately, it was Karl himself that had done the nobbling, but he recovered during the day. In spite of the hangover, he was again adjudged the winner, by the judges at least, and they are the ones that matter. A one-day 'special' was to be a session of parachuting fauna, organised by Jerry and Carolyn Swift. In order to introduce this and prepare the public, Jerry and Hugh devised some 'business' prior to the slot to build up some excitement. All was going well, and Prince Harry flew up the line for the first drop. With reality and fantasy become very blurred at this stage, he failed to jump, and so had to be brought down for 'technical adjustment'. He did make it on the second attempt, and sadly that was to be the end, as at that exact instant, the wind began to drop, before turning exactly ninety degrees, totally ruining the set up of their rig. Thanks for trying though.

The wind continued to muck about, leaving the Mayor to wind in line as fast as he could as the Friendship kite came gently back to earth, and Airheads to forgo their tails routine. Surprisingly, there was just enough breeze to allow Peter Taylor and his gallant band of helpers to launch and fly a series of Chinese Dragons, with the 'venerable Sid' gaining height happily. Lack of wind caught the Decs out during their routine and so they reset, but remarkably a fresher and stronger breeze came across the arena, allowing them to complete their display, plus two mega team routines, one called by Steve Hoath and the second by Jake Twyford. With my commentary hat on, I viewed the mega team from the side, rather than the more usual front or rear, and it is a very different experience. With the Decorators augmented by Ben, Caroline, Steve, Sue and Mike Mossman, thirteen kites were moving up

and down and changing positions, but quite widely separated along the wind, and being as it was just the edges of the kites on show, the 52 lines glinting in the sunlight provided the 'ballet'. Quite surreal.

The black clouds gathered all around, but apart from the very briefest shower, the site stayed dry as the festival drew towards its conclusion. It was the intention during that last couple of hours of the day to showcase as many kites as possible, and so more and more people joined in, large, small, commercial, homemade, four lines, two lines, single line, and Airheads flying their tales routine that they had missed out on earlier. A brief photo call before it was back into the air, with the aim of getting everyone involved in the festival with a kite in their hand. Many people commented on just how good that last period was, with one respected International flyer describing it as 'just the best' and 'hoping it would never end'.

So the Sunderland International Friendship Festival closed with the sun still shining. It had indeed been third time lucky with the weather, but only just, as an hour after the official closing, the heavens opened, almost flooding the site, and it hardly seems to have stopped raining since. It was some very soggy flyers that made their way back to the campsite and hotel to reflect on just how successful the festival and format had been.



How to design and tune parafoil style pilot kites—Peter Lynn

But first, should they be called "Pilot Kites", or, more pejoratively, "Lifters"?

"Pilot" infers that the function of a top kite is guidance. "Lifter" implies that not only is the kite below unstable, but is also gravitationally challenged. Twenty years ago, there was a clear distinction between kites and line junk, but increasingly, top kites and the things beneath them have evolved a symbiotic relationship. Now, many show kites are almost never flown without a top kite to make launching easier, and so they can be flown lower where visual impact is greater.

Pilots or Lifters then? They're just names for one part of the system. Take your pick, I'll stick with Pilot for now.

What then, are desirable characteristics for a Pilot?

- Stable over a wide wind range without adjustment. Wind often starts light then gets stronger. And having to haul an entire train down to adjust an increasingly unstable pilot is definitely to be avoided.
- Good flying angle.
- Strong lift in light winds but then increasing at less than the square of wind speed (auto de-power).
- Cheap so that the risk of loss doesn't much influence the decision to fly in difficult places and winds.
- Safe and inclined to under-correction rather than violent looping if the wind gets too strong.
- Easy to launch, and with good self recovery from turbulence induced collapses.
- As light as possible (less overweight baggage) and easy to pack.
- No tails or trailing drag devices to tangle and snag with other kites.

By safety, packing and cost, the obvious best choice is parafoil style kites- and their flying angle, light end performance and auto-de-power are now about as good as for any other style. But their stability and collapse resistance is not yet equal to rokkaku's and parasleds. Expecting that more development will probably close this gap, the following applies only to the parafoil style:

Pilots are relatively simple kites that behave in generally predictable ways.

The basic rule for single line kite stability is that a kite's weight force must act at a point below where it's lift forces apply. And, it's generally true that aerodynamic lift forces drive instability while drag forces stabilize. Increasing drag relative to lift will usually therefore improve stability.

After this things get a bit messy -- but not hopeless.

Considering changes by whether they cause a kite to overcorrect (and go into death spirals), or under-correct (and lean off to one side or the other and gradually descend) has cleared away one road block to understanding.

For Pilot parafoils it's possible to be quite specific:

- Keels can increase or decrease over correction depending where they are placed, chord wise. More total keel area as a percentage of lifting area, will generally reduce over correction.
- Higher aspect ratio (width relative to length for a rectangular shape) decreases over correction.
- Bigger leading edge cell openings reduce overcorrection by providing drag to counteract any angular displacement. Outside cells will be particularly effective for this because the further from the centre of rotation that the drag forces operate, the greater their over correction reducing effect will be.
- More camber (within reasonable limits) increases total lift, so will generally cause more over correction.
- Changing angle of attack can have such contradictory effects as to drive people who fly these kites to weird theories- almost religious in their absurdities sometimes.

The underlying effect can be easily understood though basic aerodynamics: As angle of attack reduces from say 30 degrees (a lot) to zero, there will be an angle, (which usually seems to be about 5 degrees or so for common Pilot style foils) at which lift relative to drag (the lift to drag ratio) is maximum.

At higher angles, lift forces will be greater but drag forces will be proportionally greater still. At lower angles than this, drag will be less but lift

How to design and tune parafoil style pilot kites—Peter Lynn

will be proportionally less still. When a kite is flying at this optimum angle of attack it is therefore likely to be least stable. From this state, either reducing OR increasing the overall angle of attack will then reduce over correction type instability.

Now, say Joe has a green parafoil that is flying at more than the optimum angle of attack and it's going right, then shortening the rear bridles (and/or lengthening the front bridles) on the left side will pull it left. But, if it's flying at less than the optimum, this will make it pull even further to the right. And it gets worse. Kites can fly at more OR less than their optimum angle of attack depending on wind strength - the stronger the wind, the more the trailing edge of the kite is pushed up, reducing the angle. Therefore, changing the angle of attack of one side of a kite relative to the other as a way to steer it can have one effect in light winds and the opposite in strong winds.

So, Joe's change works as expected one day but not the next- leading him to the strongly held belief that green kites fly to the right on even numbered days.

But there is a tuning system for these kites that is largely independent of angle of attack and hence of wind speed. This is to change the camber of one side relative to the other, without changing the angle of attack. If for example, a parafoil has 3 bridles per cell, (conventionally called A, B, and C), then pulling in B on one side outer cell without changing A or C will de-camber that cell and pull the kite towards that side. The reason this works is because, as from above, less camber means less lift, more drag. It's usual to also let out the opposite side B by an equal amount because this doubles the effect (cambering up the weaker side), and preserves the kite's average camber so won't effect stability in general. And, pulling in or letting out all B's without changing any other bridles will change the camber across the entire kite and can therefore be used to effect over-correction/under-correction.

Pulling in all B's can tame even a viciously over-correcting kite, but it's better to do this by increasing the depth of the leading edge openings, or increasing the kite's aspect ratio, or adding more keel area. How much should B's be changed by to get the required change? This depends. When a kite is already close to

straight, as little as +/- 10mm will be noticeable (for an 8m standard PLK Pilot). If the amount required is more than about +/- 60mm on this size kite, then distortions can be so great as to cause stalls or luffs. In this case it's necessary to use other means.

Also, this tuning system can be limited by the inherent rigidity of the inflated kite - sometimes for simple deep cell parafoils (as Pilots usually are) when B is pulled in a lot, A and/or B goes completely slack rather than the camber changing enough to pull the kite to left or right by the desired amount. Or, if B is let out a lot, rather than the camber on that side increasing, B just hangs slack and all loads are taken through A and C. In extreme cases, simultaneously shortening B and lengthening C on the same side can be effective. If even this isn't enough, the last chance solution is to sew a pleat in the outside cell top skin at about half chord on the side opposite to the direction that the kite is leaning to. This will de-camber that cell even when bridle changes alone don't have sufficient effect.

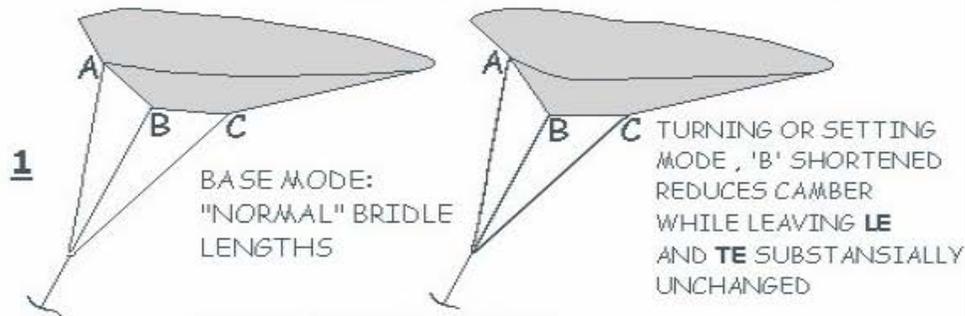
But why do kites tend to lean to one side or the other- why can't they be made so as they fly straight to start with?

Both lift and drag forces increase with the square of wind speed, but a kite's weight, it's upward (downward, same difference) pointing force, stays the same and will eventually be overwhelmed. For even a (mythical) perfectly symmetrical kite there would be a wind speed at which it de-stabilises, if it doesn't break first. For real world kites even unmeasurably small asymmetries will start to have their wicked way by 60km/hr or so. So, tuning systems are necessary - but it's also sensible to avoid all obvious asymmetries during manufacture.

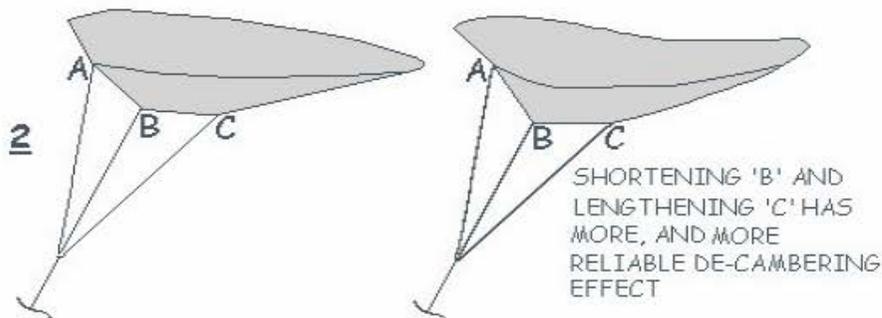
The main one is differential stretch that occurs between upper and lower pieces of fabric as they're sewn together. It can be avoided by careful techniques, but usually isn't. Even on a well set up walking foot machine, misregistration of 20mm/metre is common - more than enough to permanently skew the kite unless all sewing is managed symmetrically - ribs ALWAYS on top for example- and sewn front to back, say, to avoid end of seam bunching asymmetry.

A secondary asymmetry is that fabric warp and weft are rarely at 90degrees. If they are at 80

BRIDLED PARAFOIL STYLE KITES SIDE VIEWS



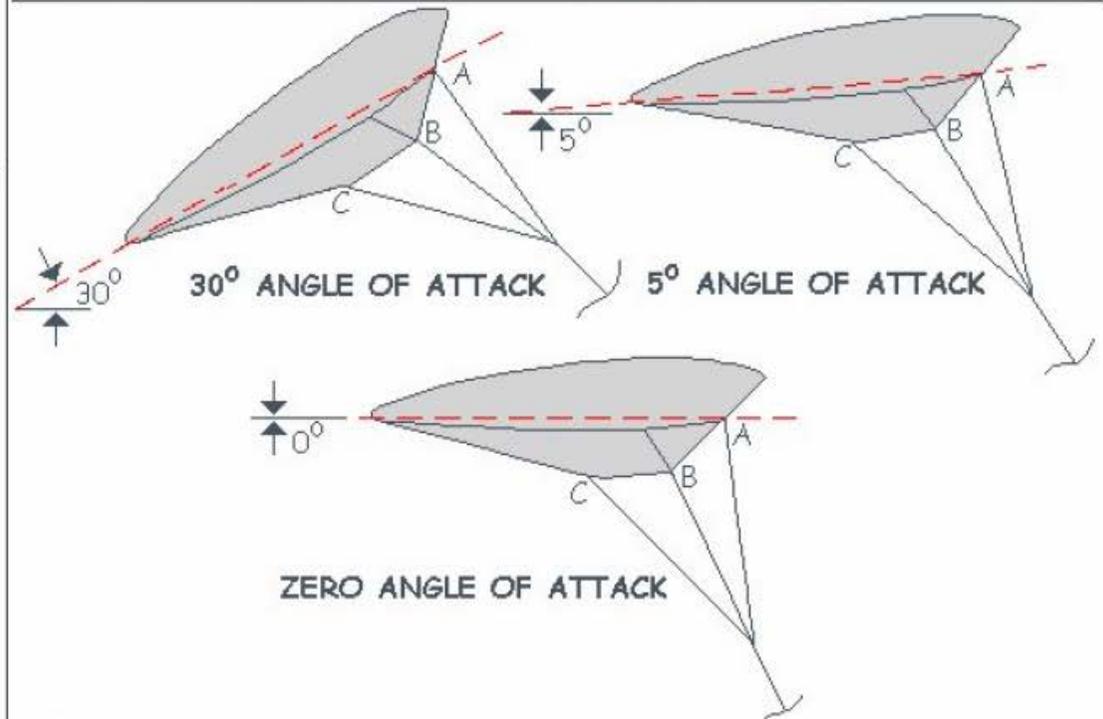
SHORTENING 'B' BRIDLE ON ONE SIDE OF THE PARAFOIL REDUCES THE CAMBER OF THAT SIDE'S AIRFOIL, REDUCING LIFT AND CAUSING THE KITE TO TURN TOWARDS THAT SIDE. ALTERNATIVELY, LENGTHENING 'B' BRIDLE ON THE OPPOSITE SIDE WILL HAVE A SIMILAR EFFECT. COMBINATIONS OF THESE TWO METHODS ARE ALSO EFFECTIVE.



ALTERNATIVELY, IF 'B' IS SHORTENED AND 'C' LENGTHENED (OR VICE VERSA, OR OPPOSITES ON OPPOSITE SIDES OF THE KITE) A SIMILAR STEERING EFFECT OCCURS BUT BECAUSE THIS ALSO ALLOWS THE TRAILING EDGE TO LIFT ON THE DE-CAMBERED SIDE, CAN BE A MORE RELIABLE METHOD THAN **1** ABOVE.

SYSTEM FOR STEERING, TURNING OR SETTING BRIDLED 'FOIL TYPE SINGLE LINE KITES BY BRIDLE LENGTH CHANGES THAT ARE INSENSITIVE TO ANGLE OF ATTACK.

SIDE VIEW OF TYPICAL PARAFOIL STYLE PILOT KITE SHOWING ANGLE OF ATTACK EFFECTS.



IF "C" IS SHORTENED, "A" LENGTHENED ON ONE SIDE BRIDLES SO AS TO INCREASE THE KITE'S ANGLE OF ATTACK ON THAT SIDE, AT 30° ANGLE OF ATTACK THE EFFECT WILL BE TO PULL THE KITE TO THAT SIDE. AT 0° ANGLE OF ATTACK THE EFFECT WILL BE TO PULL THE KITE TO THE OPPOSITE SIDE. AT 5° ANGLE OF ATTACK, THE EFFECT WILL BE INDETERMINATE. NOTE THAT FLYING ANGLE (THE ANGLE OF THE KITE'S LINE RELATIVE TO HORIZONTAL) IS NOT THE KITE'S ANGLE OF ATTACK.

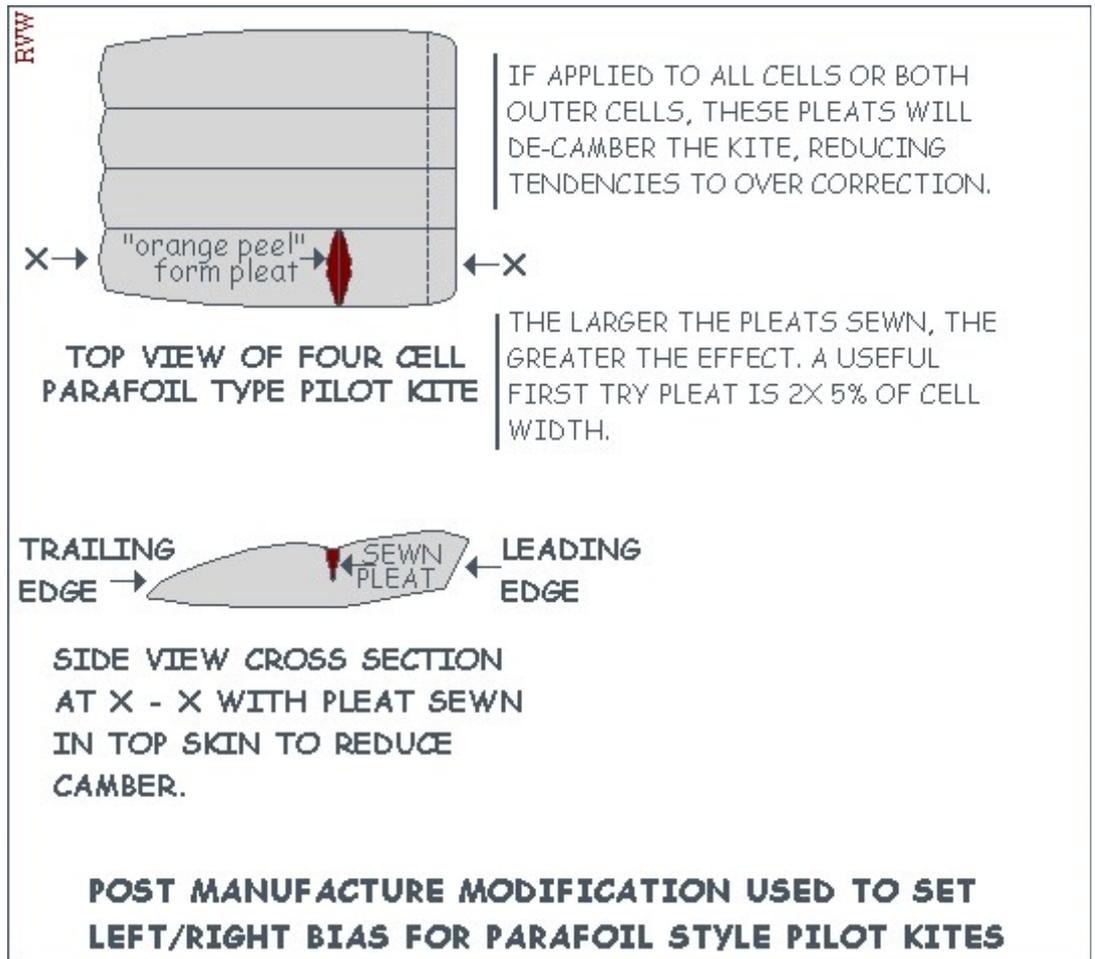
IF BRIDLES ARE ALTERED SO AS TO CHANGE THE ANGLE OF ATTACK ACROSS THE SPAN OF THE KITE, THE EFFECT ON OVER CORRECTION / UNDER CORRECTION DEPENDS ON THE INITIAL ANGLE OF ATTACK. UNDER CORRECTION TENDENCIES WILL BE MAXIMUM AT AROUND 5° ANGLE OF ATTACK.

How to design and tune parafoil style pilot kites—Peter Lynn

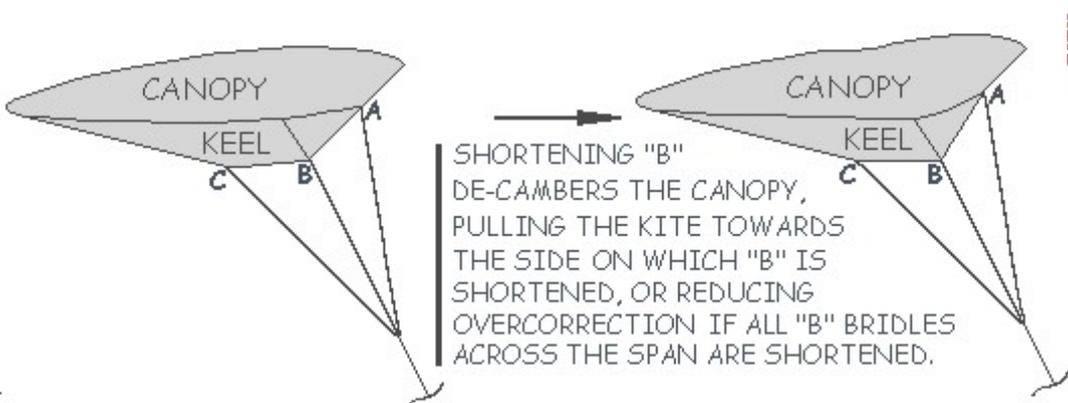
degrees- common enough for even high quality ripstop, then unless the fabric pieces are all cut and laid as mirror images, the kite will also get a terminal skew.

Other asymmetries come from differential bridle stretch (fixable) and fabric stretch - from heavy wind flying, trawling through water and pulling from trees (not fixable).

The tuning systems described above will generally deal with these last ones provided sewing and fabric asymmetry isn't also present.



SIDE VIEW OF TYPICAL PARAFOIL STYLE PILOT KITE SHOWING 'B' BRIDLE TUNING SYSTEM FOR SETTING LEFT/RIGHT BIAS AND REDUCING OVERCORRECTION



THIS TUNING SYSTEM DOESN'T CHANGE THE AVERAGE ANGLE OF ATTACK, SO AVOIDS "CONTROL REVERSAL" EFFECTS THAT CAN OTHERWISE OCCUR AT DIFERENT WIND SPEEDS.

And, if we all take the trouble to do this, our Pilots will fly stably side by side rather than about one in four cutting across all the others by 30 degrees or so as happens now. Then we'll be able to keep many more kites in the sky, festival organizers will be happy, relations between fliers will improve, and the world will be a better place. My next newsletter will be 'Peace in the Middle East'.

Concern Kite Fest 2009—Gill Bloom



It all started with an email on the 2nd of July—"We are hoping to have a Kite Fest on the 12/13 of September in Dublin's Phoenix Park. The Kite Fest is to raise awareness of the issue of child labour. For the last few years, we've been running an activity with particularly under 12s. They are workshopped on the issue of child labour and then we set about making kites and flying them with messages about children's rights on them".

Sounded interesting—there had never been an International Kite event in Southern Ireland, the only problem was the dates (which clashed with the Bristol International Kite Festival), the short amount of time to organise anything, and the fact that we had Portsmouth International Kite Festival before Ireland. Still that has never stopped us before.

A few phone calls later with a lovely Irish lady called Lizzie Noone and we were committed (or should that read be committed). There was money available from the European Union and the Charity involved—Concern Worldwide, saw it as an ideal opportunity to promote their aims of highlighting the plight of child labour around the world as they had already been using kite-making workshop to get this across to children and parents. And of course it would promote kiteflying!



The event was to be held in Phoenix Park, Dublin—Europe's largest Urban Park a left over legacy of an English King's hunting estate. Looking at our friend Google Earth the site looked perfect. So a site visit was in order. Fortunately we live close to low cost carrier airport—two flights to Ireland cost less than the cost to park the car! So just over a month before the event we get to meet Lizzy and see the site. She tells us that in order to keep costs down they are coordinating the event with a Soccer event run by SARI (Sport Against Racism Ireland) which encourages multiracial sports. SARI had been running the event in Phoenix Park for a number of years so were on good terms with the Park Rangers (who seemed very protective of their grass and deer—more on that later).

The site was the local Garda (Police) sports grounds and some fairly roughish grass area between the mown playing fields which had been set aside for the kiteflying (and promised to be cut for the event). The most prevalent wind direction (westerly) would mean that the kites would have a good area to spread out over (flying towards the cricket ground that was downwind of the site). There were also two manicured rugby fields set aside just for the sports flyers. So anchors, arenas and P.A. were discussed, hotel seen discussed and changed and we left knowing everything was in place—time to really start chasing the invited kite fliers.

Because of the problem of Bristol and a fairly small budget we went for kite fliers from the Midlands and above—easier for them to use the ferries and bring more kites and a selection of European kite fliers, many seemed intrigued by the thought of an Irish kite festival and in the end we could have invited many more kite fliers, but budget restrictions applied.

The group was from the Midlands Wigsley Wings members Bryn and Lesley Baggaley, the Gonzales brothers Pedro and Estaban from Spain, from Germany Juergen and Gabby Ebbinghaus, and four members of Team No Limits (with their collection of cartoon character kites) and Michel Depuidjt and Patrick Koppen from Belgium. For the two and four line side we had the ever versatile Flying Squad led by the Hoath Family, plus Simon and Luca Dann, Helen Ribchester, Stewart Barton, Gary Tyrell and Steve Matchett. Two members of the French quad line team FLIC Ben Howard and

Concern Kite Fest 2009—Gill Bloom

Caroline Byron joined in the fun. A late addition but a very important one was Jerry and Carolyn Swift with their parachuting teddy bear set up. Sue Wardle and David Carlyle were recruited as 'Gofers' and so we had the making of an event now called The Concern Kite Fest.

Friday the 11th of September was a busy day for us daughter's University Graduation ceremony and then a race to the airport. A spectacular flaming sunset as we flew over the Irish Sea—a high pressure system had settled over Ireland—forecast was sunny and dry weather with little or no wind. Saturday we awoke to blue skies and no wind, but it did give us a fantastic misty view of a herd of deer as we drove across the park.

Once onsite things slowly came to life, but still only a glimpse of wind now and then and from the worst possible direction—over the trees!!! And the grass had been cut—but the cuttings had been left in clumps great for line catching and not fun to walk on, but all the kite fliers pitched in. It was a very frustrating day and hard work (Team No Limits even resorted to stuffing the above mentioned grass into a small soft kite). Still kites were flown, the children workshops almost run out of kites and Lizzie was happy. Due the aforementioned Park Rangers all the arenas, barrier tape and football nets had to be removed from the site as the deer eat or run into everything. The day finished with an outdoor barbeque laid on by the Soccer people, and this being Ireland some Guinness was drunk, and the warm evening enjoyed

Sunday—a beautiful September day and just a hint of more wind this time—but still coming over the trees! But the team battled on and as the day progressed a good display was achieved finally showing Lizzie what we could do. The Flying Squad did both multi and two line displays as well as Stephen Hoath and Simon Dann showing impressive commentary skills. Teddy bears were dropped and certificates awarded by the Swifts. A lifter kite was lost in the trees by Team No Limits and despite repeated attempts was still there when we left. Large and small kites filled the sky.

By afternoon the park was filled with families out enjoying the event, the kite workshops run out of kits and had to improvise with A4 paper kites (produced by Sue and David who run kite

workshops in the U.K.). We discovered there was an Irish kite flier who could fly three dual line kites at once, and that there were a few Irish kite fliers keen to meet us all.

For me the best sight was a large smiling Devil Kite flown by the Gonzales brothers flying happily on a Sunday in Ireland! And being hand held on the Irish Cricket Club Pitch (good job they did not know what their cricket pitch was being used for—it was just not cricket!!)

By the time evening arrived we had some very tired and sweating kite fliers, but there was a sense of camaraderie and pioneering spirit and many were keen to come again next year (the Guinness appeared to have something to do with it). Hopefully the event will take place next year at a different location (possibly a beach close to Dublin) and not clash with Bristol .



The event was well covered by the press, and the next day there was a large colour picture of my husband and my kites on the front page of the Irish Times, it was very strange to walk around Dublin on the Monday and keep seeing your kites, but it was a nice reminder of a great weekend.



Portsmouth Report from Hugh and Lyn Blowers

Portsmouth. A sombre time on Southsea Common!

The main arena slowly filled with Spirit kites, as 20 examples of Martin Lester's creation rose in silent tribute to, and in memory of, Herman van den Broek who had tragically died on the kite field the previous day. Herman was a founder member of the Holland Kite Team in the 1970s, and was involved in so many aspects of kiting and kite festivals that we now take for granted, including the 'Worlds biggest kite', way back in 1981. Herman was a giant of a man in all respects and will be sorely missed on the kite fields of Europe. Our thoughts go to his family and travelling companion John Verheij.



The festival had started on Thursday effectively, with a TV and press call. Stalwarts from the Solent and Brighton Clubs braved the extremely strong and very unseasonably cold winds to put on a show for the cameras. As usual, 3 hours of filming ended up as the briefest of items, but it seemed to serve its purpose, judging by the crowds over the weekend. With the traders, concessions and camping village, along with three huge arenas, the kite festival expanded to cover the whole of the west side of the Common, meaning that TC had some very long walks to summon people into the arena at the appropriate time. Mind you, this was nothing compared to the walk he had to retrieve his Rok after the Saturday fight, but we will return to that in a bit.

As we are often reminded by George and Andy, kite flyers always moan about the wind and certainly there was no shortage of it. Putting up stalls and tents proved to be an adventure and with the rock hard ground, even the most enthusiastic hammering seemed to make no impression when trying to get stakes in. Cars were the only realistic anchors for anything of any size. Gill and Jon had again gathered together an extensive and varied list of international flyers, blending festival favourites with new visitors. A new departure for this year's festival was a deliberate policy of keeping to the programme and timings. Thanks to the stewardship of TC and precise instructions from the commentary duo, things were kept well on track, even if it did mean some displays were truncated and many of us were rushing about like loonies at times. Even Close Encounters were restricted, which is no mean feat!

It is difficult to get a balance between large display kites and smaller, more personal, pieces of work and Portsmouth does seem to have found that happy medium. With the wind coming off the sea all weekend, and not too warm at that, everyone could find a place to set up and fly. Yes there were some tangles, especially when the Brittany Ferry sails past and causes mayhem, but in the main most kites seemed to relish the conditions.

TC always comes up with 'a cunning plan' to get



people involved or showcase kites that may not otherwise be seen for a while, and this year was no exception. The original brief of flat kites with tails was expanded slightly to include sparred kites with tails, which got some interesting work out of kite bags. These type of kites fall into two crude categories, those that fly with the tails behind them, like Carl's serpents and those that fly with the tails below, such as the Della Porta

Portsmouth Report from Hugh and Lyn Blowers

style. As many of us were to find, with the wind that strength, them as fly with the tails below, weren't half pulling. A 16mm GRP cross spar in an Angeletti Quatrostelle folded up as if it were a piece of 3/16th dowell. This section produced some lovely examples of work from Angeletti, Randy Tom, Frits Jansma and our own Gill Bloom. Many of these also appeared in the art kite section, where they were joined by Janneke Groen and kites from Robert Brassington, Robert Trepannier, and most spectacularly, Fare Gonzales from Spain with his painted representations of old masters. Something that several of us found less than appealing, were the images on the kites of one of our guest teams. We can live with suggestive or saucy although this might be unacceptable to some, but unexpurgated 'naughty bits' more suitable for gynaecological journals than kites would seem to be a step too far. After all they are for public display, the kites that is, not the naughty bits!



Something not seen for a while was an official Rok fight, and after Saturday, one can understand why they might have been abandoned in the first place. Retiring to one side of the field, out of harms way, resolutely avoiding any contact of any sort by standing behind the fight, pulling down the kites by hand, resorting to string as practised in the past by master tactician Ray Oakhill, and a general unwillingness to fight marred what could have been a good contest. With the strength of the wind there was no logical reason why the fight should have lasted more than a few minutes, yet despite entreaties and caustic comments from George, it 'didn't half drag on'. TC even made the ultimate gesture of sacrificing himself to bring things to a conclusion, and condemning himself to the 'long walk' to boot.

Someone else that probably had more breeze than he wanted was Carl Wright. How he wrestled those three kites around yet still saying on his feet, only he and his studded shoes know. Superb flying none the less! As usual, the Flying Squad and the Decorators proved just why they are in such demand with wonderfully controlled displays in the very strong and gusty conditions. Probably the only people that thought there was insufficient wind were the Zooters, buggies with windsurfer sails. Well if that was not enough

Portsmouth Report from Hugh and Lyn Blowers

wind, heaven knows what they regard as desirable.

With the size of the site, there was little indication that there was any problem, until the seascape section of the programme brought just George's favourite mermaid into the arena, and a puffed up penguin. Within a few minutes word came that there was a medical emergency on the field and that it might be serious, at which stage it was decided to bring the festival to a close for the day. It was during the barbecue that Jon Bloom confirmed that Herman had died, and that the flying of the Spirits the following day would be an appropriate tribute.

Sunday seemed to be even windier, and definitely colder, Fleeces and windproofs were the order of the day on the field, but in the shelter of the camping area it was significantly more pleasant. A measure of the wind strength was seeing Martin Croxton flying a 120 sq ft Haganman parafoil, and a string of Imperial Carp from his traditional pitch by the memorial. With a train of Cloud Seekers added later in the day, it seemed as if he was going for 'boulder lifting' as well. Another fine kite, beyond the confines of the arena was a very long Chinese dragon being flown by a member of the public. It is a facet of Portsmouth that there are always interesting kites to be seen all around the site, but it does involve some legwork to find who is flying them. Derek and Cara Kuhn have made something of a trademark of their 'line flags' and a multicoloured selection of these flew on the windward side of the arenas for both days. Ironically, Michel Dupuijdt, who reintroduced these a couple of years ago was present, heading a strong contingent from Belgium, including Jos Valcke, Jazzy and Ivo and an exciting young kitemaker, Jerome Colpaert.

It was great to see Mark and Elizabeth at the festival again, but I was brought up short by a current flyer who asked me why they had Betty Boop on their cabana and kites? Are we getting that old? Don't answer that please, but how many of us remember they days of the Tiggers, the Boop Troop and when the Decorators were just that and they were three of them? Oh dear, there he goes again, wallowing in nostalgia. I blame it all on TC and his DVDs and late night drinking sessions with George and Andy. Talking of which, how must our International guest have taken the news that the University bar would not be opening on Sunday evening? Luckily we had emergency supplies that we could hand

round, but it doesn't give too good an impression, does it?

The programme for Sunday followed the previous days intent of keeping to time, which kept the invited flyers busy, including the Beccles Bunch who gave the commentators hours of harmless fun at their expense. Even a visit to the toilet was enough to get George enquiring as to the where the 'missing member' was? The Avon and Brighton clubs had come mob handed, putting on very comprehensive arena displays throughout the weekend although Rolly did not put in his usual exciting appearance. The Rok fight proved conclusively that the rules do need revisiting if they are to return to the fun and entertainment that they were originally. Perhaps the 'Hackney Rules' could be dusted off, or is the 'win at all costs' ethic now too deeply instilled? The only other aspect of competition at the festival is the altitude sprint. Now here is another contentious issue. As Karl's Sprint Specials are now proving impossible to beat, and he has taken to providing the Countries best with this demon sprinter, how do we know with any degree of certainty, which of them has won? Southern rules, no problem, just measure the amount of line each of them has out as you are comparing like with like. Northern rules, more of a problem! Still, at Portsmouth, it was a case of who had the most line and whose fingers caught fire last. In each sprint it proved to be Alan Holden of Avon, with, yes, you guessed, a Karl Longbottom Sprint Special. How long before Karl produces a GT version at premium price?

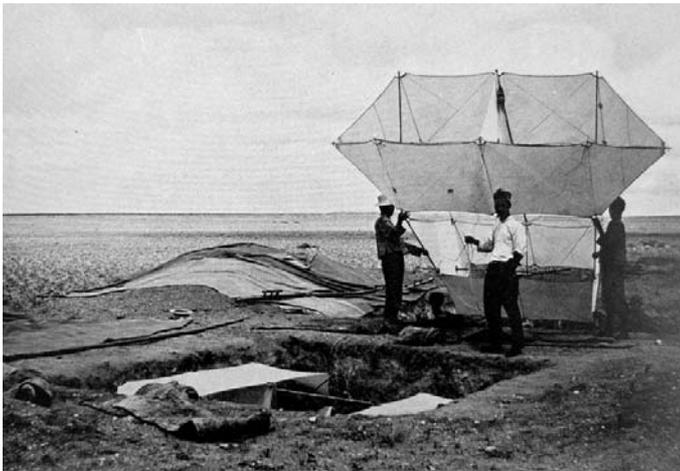
It might be difficult to believe now, but it is not that long ago, that a sports kite competition was instituted at the Hackney Festival that involved teams competing against each other with the 'simple' task of launching, flying to the edge of the wind window, landing, launching and flying back to the centre and landing again, which is where it could all go wrong. Landing a sports kite in the centre of the wind was a black art, yet now in any routine, kites will spend as long on the ground as they do in the air, land and take off numerous times in all attitudes. Carl Robertshaw and Chris Goff demonstrated this sublimely throughout their display, which still represents dual line flying at its very best.

Lots of kites, large numbers of people, despite the wind and superb displays throughout the festival, yet it will be the 'Spirits in the Air' on Sunday that will remain in our minds as we remember Herman van den Broek.

Kites can be found in Weifang and Beijing, but not in Mongolia—Paul Chapman

This year my trip to China was primarily a scouting mission to Inner Mongolia where I hoped to discover traces of the meteorological kites used by the Swedes and Germans in the 1930s. My Chinese friends only half understood my requests but it was still an interesting experience sleeping in a yurt with my head resting only a few inches from the overnight fire made from camel droppings. Mongolia is a vast place, part desert, part grasslands, and would seem an ideal location for flying big man-lifting kites. Sadly, there were no kites to be seen in Mongolia, other than the live sort.

big kites for me brought him to the notice of the Kite Authority in Weifang, which then led to them having the privilege of him being artist maker in residence. More recently I have been bringing back his lovely soaring hawks, which seem to really annoy Bristol's seagulls. This year we amused the museum staff by doing a spot of indoor hawking – it is Mr Qian's latest passion! I had a go and it is not unlike flying Indian fighter kites indoors, except you are continuously spinning out and recovering line from the big Chinese kite spool as the hawk rises, circles and glides among the overhead strings of dragon kites. This time we had a long discussion over dragons and who had the skills to make one. There are now really very few good makers left in Weifang; mostly retired old men. Young people are more interested in other things, especially those that pay quick returns. And other kitemakers have turned to kite business and churn out cheap deltas and other western influenced stuff. It seems as if there is only one master dragon maker left and, should you want one, you need to commission one before it is too late. Be-



Our long road trip from the seaside town of Qingdao (only one kite seen there, an octagonal one with a long winding tail, although we saw several sky lanterns being launched from the beach) took us to Weifang for a family party and a chance to see my old friend Mr Qian. Mr Qian, whose name translates into Mr Money, was very pleased to see me when we turned up at the Weifang Kite Museum. He now has a workshop there, although he and his wife also make their kites at home. Mrs Qian does the exquisite paintings. I first met them several years ago and commissioned him to make a few big display kites and, one year, to replicate the 1850s kites from Epinal in France. Mr Qian's workmanship is really excellent and the chance to make these



fore I left I paid a visit to the museum shop and had a heart wrenching time not buying any of Mr Qian's kites (you can have enough) although I did find several new kite books to add to my budding library.

Our 600km road trip to Mongolia took us first to Miyun, just north of Beijing, and then, via cable-car to the Great Wall at Simatai where several people were paragliding and who later landed in the car park chaos amongst the hawkers. Thereafter the motorway suddenly turned into a rather less than B class English road but which still carried three lanes of trucks and other traffic, each way on a 2 lane rough road! Then it was a nightmare night-time drive through overhanging mountains in torrential rain and thunderstorms with rocks crashing onto the roadway. We stopped for the night at Chifeng (which I translate as Eat Wind, but probably have it wrong) and then we were in the Mongolian desert and grasslands; and more sky lanterns.



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After experiencing yurt life near Dali Nur, and later at what was described as the Mongolia horse training grounds of the Red Army, we came back via the outpost town of ReShui (hot water) where our hotel provided a really hot spa bath. Across the road there was a hotel where they kept a 'Bartitish' railway engine from 1909, but no kites and where I was accosted by uniformed policemen since UNESCO was staying at the Railway Inn and I seemed too scruffy to be one of



Olympic Stadium in Beijing – street sellers selling trains of cheap paper diamond kites that come in various designs. A stash of 30 will cost you £15 unless you have friends to help you out, and then you get them for £3 and the seller is still quite happy. I stayed on in Tiananmen Square until after 6 on the Sunday evening but there was nothing doing other than to watch the innumerable uniformed policemen. Later I was told that a big kite had managed to get itself stuck on one of the (kite-eating) monuments and that the officials were suitably annoyed and have retaliated by banning kite flying – it seems that they need a visit by the Grumpy Old Gits. If you want to see kites now you have to either go to the Temple of Heaven which is south of Tiananmen, or take the subway north to the Olympic Park. I didn't manage either because the next day I took a trip to the Three Stones Kite Shop. The Three Stones Kite Shop is run by Mr Liu Bin. Mr Liu's family have lived and made kites in the same location for many generations, at least as far back as his great grandfather. Now the old hutong lane dwellings have been largely demolished and replaced by what we like to think of as old Chinese streets – modern, ex-

them. Then to Chengde where we stayed in the servants quarters of the Emperors Summer Palace, which was good, and where we dined in our private palace gardens and watched numerous red sky lanterns as they drifted lazily into the night sky. Chengde itself seemed a big rip-off city so we abandoned the place for the traffic chaos around Miyun and headed back to Beijing.

There are kites in and around the famous Bird's Nest



Kites can be found in Weifang and Beijing, but not in Mongolia—Paul Chapman



pensive and with a hint of old China. But Mr Liu is an excellent kite craftsman in the old style and there were a lot of beautiful kites to salivate over. My trip to Mr Liu came on my penultimate day and already my bags were full – books from the Weifang kite museum, one of which featured the unique kite made for me by Mr Qian and another big volume dedicated to the Beijing swallow kites made by my friend Mr Kong. But I had to

dous Chinese; you really have to make the effort though). Take the subway to Gulou and head south to the Drum and Bell towers. Keep going and you come to the lake. Mr Liu's shop is just below the lake at No.25 Dianmen Street West (www.cnkites.com +86 10 84044505) and within sight of the northern exit of the Forbidden City. And he makes dragons too, but they can take up to 2 months for a big 25cm cell one. Mr Liu also sells kite reels – modern kite reels of quite amazing complexity. One chromium plated BMW of a reel had a sticker price of about £180 and incorporated a motorcycle throttle actuated disk brake! It also weighed about as much as its Harley Davidson's origins so it stayed in its locked glass safe.



I came away from China feeling that, more than ever, the traditional Chinese kite is under threat. There are very few good young kitemakers like Mr Liu and the old guard is beginning to die out. When I first went to China, in 1994, you could find a complete range of kites; from the rustic (these seem now to be extinct) to the exquisite and to the very complex. Tal Streeter in his *'Art of the Japanese Kite'* talked about the same thing happening in Japan in the 1950s and '60s. Now it seems to be China's turn and I can only hope is that the Chinese recognise the importance of the traditional kite and more artist kitemakers get involved. Prices will invariably rise as they have in Japan, but I suppose that is progress.

have something, so space was found for a lovely little soaring hawk kite. Then Mr Liu showed me his miniatures – a double kite comprising a praying mantis about to catch a cicada and which could either be flown as a single or two separate kites. The bamboo work was outstanding.....so I bagged that too! And then he showed me his competition kites, but by then I was overspent and anyway the bags were bulging. I thoroughly recommend a trip to Mr Liu (his sister's command of English more than matched my horren-



Kites can be found in Weifang and Beijing, but not in Mongolia—Paul Chapman



Somewhat surreally Mr Liu reappeared at the Portsmouth Kite Festival. Well, almost. I was talking to John The Apprentice (otherwise known as John Browning of the Grumpy Old Gits) when he asked for a spot of advice on the elevation of dragons. He had a lovely dragon which turned out to have come from the Three Stones Kite Shop but it had never been flown. We laid it out on the Southsea Common grass. John said the magic word and up it went. Perfect!

Subsequent to my trip I found the following description of Liu Bin on the Internet. I have adapted it slightly.

Liu Bin is the only craftsman in Beijing to build and sell imperial-styled kites. A trade kept in the family for three generations before being entrusted to him.

"My grandfather wished that I would carry on the craft." Liu Bin is his family's fourth generation of kite flyers. Just like his father, his grandfather, and, allegedly, his great-grandfather, although there is no written proof of this. This 30 year old, originally from Beijing, is the last of his family and the only one in the capital to assemble and sell his own kites.

For the frame of the kite, Liu Bin first dries bamboo in the shade for three years. Over 40 centimetres long

and 13 wide, the stems are also over a centimetre thick. Then, depending on the models, the bamboo is cut into rods of various thicknesses before being shaped with a flame into their desired form. Liu Bin then moves onto bonding the sails, again, relying on the highest standard of materials.

"The people's kites are made from oiled paper, the same used to make windows draft-proof", says Liu Bin. Although "our sails are made from fabric," he adds, only the best silk is used. There are several types of silkworms. Shandong (northeastern China) silkworms are wild but produce poor quality thread," he says. "We prefer Fujian silkworms (southeastern China). The thread is more delicate," he adds.

Silk quality not only changes according to geography, but also according to season:

"We prefer spring silkworms. The silk produced is clearer and of better quality," he promises. The cut silk is then entirely hand-painted with Liu Bin's chosen hues mirroring the décor of the Forbidden City. Although the colours don't change, the paint used over the years has, as Liu Bin improves an age-old craft.

"I studied Chinese painting at the Xu Beihong (editor's note: the famous Chinese painter known for his calligraphy horses) school for four years. It is the only link that tied me to the craft of kite building," he confides in us.

"Thanks to my knowledge, I obtained more beautiful and resistant colours, much more so than those of my grandfather," he smiles, all the while refusing to reveal any of his secrets. It usually takes 3 days to construct a 4 or 5 centimetre model including the laying of the reel - the most expensive are in wood and red copper - and the thread, in nylon or silk. The larger models can go up to 4 to 5 meters and take a month to complete. This probably explains the hesitation and critical putting of Liu Bin when faced with a customer wanting to offer a fish-shaped kite to his 5 year old. He explains that "many people see kites as mere toys, when they are in fact real pieces of art".

Liu Bin also offers courses to anyone interested in crafting kites. Building a simple model will take an hour and cost 80 RMB. A more complicated kite can take between half a day to a full day to build, as well as 200 to 300 RMB. And always remember,

"The most important is not how much you produced, but rather how much heart you put in your craft."

Blackheath Report from Hugh and Lyn Blowers

A Closer Perspective On Blackheath.

All the way into London on Saturday morning, signs warned of major disruption because of an event in the capital, which we knew, as we were headed there. As it transpired, yet again the Queen's official birthday had been arranged for the same day as the Blackheath Kite and Bike Festival. One would have thought that as the festival date was well publicized in the Kiteflyer, one could have arranged one's birthday bash for a different day? Happily, both events shared the same superb weather for the entire weekend.

This was the second of the modern era festivals at Blackheath and most of the niggles from last year had been addressed, making it a thoroughly enjoyable experience for all. The only possible fly in the proverbial ointment was the predicted winds over the two days. Depending on which forecast was consulted, it varied between a little and not very much at all, with one day virtually windless, but they were not too sure whether it was to be Saturday or Sunday.

The site was much more compact this year, using the same area as the Blackheaths of yore with the main display arena and the single line arenas adjacent. This meant that the crowd, traders, concession stalls and flyers were all together, with positive advantages for everyone. Gill and Jon had engaged a plethora of sports kite talent to provide a rolling programme of displays, while ½ of the Beccles Bunch, Jos and Kaatje Valcke from Belgium, a portion of Wigsleys Wings and a contingent from the Brighton Kiteflyers were tasked with filling the single line arena. Robert Valkenburgh with his wonderful gallery of wind instruments and sculptures provided an additional attraction this year. It is one of the facets of modern kiteflying that there are many date clashes throughout the season, and this weekend was no exception. Fano and Teston accounted for a considerable number of flyers as well as one half of the dynamic commentary duo. This left Andy King with the unenviable prospect of two days commentary on a kite festival with no wind! By the time the festival started however, the breeze was starting to fill in and the work of the weekend could start. By way of a change I am going to reflect on the activities in each arena separately, for reasons that will become apparent.

At first it was a struggle to get a pilot into the air and doing enough work. John and Dave from Brighton were hindered in this somewhat as the car bringing the pilots had to divert along the way. Eventually Jos and Kaatje used a parasled

and one of their lovely flowers as pilot and lifter for their amazing Squaw. Bryn and Lesley Bagley filled the bottom of the arena with a Maxi Octopus, while John and Dave and a borrowed lifter hoisted geckos, crabs, lobsters and whatever else came out of the car. Hugh and Lynn started with a Peter Lynn Maxi Cat, which was an adventure in itself as it is a big beast in such a small arena. Not content with this, they then added a mini and micro cat to the line. As if this was not enough, Bryn decided that a midi was needed to complete the family and so this was added just below the maxi. There was now an entire litter of PLK cats huddled together on a very short line, all anchored to one poor Vauxhall Astra. As the afternoon went on the wind freshened somewhat, as well as shifting back and forward through 45 degrees or so. This kept us all very busy controlling the kites in the confines of the arena and sorting out the resultant tangles. By the time the day finished and everything was back in the stuff bags, we all knew that we had been flying for a day. Sunday was a complete and frustrating contrast as most of the day was spent launching pilots, filling the kites and then retrieving them two minutes later as the wind died away. If this was not enough, what wind there was managed to arrive from every possible direction so after driving round the arena and hoping the car was in the right place, we gave that up as a bad job and resorted to a series of strategically placed pegs dotted around. We all did a lot of walking, but not much flying unfortunately, which was a great pity, as there were Owls, Trilobytes, Mantas and all manner of large inflatables steadfastly refusing to reflect their collective name. The only single line kite that had any serious flying time at all was Jos' version of an Ostend Bird, but even this spent much of the day wafting down to the ground.

Significantly, this and the fact that we were close to the display arena, allowed us to see and appreciate what was going on there this year. We are exceedingly lucky in this country that we have some of the finest display teams and best individual flyers available, and with the conditions over the 2 days we saw some of the finest flying and kite control imaginable. A well-drilled team in normal wind is a joy to behold for everyone, but to see what the flyers managed to produce in these very marginal and difficult breezes was a privilege. Blackheath is the spiritual home of the Decorators, and they really created the concept of the 'display team'. Moving on from their days as a three man competition team, they have a flexible number of highly skilled Rev flyers that can come together in any combination to put on

Blackheath Report from Hugh and Lyn Blowers

a display of precisely controlled Rev flying. Unlike most pop groups, the three original members are still active, in spite of Romney claiming to have retired several years ago. The Flying Squad also have this method of operation with a core of something like 18 flyers to call on for festivals. The result of all this is that the mass Rev displays have tended to over shadow the two line sports kites, but Blackheath showed that this is not necessarily the case. Carl and Brian Wright of Team Spectrum are well established with their various routines and combinations of kites and flyers. The most basic is two men and two kites and it goes on from there with Carl flying two kites linked together with a single tail and then flying three kites single handed, if that is not an oxymoron? A three kite refuel would just top it off though Carl!

The display team concept has been embraced wholeheartedly by the Airheads who are as well drilled as a competition team, but deny all aspirations in that direction. With Peter Taylor of Air Dynamics, Doug Irvine who has seen several World Cup and other contests from the sharp end, Paul Collins and Keith Griffiths, all ably assisted by Val and Irene there is no shortage of talent. They spend a great deal of time working on complex manoeuvres to create 3D patterns with the long tails they use. Sports kites have the problem that they only work visually if you are in front or behind, but with the exquisite tails they can produce a routine that works from the side as well. Apparently they can fly in binary code as well, but this is far beyond the understanding of this scribe when he is sober! For those of us that have seen a few summers, we can remember Andy before he swapped a pair of handles for a microphone. Several times recently, Airheads have persuaded him away from the commentary box to exercise his skills in their display. He claimed later that the flying was instinctive, but I think the old skills are still there. So how about Andy, TC and a co-opted ex member giving us a Blast (or Blitz) from the past at Portsmouth?

Many readers will remember the first axel they saw and how difficult it was initially, but soon the concept of a kite flying forward to be in control was turned on its head. It took a while before a series of tricks could truly be called a routine, but trick flying became a regular part of any festival. Trick outs can be a bit difficult for an audience to comprehend, as only the flyer really knows what each manoeuvre is intended to be, but a short, sharp event can be entertaining. Pity it can't be done in Slo Mo so we can see just what is going on (at both ends of the lines).

Close Encounters often produce something slightly bizarre, and all to a live commentary as well. Remember the paint rollers at Weymouth or slamming a kite into the ground at full power to see how far it disassembled itself? Well this was land the kite and see how long before the ultralight, specially coated tail finally hit the ground. Amazingly, it was seven to eight seconds before it fluttered down.

The weekend produced some excellent flying, but the highlight to me was not a display as such, but three flyers of the highest order just flying for fun. When you consider that they were Carl and James Robertshaw and Chris Goff then you can appreciate the calibre of what we were witnessing. The wind was almost non-existent, they constantly had to adjust, as what wind there was changed direction, yet they were producing the most accurate and controlled precision routine it was possible to imagine. It had no beginning as such, as it started with Carl and Chris flying together and then James joined in. The ending, when it came, confirmed that we had all seen some of the finest flying possible. I have no idea how long the routine lasted, but it was probably four or five times longer than normal and an absolute joy to watch. Later in the day they were joined by Dave Morley, and morphed from Evolver into Scratch Bunnies to present a ballet that was a delight. That they must have flown around the entire arena shows how flukey the wind was. It is not too often that a team gets asked for an encore, but this was one of those occasions. Their case was not helped by the hordes of school children scurrying around the arena, showing off their competition kites. It was slightly surreal seeing TC and others acting as human sheepdogs, trying to contain this seething mass.

Carl Robertshaw, ably assisted by all and sundry also provided a impromptu 'magic moment' on Saturday. With a brief lull in the programme, Andy asked if anyone wanted to use the main arena for a while? One by one a veritable sea of Carl's delta serpents were launched and soon the arena was covered in these flowing kites. Thanks to Carl and everyone that helped, especially when it came to wrapping up all those tails!

By the time the Mayor arrived on Sunday afternoon, the wind had all but deserted the site completely, so it was with a degree of relief that we were able to head for home with the air-con turned up full, reflecting on how the nature of festivals has changed over the years.

Kite involved in crash of small plane

After hitting a kite, a light plane crashed into a two-story bus that was on exhibit yesterday afternoon at the Global Fair and Festival 2009 in Songdo International City, Incheon.

While returning to the island after flying over Songdo, a wing of the aircraft collided with a kite involved in a kite flying competition being held at the fair. The aircraft spun in the air a few times before crashing, according to investigators. "The organizing committee confirmed that the plane was not invited to the Global Fair and Festival," said an officer who asked not to be named. "Investigation is under way to determine the reason for the accident."

Flying Trick Kites

www.fruitshoot.com/#/176-kite is an excellent short video of flying basic tricks including axels.

Afghan-American author flies a kite for Afghan progress

KABUL — Khaled Hosseini, the Afghan-American author of best selling novel "The Kite Runner" flew kites with boys on a Kabul hilltop Monday, hailing development as the key to crushing Taliban rebels.

Hosseini, in Afghanistan as an ambassador for UN refugee agency UNHCR, capped his visit by going to a famous viewpoint, where despite his literary prowess he failed to get his kite airborne as curious children milled around.

Art, Parks and Kids in Ellis Park (South Africa)

Entitled Invented Mythologies, Jahangeer says he was asked to submit a proposal, along with four other artists, on the day his son, Mika, was born. He dedicates the sculpture to Mika.

The huge artwork, done in stainless steel, depicts a boy flying a kite, standing atop a large broken sphere. The long string of the kite stretches for metres into the air, giving the work a flighty, dream-like quality, while the tail contains bird-like shapes. It is meant to evoke in the viewer "a childlike fascination".



Kites and Planes.

A kite flies in the sky during a performance of Russian jet fighters Su-27 of 'Sokoly Rossii' (Falcons of Russia) aerobatic group at the International air-space

show MAKS 2009 in the city of Zhukovsky outside Moscow, 22 August 2009. EPA/SERGEI CHIRIKOV



Flying high with a return to business

An Amersham shopkeeper is flying high once again after reopening his kite business in the town after a seven-year absence. David Mullins, 44, launched JoBo Leisure 'The Kite Shack' in The Maltings, off School Lane, by inviting his former customers back last Wednesday.

But it is not the first time they have returned as thrill seekers continued to arrive following the closure of Mr Mullins's business seven years ago. He said: "I love doing this I think it's good to be back again. Customers were still coming down here to see if we were open but now we are. We had our company here for 12 years retailing and manufacturing trick and sports kites, ones for kite surfing and power kiting. The technology has got better and better."

Mr Mullins, who trained in fashion manufacturing, plans to restart making his own kites in the workshop which is directly below his former premises. Despite the recession Mr Mullins said he believes there is a healthy market for his products, which include toy kites, power kites for kite surfing and buggies as well as safety gear and accessories.

"But with the present climate I've streamlined the way we operate. It's a big step and it's good to be doing it again."



2009 is over, roll on 2010?

Well, it's been a busy year for STACK, and me in particular. Chasing money for 6 months (and not getting anywhere) and organising EuroCup, as well as all of the normal things that happen over the summer.

However, work doesn't stop for the winter in STACK, we now have our season of winter league events, as well as the boot camps. If you are interested in a league then the first place to go to find out information is the STACK website. There is a calendar at the bottom of the first page with the dates of the events as I have been informed, plus if you click on it you should be able to find out where to go for more information.

EuroCup 2009

I have to say a BIG thank you to both Jess Waters and Vee for their able assistance with EuroCup, before, during and after the event. Without this team it wouldn't have happened.

What, you want to know what happened? Why weren't you there? Margate? What sort of an excuse is that? Yes, I know it was a poor choice of weekend in some respects, but it was either then or the weekend before (Bristol) or the weekend after (Scheveningen) so what could I do?

Competition itself ran over the Friday and Saturday, leaving us a free day on Sunday to play and show off the assembled audience. Not huge by festival standards, but icing on the cake, we were there for the competition primarily. And what a competition it was, dual-line was well represented, as was multi-line indi, though only one pair and no teams entered (so no competitions). There were some missing names for various reasons (Richard Debray, pair M&M) but the level of competition was still excellent.

Everyone from EuroCup 2009

In the dual-line individual we had a close battle indeed for the top three, less that ½% between them. In the end Stephen Versteegh's ballet routine was the decider, he was so happy at the end of it I would hear his cheers whilst line judging in the opposite corner of the other arena! A well deserved win for a 'really nice



bloke'. Another set of congratulations should go to Cameron Blair; given a wildcard entry based on his performances in ballet routines throughout the year, he didn't disappoint, just missing out on a 60% for his ballet. He also had the worst wind of the weekend during his precision, it dropping to absolutely nothing during the routine.



Stephen Versteegh

In the pairs there was no surprise at the top, Courant d'Air once again proving too much for the rest, 5 time in a row now. The rest are all about the same level in overall scores, though it is interesting to see where some need work on figures and others need work on the ballet to bring their scores up to scratch.

Dual Line Individual	Precision	Ballet	Final
Stephen Versteegh	68.86	82.60	75.73
Carl Robertshaw	70.78	80.04	75.41
Steff Ferme	72.06	78.48	75.27
Chris Goff	68.24	77.12	72.68
Stephane Brihan	60.94	74.92	67.93
Samuel Roger	63.40	71.32	67.36
Bernhard Schaper	62.42	64.72	63.57
Laura Mastromauro	58.48	67.24	62.86
Antonis Lumiotis	66.10	43.64	54.87
Bryan Beasley	55.46	52.60	54.03
Cameron Blair	30.54	59.56	45.05
Mikhail Loskov	31.48	55.00	43.24



Courant d'Air receiving their cup from Vee



Speaking of scratch, in the dual-line team competition it's finally happened, the Scratch Bunnies have won the European trophy. This is the one trophy that eluded Carl and James as AirKraft and guessing from the amount of champagne drunk on Saturday night they were happy to have won it.

Dual Line Team	Precision	Ballet	Final
Scratch Bunnies	73.26	80.36	76.81
Start'air	73.84	76.52	75.18
Flame	66.88	68.12	67.50
O4	70.92	62.16	66.54
Cream Team	67.26	65.36	66.31



Start'air were not far behind, snapping at the heels of Scratch Bunnies, this it Courant d'Air plus Frederic Debressy, a pair turned team that could go far. Flame coming a creditable third made this national director happy, though nothing less than 1&2 next time chaps!

Finally, but by no means least, the multi-line indi competition. Superb flying and control by all the pilots, attested by the fact that 5 of the 8 had scores above 70% overall. Guido's sublime choreography is what won it for me, although his tricks with the quad line

Multi Line individual	Precision	Ballet	Final
Guido Maiocchi	73.94	82.52	78.23
Steff Ferme	75.82	79.56	77.69
James Robertshaw	73.12	76.12	74.62
Carl Robertshaw	73.80	73.96	73.88
Chris Goff	69.94	71.92	70.93
Werther Secci	63.62	56.20	59.91
Steffen Sowade	60.06	54.04	57.05
Timo Pepito Petz	53.90	49.52	51.71

kite were unbelievable.

I have to say I'm glad it's over, it was hard work; I didn't get to see as much as I'd have liked, let alone compete. What made it worth it was that the fliers seemed to like it.

UK Nationals final results

I'm sure you all have seen these on the website by now. A clean sweep for Chris Goff this year, I'm just glad he isn't flying pairs as well!

Rokakku Challenge 2009

All the results are in and it was tight at the top with a late burst from TC to take the trophy at the last event of the year. Commiserations to Mick Burls, who had led practically all the year, and couldn't attend Margate because he was helping me out at Weston.

Only the top 15 are shown here; we had 80 entries overall, most of whom only participated once, across 15 rounds. The smallest field of entries was 2, at Rougham, and the largest 26, at Portsmouth. All in all a great return to the kiting calendar, but I'm still not convinced the scoring system is particularly fair, one good result in a large field can catapult you to the top of the leaderboard. However, the result stands for this year, we have all winter to think of a fairer system.

	No of Rounds	Best 5 Rounds
Tony Cartwright	5	60
Mick Burls	11	58
David Johnson	7	39
Bob Crukshank	3	39
Peter Taylor	4	31
Simon Dann	3	27
Peter Jackson	3	27
Andrew Scott	1	26
Vee Griffiths	6	25
David Harper	2	24
Colin Marshall	1	23
Alan Holden	1	22
Malcolm Bradley	2	21
Bonefish	1	21
Mike Stevens	4	19

That's all for this quarter, but don't forget those winter leagues, it's a great way to ease yourself into competition. Particularly all those budding quad line team and pair fliers, the UK and Europe is yours for the taking.

92 ROMAN CANDLE 94.



The Journal of the Bearly Made It Sky dive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. As ever, mindless drivel content exceeds 100%, but we dont care and neither do you.

UTTER LUNACY or what?



THE WHAT IN THIS CASE COULD BE THAT HOT ON THE HEELS OF THE RECENT TEDS ON THE EDGE OF SPACE CAPER DETAILED IN R.C. A COUPLE OF ISSUES BACK, THE FURRY WOTSITS NOW APPEAR TO HAVE LANDED ON THE MOON.

We always had a sneaky feeling that Electric Arfas numerous Parachuting Fauna launch and recovery devices, clever as they were, were nothing more than a cover for what was really going on in his garden shed.

Can it be that Cape Canaveral No2 is in the Thames Valley? these photos certainly seem to confirm that this is so, and this coupled with other facts and figures appertaining to

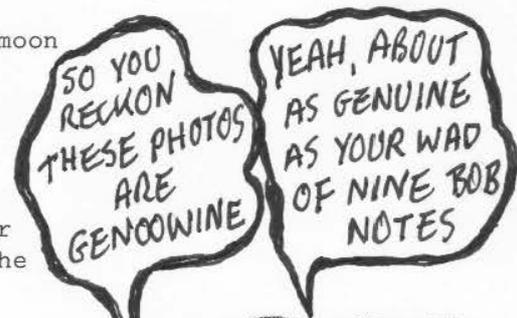
mysterious blast and rumblings, along with Bears seemly parachuting from invisible Kites and lots of broken windows in local greenhouses, plus an upsurge in local UFO sightings, would seem to indicate that this is probably so.

Be that as it may, you could say that our gast was truly flabbered when these photos surfaced in the customary plain envelope. They were checked for pawprints, but alas whoever sent them must have been wearing rubber paw protectors, but not to worry the post mark gave the game away as it was the good old fund raising one for the Bide a wee Bears home in Thatcham. Cursearooty said Electric Arfa, you sussed us out PDQ. Yep, contrary to popular belief we are fully baked, if a little barmy.

So how come if the furry hows yer farvas got to the moon has there been next to nothing in the meedja about this amazing event. Your guess is as good as ours, but maybe they had enough silly season gubbings this year already.

We had one or two questions for Arfa. What fuel does that rocket use? Newcastle Brown and Baked Beans which would explain the blasts and rumblings. How did that Bear and the one taking the pics get through the Van Allen, the Clarke and the Lonsdale Belts? Bleeding fast came the reply. Can you assure us that these photos are genuine and above board. What you see is what you get So dear readers its up to you to decide upon utter lunacy or nothing more than a put up job. We have one or two miniscule doubts, but are going along with these as the real deal, espesh the moon one with the advertisers name on it, why we've even heard that Capricorn Estates have redundant Aircraft Hangers to let at Greenham common and some say that they even glow in the dark.....

CAPRICORN, CAPRICORN, seems a fairly familiar name we've heard it before, we cant remember, but not to

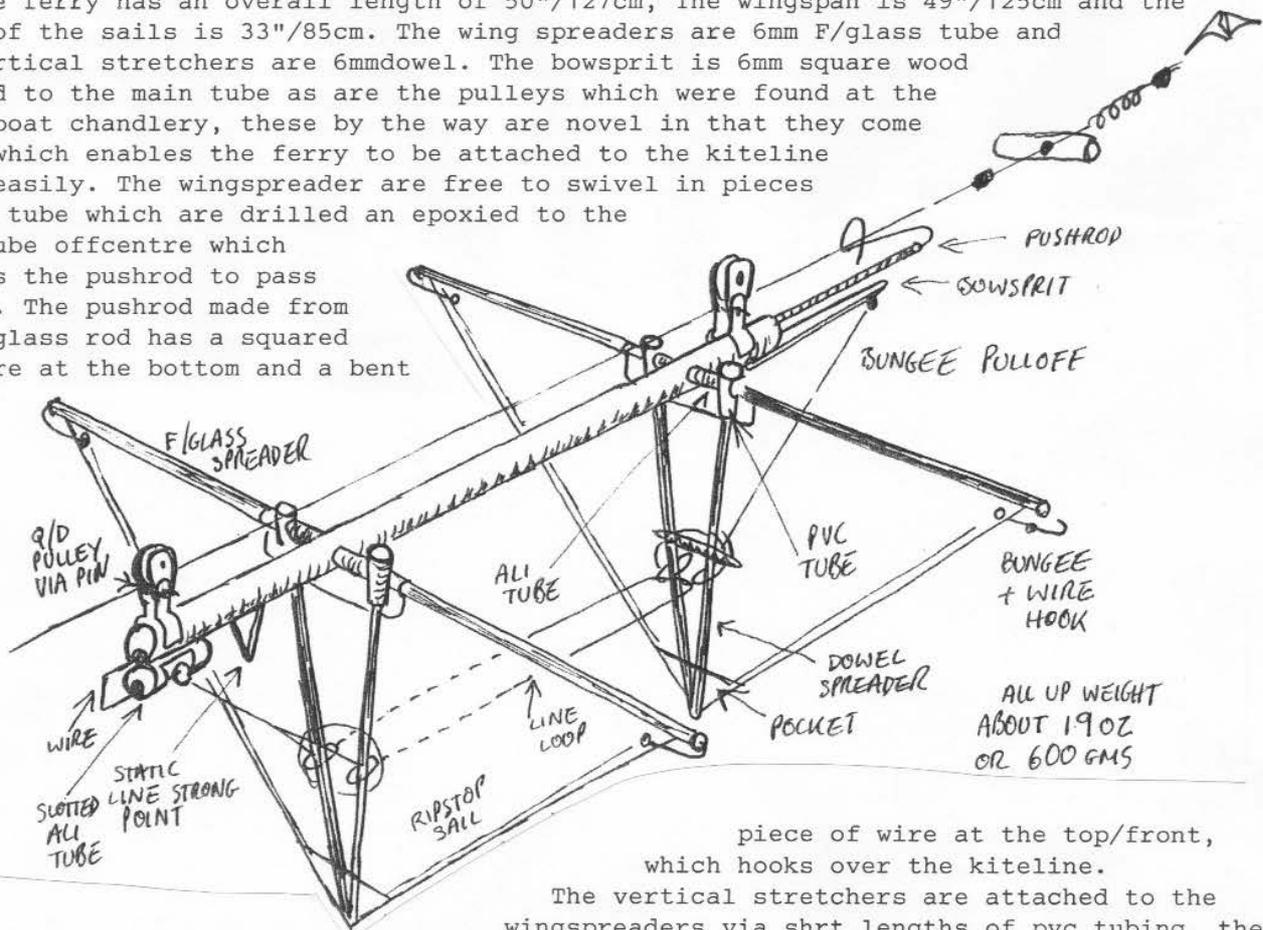


Where the wild things are

THE WILD THINGS ARE PROBABLY BEING HOISTED ON A FERRY WHICH WORKS VERY WELL IF THE WIND IS RIGHT, I.E THE MORE WIND, THE MORE IT WILL LIFT.....

This twin sailed ferry is pretty lo-tec, made from lots of odds and sods from your Kiting junk box. The main tube on the BOFs one is via a broken piece of fishing rod which someone thoughtfully threw into his garden but a piece of ali works just as well.

The ferry has an overall length of 50"/127cm, The wingspan is 49"/125cm and the depth of the sails is 33"/85cm. The wing spreaders are 6mm F/glass tube and the vertical stretchers are 6mmdowel. The bowsprit is 6mm square wood epoxied to the main tube as are the pulleys which were found at the local boat chandlery, these by the way are novel in that they come apart which enables the ferry to be attached to the kiteline quite easily. The wingspreader are free to swivel in pieces of ali tube which are drilled an epoxied to the main tube offcentre which enables the pushrod to pass easily. The pushrod made from 6mm F/glass rod has a squared off wire at the bottom and a bent



sails of course: ripstop

gh which the wingspreaders elastic and wire hooks. The same elastic operates as a pulloff when connected to the bow sprit, though when the payload goes the sails fold forwards pretty smart. At the back/ bottom a length of line terminated with an ali ring engages with the pushrod wire and this is where the payload is attached.

The Kiteline stop is 10/12mm dowel , drilled sos it slides on the kiteline, above this is a light spring, both free to move between two raps of ductape, this is to cushi- on the shock of the ferry hitting the stop which is what destroyed the Mk1 version that the BOF cobbled up. Holy cow what a shock at the time, but bags of fun when remenicng. talk about gobsmacked, must have looked similar to these three but maybe not quite so hairy



A ferry similar to this one is a useful addition to a dropniks ordnance, put it this way you can have a lot for very little outlay apart from time and the first time it shoots off up the kiteline and deposits its load succes- sfully is truly worth waiting for.

Mind you, you have to be aware of the vast scope for tearing your hair if the bleeding thing is temperamental.

Talk of the Tyne

AND IN ALL PROBABILITY HALF A HUNDRED OTHER DIFFERENT PLACES OF NOTE WERE THE TORNADO TEDS WHO AT ONE TIME USED TO TEAR IT UP A BIT.....

These furry hooligans used to fly a Tornado F3 with No 11 squadron of the R.A.F. and they are still arguably the fastest members of the BMISS. Mach 2 was the pilot, everlastingly moaning about banging his nose on the windscreen when he gave the old crate some welly. Mach 1 rides in the back of the F3 and never has passed Mach 2, he was the Nav and Weapons bod, also the inflight caterer and chief cook and bottle washer. Just in case you were wondering, a couple of humes did go along for the ride, but they were just ballast and in flight cabaret. The humes were of limited talent and basically just relied on a single catchphrase which was along the lines them occasionally going bananas and shouting "shoot, they've got lockon".



However lots of water has gone under the bridge and the days that we thought would never end have been and gorn with the recent arrival of a parcel, the postmark of which gave us a bit of a fright. Yes it was they, the Tornados a bit older than when we last saw them (aint we all?) but still as chipper as ever.

Sad thing was the little note which accompanied them saying that Old John Thornton was getting past Kiting and was having a clearout and could the HQ mob find room for another couple of furry wotsits, yes we can. Thats well sad, getting past Kiting, Thing is it does seem to happen as regular as clockwork. The spirit is willing, but the flesh is weak Still, one thing is certain you may get to be past Kiting, but you still love Kites.

DAMMEROOTY, NOT LUCKY ENOUGH TO COME UP WEARING A GOLD WATCH.

Well, put it this way, there was no mention of one from what we can make out. Mayor Noel Atkins 65, made a tandem parachute jump from 12,000ft, ostensibly to cure his fear of heights and guess where he landed? You got it in one, face first into a cow pat, at Headcorn in Kent. Political opponents were quick to point out that it could'nt have happened to a nicer bloke, or a more deserving one.

MAKE OF THIS WHAT YOU WILL.

Guy Wells may still hold the record for the youngest skydiver in the U.K., but recently we heard of someone even younger who performed a record breaking hume skydive. One report said that the youngster was 12 and the jump was done in Poland, another said that he was actually 10 and the jump was done in Lithuania, so make of this what you will. Someone out there has a claim to fame, but as of yet we cannot confirm or deny it

ARE THEM CURRENT BUNCH AT THE CAA NOTHING BUT SADDOS?

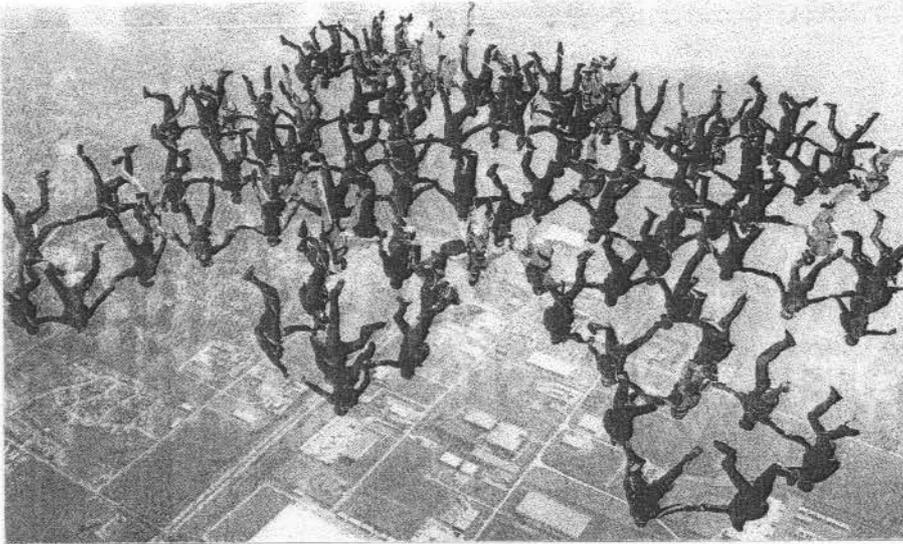
Or is it more likely that they are completely and totally up their own fundamentals Time was when the officials at the Civil Aviation Authority actually entered into the spirit of parachuting fauna from kites with suggestions for surviveable descent speeds amongst others and a jolly good time was had by all, for according to the utmost letter of the law it is an offence to parachute fauna from Kites, yes, I kid you not.

Without wishing to be a barrackroom lawyer past permissions must prevail surely on terms of dates, unless that is the current bunch of saddos are too snooty with regards to parachuting fauna or more likely they are simply figuring out how much they can charge you for the privilege. As you are only too aware that these days, thats all that matters, how much can we screw the mugs for, after all they do need the money now that their expences have hit the spotlight. Electric Arfa says that he has copies of the applications for exemption if anyone should complain about parachuting fauna, maybe some sad barsteward would, so the problems do seem to be with the officials at the C.A.A.

All together now... The Lunatics have taken over the Asylum (so whats new?)

Days like these

YOU CANNOT HELP BUT BE SORRY FOR THEM TH-
AR HUME SKYDIVERS AS THEY GET
EVERMORE DESPERATE IN ORDER TO
OUTDO THE FURRY WOTSITS.



And do they succeed? not really when they are reduced to lets hold hands upside down in a formation alledged to be 100 strong. You could be charitable as we are are and say well done whilst thinking along the lines of this is bleeding pathetic.

The furry wotsits appear to have gorn lunar and all that limits the humes is whats the biggest aircraft can we afford along with how many nutters can we find to give it a go yoowot?

**THINGS WE FIND WHILST HAVING
A DREDGE FROM ABOUT 18YEARS AGO**

AND ARE WE ANY THE WISER? FRAID NOT AS MOST OF THAT TECHNICAL GUBBINGS IS A MYSTERY.

It was a mystery when we first read about it all that time ago and nothing has changed and as far as we know these technical terms are still in use in the design of Parachutes. Porosity Factors, cor, Critical Squids, wow, Slugs/ft3, mama mia, Kilogram Newtons, gordon bennett, Drag co-efficients, oo-er missus, Holy cow talk about what passes for a brain going into China syndrome, its either that or our flabber is gasted.

WEIRD ST HAPPENS, OR YOU COULD'NT MAKE IT UP IF YOU TRIED. DID YOU KNOW THAT MALARIA WAS RESPONSIBLE FOR PARACHUTING CATS....AS Mr RIPLEY SAID, BELIEVE IT OR NOT.....**

Amongst the many uses of DDT was its use to kill the bugs carried by mosquitos, but when it got into the food chain in south east Asia it killed of large numbers of cats. This led to an increase in the rat population bringing plague. The RAF solved the problem by dropping healthy cats by parachute into affected areas of Borneo by parachute. This sounds so crazy that its probably true, so make of it what you will.

The thing about the parachuting moggies is that it will possibly raise the odd titter if not one or two ger'chas which is to be expected as its rather funny, but getting back to the hume skydivers, again, there is a branch of sky diving that is very chilling. No, we've only just heard of the Proximity wing suit flying mob who delight in flying close to the sides of mountains, down cliff faces, the closer the better, they say to experience the ultimate high, with every chance of killing themselves stone dead on every jump

We saw the prog on TV where one of the leading lights one Jeb Corless a man with a death wish flew down the side of the Matterhorn after jumping from a helicopter, spectacular of course, but rather sickening, especially when the prog showed the gut wrenching sight of one of Mr Corlesses freinds hitting a bridge and dying on a previous jump/fly that went wrong bigtime. These proximity guys truly are raving barmy.....

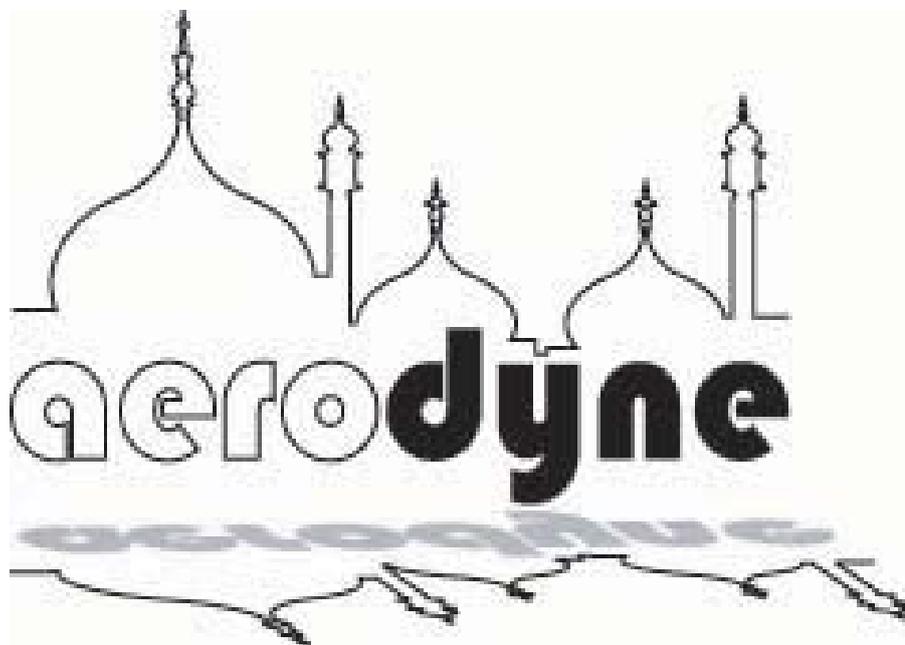
SO AS EVER ITS THE YOU KNOW WHAT TO THE YOU KNOW WHERE

At the Teddytorial.48. Laurel Lane, West Drayton, Middx, UB7. 7TY. In what will always be ENGLAND, no matter what the traitors, running dogs and dodge pots have planned.

Unconfirmed rumours.....

Now that the country is a Trillion Sovs in deficit What passes for a government is ever more desperate to whack with stealth taxes and we've heard that every Para fauna must jump with a government approved 100w rough service mercury stuffed lightbulb, which will cost £248 each. breakdown, 50p per bulb Tax, oh yes £247.50,





Some know him as Boanefish other as Pickled Herring. This is the "morning after for a Pickled Herring".

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

THE LITTLE BLACK CAT

She came to us one day, down from the foothills of Snowdonia, six weeks old and already complaining at the interruption to her quiet life in the Welsh hill farm, safe with her mother. Oh yes, over the years she became very good at complaining and letting the staff know when she was displeased with their performance. I was working under a lorry when Dorothy returned from visiting her

Mother, was the start of something new and she didn't like it! Although Dorothy and I agreed NO MORE CATS, after our previous Boss had been put to sleep because of a malignant tumour, I was immediately smitten, and so was our apprentice.

Naming her was no problem - as the daughter of a little Welsh farm cat, and such a little sweetheart. - we

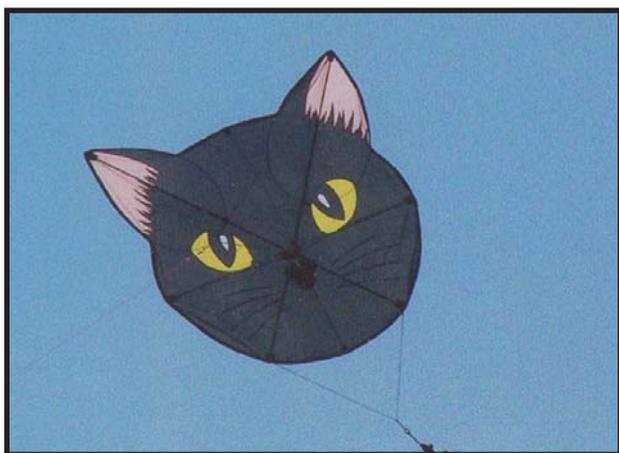
hoped, - we called her "Cariad" from those first few moments. And she was our Cariad, throughout her relatively long life, until I laid her to rest in the sun-warmed earth eighteen year later. Some six years or so before her death, I had met Karl Longbottom at our Kite Festival, and having purchased one of his small Dellaporta kites, which flew

for the family to admire. Fast forward to Devils Dyke, New Years Day Fly, and a cold, grey, wet and windy day it was. Getting what shelter they could from the line of parked cars, no less than eight kite flyers, attempted to assemble the recalcitrant kite. Well too many cooks etc. and eventually the wind and rain won the day, so I took it home, laid it on the bed and put it together - so much easier in the warm and light. So come the next fly-in that we were able to attend, March i think, Cariad too to the skies.

Now we fly the kite when ever the conditions are appropriate, just to remind us of the happy times we had with our little black cat.

Thank you Karl.

Alan Cragg



Daughter in Bethedsda, and called down to me, "Come and see what I've got here."

What she had was a tiny ball of black fluff, held in the palm of her hand, with two pointed ears which looked comically large on the tiny head, two bright eyes and a black button nose.....and a voice! Tiny she was, she knew instinctively that the twisting, turning journey away from her

straight out of the bag, I asked him to make a black pussy cat for Dorothy's Christmas present.

Karl posted it to Dave McArthur, who gave it to me at the December fly-in, and I shoved it quickly into the kite bag while Dorothy was talking to someone else, phew!

Dorothy was very pleased with my gift when she opened it on Christmas day, but we could only hold up the sail



RUST IN PIECE, NO MORE!

Nearly everyone, down south, in the Kiting fraternity will recognise these two campers, they and their owners have been on the scene for years! I won't name names here just say that two of our respected senior club members now have classic vehicles to reflect their status!

Having been approached over the years to restore these 'classic' Mercedes camper conversions, circa 1985, by their persistent owners, I often regretted making it known that used to be my trade some twenty years ago! This year however I met someone who was identically skilled to me in bodywork restoration, who I palmed off one bodywork job off to my next door neighbour to do, then realised he was blooming good at what he did! I mentioned these 'old timers' (the campers) and he was up for giving me a hand to take on these rather big vehicles. Restoration of the affordable kind was called for, so although it was all fibreglass, filler and paint, it was just what was needed to put some outward sparkle and shine onto what were reliable, well maintained and loved vehicles.

I was quite surprised to be trusted

with these so overly loved vehicles, priceless to their respective owners, and left to do what ever I though was necessary in whatever way I saw fit, to bring them up to a rust free standard. Having committed myself and given an estimate, both the owners and I were taken aback at just how bad the rust was in places and how much work was involved all over the rest of the bodywork once the job was started. Perseverance and a lot of hard intensive work totalling some 173 hours per vehicle over a period of

help I would still doing the preparation! Having come out of retirement, done my best work and made two couples whom I have known as true friends over many years, very happy to have vehicles they never thought they

could ever have restored, I have satisfaction! Although I was extremely well paid, well over my original estimate, I was far richer in having received more in appreciation,

thanks and smiles that money could not buy.

C2LLN



21/07/2009



21/07/2009



ten days went into each, a labour of love too, as no way could the cost of the work be paid in money... it would



29/06/2009



31/07/2009

have been more that the value of the vehicles! Blowing my own trumpet? Absolutely! And why not? One for my mate too, without whose



13/08/2009

SALTDEAN DO

This was a great one day event that had great support from local groups and community organisations. We started the morning off well. We went to the site and decided what we were going to do to entertain the teenagers of Saltdean, which was the aim of the event.

I started to teach my friend, who was going to help that day, on how to fly a 2 line kite. Once she had managed to learn the basics we started to help set up for the kite workshop for the younger kids, which the 42nd Brighton Scouts had asked us to bring along.

Soon the public started to come along and the wind picked up nicely. People started to ask to fly a "Buzz". So we set out a few kites and soon lots of people were enjoying them. After a couple of hours some of the adults

there decided to play a game with the doughnut, called "Can you make the car bumper?". For any of you who do not know what this game is, it is where we attach the doughnut to the back of the car and put a padded strap on your wrist and see if you can drag the doughnut back to the car. A few people had a go at this and enjoyed themselves, even the local Police joined in the fun.

After that we decided to get the "Buzz" kites again and some of the people that had a go earlier were even having a great time without needing our help which was great and gave us more time to other how to fly them which we did for the rest of the afternoon

Once the festival closed, and the public had left, stalls cleared away. The wind was just right to continue

SALTTEEN

flying so Bonefish and my dad spent some time flying Revolutions and Andrew and Sandra flew some of their kites and mum had some fun on a "Buzz" kite, while Annie and relaxed after what we found a fun but hard working day.

After we finished the days fling we all headed out for a carvery in Peacehaven finally going back to our house for Ice creams, a small misunderstanding meant we had 4 boxes (4 in each if not 6) of ice creams between 9 of us, as there was no room in our freezer all had to be eaten. Thanks to Baonefish we managed to finish them off.

It was a great end to a fun packed and enjoyable day promoting kite flying with kite flying friends.

Charlotte Hennessey

PROFILE CORNER PROFILE CORNER PROFILE CORNER

Over the coming issues of Aerodyne we will adding a short profile of all the club kites and hopefully some of the interesting kites or kite related products you have seen, used or flown on your travels.

PLANES AND KITES



Quite a few years ago now, the club were asked to come along and fly kites at Worthing near the Lido for one of the club members, Alex Burt, who owned a kite shop and was an avid collector of kites, as well as being a great kite flyer. While we were there he got out a pair of two line soft kites in the shape of planes, one red, white and black the other yellow, red and blue and handed them to us to

fly. Here started the association the club has with kite designer Rolf Sturm's and his planes. These kites were made with pilots representing the Red Baron (red, white and black) for the Germans and Snoopy for the Allies (yellow, red and blue). On a few occasions at other festivals around the south east Alex brought these kites out and we flew them, having great fun doing so. In about 2001 Alex asked if we would like to buy some of his kites as he was having a clear out, included in these were the two planes, so after a quick discussion the club said it would love to buy them and agreed a price. Before we managed to finalize the transaction, Alex sadly passed away, however his son contacted us and said would we like to come along and see if there were any kites the club would like. On arriving we talked and we mentioned the discussion we had had with his father earlier about some of the kites and he said there was no problem, although we could only find the red baron, snoopy was nowhere to be seen. After about two months we got a call saying snoopy had turned up and would we like to come along and collect him so we would have the pair

again, which of course we did. This started the Brighton Kite Flyers plane display flights. These soon proved very popular and it was felt that it would be best to get some newer versions of the planes and keep the original Rolf Sturm kites for special occasions and arena displays. We now have 4 of these planes in total, the two original Rolf Sturm and two that are made under licence by Dave Gomberg.

All the planes have a wing span of around 2.5m and although can be flown like a two line kite, can also be displayed as a ground show by stacking out the bridles and letting them fly on their own just above the ground.

At the Brighton kite festival in 2007 we had a slot in the arena displays for the Rolf Sturm design plane kites although these are not over agile in the sky we managed to get around 10 different planes of all colours up at one time in a mock dog fight. These planes came not only from the club but from kite flyers around the UK, it was a sight to behold. I am sure it is one we will try and include in a future Brighton Kite festival's or possibly other festivals.



RAY BETHELL'S CORNER

Dolores and I spent 8 weeks in Europe, Berck France , Cervia Italy and San Vito Sicily , this was my first year to Sicily it was their very first International kite festival but it was my 12th year to Berck and Cervia as always these kite festivals are worth going too, kite flyers from around the World attend these great festivals and there is never a shortage of spectators 500,000 , 600,000 plus spectators, attend over the 10 days , as I have mentioned in my other articles the Europeans really supports there festivals, each are ten days long and kite flyers from all over Europe attend ,some travel over 16 hours by car just to spend the week end or what ever, both these kite festivals incorporate two weekends that attracts so many people that have the full week ends off.

Berck is a great and spectacle kite festival, it is also held in a seaside town which also attracts early holiday makers and having a kite festival it is a huge bonus for them, the beach is huge , this was my 12th year of being invited and as yet I have never actually covered completely the whole festival as a whole, one of the main reasons is that I am to busy flying, this festival is a haven for single line kites Huge, Big and small, it is indeed awesome to see all the different countries kite creations, they have a huge main arena for sport kites, teams and individuals entertaining the masses which is never empty, and the public are informed of what is going down with running comments through out the day from a glass widowed Coning Tower which over looks the beach from every direction.

Cervia Italy is also a awesome and super International kite festival not quite as huge as Berck but very close, it is also a little more laid back and Kite flyers from around the World are invited, and again hundreds of

flyers from all over Europe attend to fly and show off there unique creations, at Cervia I am giving my own arena to give all day multiple kite demonstration in, and again there is no lack of spectators they arrive in there tens of thousands, again Cervia is a holiday resort because of the weather beautiful beaches and ocean, they hold the festival at the end last two weeks of April , to have it at any other time of year would be impossible even to put the smallest single kite because the beach will be packed with holiday makers.

This was my first time to Sicily and there very first International kite festival held on the beautiful Shores of San Vito, and beautiful it surely is , with beautiful Mediterranean sunny weather which was right up my street , super deluxe winds off the ocean, for me it was paradise, it was Hawaii, Australia, Fiji, all wrapped up in one, Dolores and I loved every minute we spent in San Vito we made so many new friends, the people were so warm and friendly, and the Sicilian hospitality was out of this world, every where we went we were greeted with thank you for coming to our kite festival, and thank you for your great performances.

Vacationers from all over the world were there and again the kite festival was a huge bonus for them it opened there eyes to what kiting was all about, as flyers from France, Germany, Austria, Italy, England, Denmark, the Netherlands, Japan, Australia, New Zealand, Ghana, Mexico, USA and myself from Canada, as I mentioned the people were amazed at all the talent and great creations filling the sky each day over the beach of San Vito.

The festival was organized by the Kite artist and organizer Claudio Cappeli of the Cervia International Kite festival in Italy and his beautiful daughter Caterina, and Maria Gabriel

and her husband Ignacio Billera of Trapani Eventi , Gabriel and Ignacio also did a fantastic job of organizing all the event details and hospitality in San Vito Lo Capo, and talk about Hospitality none could be better than we received at this world class international kite festival, every day we were treated to mouth watering pleasures of Sicilian food at a different restaurants each day, and at each restaurant we were all treated like royalty,

They also arranged tours for kite flyers, which included sight seeing to the old stone hill village of Salemi which was destroyed by a powerful earthquake in 1968, the near by village of Gibellini which was completely destroyed and over 3,000 people died in the quake., the whole town was destroyed ,

There was so much more sight seeing to much to mention in this article.

The kite festival was a huge success enjoyed tremendously by all the kite flyers, and the thousands of spectators, the night fly was awesome with perfect winds the sky was jam packed with single line kites not a spare space to be found on the whole beach and for sure no room for Big Daddy to do his thing, but none the less Dolores and I plus the thousands of spectators enjoyed every minute. The next day was the last day of the festival and proved to be another perfect day in paradise, but alas we all had to pack up early afternoon to be taken to an hotel near the airport for our return trip home, after we all packed up we all gathered in the dinner tent for our last supper together and we really thought it was going to be our last supper, because the wind suddenly got so strong it created a sand storm then the rain came down in buckets, and the wind shook the tent like it was a paper towel, but thank goodness it was all over in a matter of minutes, I think the wind and Sun was a little up set because we were all leaving

The next morning at 5am along with Scott Skinner and Jose Sainz we were picked up from our hotel by Ignazio Billera and driven to the air port and what a great surprise to see Ignacio wife Gabriella waiting for us with coffee and Do Nuts , I said to Jose Man this is unbelievable that the organizer of the festival had came to the air port to personally see us off,

Jose said Ray don't get big headed they are here to make sure that YOU leave the country!!!

Dolores and I both loved Sicily especially San Vito and would return at the drop of a hat if we got the opportunity the view from our hotel was breath taking, and San Vito will live in our memories for ever. If I may take a moment to Thank Mari Gab & Ignazio , and all the wonderful volunteers of the Trapani Eventi, plus the beautiful citizens of San Vito that always made us feel so welcome. Thank you one and all.

Thank you for listening,
Ray.

BRIGHTON KITE FESTIVAL



MY FIRST ROK FLIGHT

Being a fairly new member of the Club, and this being my first year of active participation in major kite events, I was looking forward with anticipation to the Portsmouth festival... and my first rok fight.

Earlier in the year, I attended the Club's rok workshop where we all produced almost identical kites, all with the Club logo, to confuse the Portsmouth Festival commentator. Since then, the kite had been under wraps to keep the joke a secret. This weekend would be its official launch. It was blowing a gale when we arrived in Portsmouth on the Friday to pitch our tent. I must admit we had serious doubts when the tent blew inside out – should we pitch it or just bridle it up? However, within moments club members seemed to appear as if they were popping out of the ground to help. After bending a number of pegs (really tough ground) we were good to go.

On the Saturday morning, Sandra and I arrived on the flying field to find out what was going on and whether we could help. We were very quickly employed assisting with displays in the arena.

The rok fight was after lunch. When the call came, Club members gathered in the arena, most with logo-emblazoned roks, and soon the sky was filled with the BKF design. It looked fabulous – and slightly funny. It suddenly hit home that I didn't know how to fight roks but I was told not to worry as I would probably be taken out very early in the proceedings. I also realised that it might be a bit more difficult for me than simply flying. I would need to be more mobile. How would I wheel myself across the grassy field, while at the same time controlling the height of the kite? But before I had time to give it much thought, the fight was under way.

Soon, people were running around, trying to capture each other's kites and cut the lines or bring them down. I wheeled myself towards a group of flyers at the rear of the field, kite reel stuffed down the side of my chair.

Even though I have a reputation for getting caught up in every other kite in the field, I was surprised as I managed to take out a couple of my competitors. "Wow! I can do this!" I thought.

As the number of competitors dwindled from almost thirty to a handful, I was surprised to find myself still flying. But it was hard work. I was trying to wheel my way over to a group of kites at the other end of the field when I heard the commentator ask the high-flying BKF rok to join the affray. "I'm doing my best!" I thought as I struggled to keep hold of the kite and wheel at the same time.

Then suddenly my chair became easier to move; then it was moving on its own. I tried to look round to see what was happening and a voice said in my ear, "Just you concentrate on the kite, we'll move you to where you want to go." Club members who had already been taken out had decided to help – this would be a Club effort. I was glad because I was worn out. So, as Greenman pushed and Bonefish took care of the reel, I directed operations.

Soon, there were just two competitors left. Following one nail-biting moment when my opponent's kite dropped out the sky only to rise back up again, we came to a bit of a stalemate and the judge asked if we would declare a draw. I was totally drained physically but uplifted mentally.

Portsmouth Festival came to an end all too soon. I was surprised to find there was a prize-giving ceremony and briefly excited at the thought that I might have won something. But I quickly discovered that I needed to have participated in both days rok fight to be awarded a prize. The Club was awarded the team spirit trophy and I am not surprised given my experiences over the weekend. Just what anyone wants from a Club, long may it last.

I would like to thank the Club for making my experience at Portsmouth such an enjoyable time.

Andrew Scott

W E O F F T O M A R G A T E

I've attended the Brighton Kite Festival a few times, but this is the first time I have stayed at a kite festival for a whole weekend so I thought I'd detail my experiences, highlighting lessons learned, highlights and lowlights.



I was planning a leisurely drive on Friday, but unsurprisingly, it didn't end up quite like that. Loading up the car was straightforward, but a couple of things delayed me. My camping pass arrived by email on Friday morning, but there was no sign of my car park pass. I made a few phone calls to the Kite Society of Great Britain (KSGB), but for some reason, their email system wouldn't send mail to my home or work address. In the event however, I had no trouble parking without the pass. The only other issue was that I couldn't find my cycle lock – normally I don't need one for my Brompton, as I fold it and keep it with me, but I didn't want to take it to the beach and get abrasive sand on the gears and chain. In the end, I left the Brompton at home.

I finally left at about 16:00 and entered the camp site onto my new Tom Tom 730 sat nav. There were a few delays on the M25 - surprise – and a three-car pile-up on the A299,



but I arrived in the light, and set up my trusty Blacks 'Good Companion' tent, which hadn't been used for over thirty



years. I found what I thought was a good spot; flat ground nestled under some trees, but didn't notice the lamppost just over the wall behind me. During the night, it was like daylight, and I didn't sleep at all.

I introduced myself to some of my fellow campers – predominantly from Brighton Kite Flyers (BKF). Several recognised me from my website and from my postings on the BKF forum, and I was immediately plied with gin and orange, before a group of us wandered down to a Kebab café on the seafront. After this, we chatted for a couple of hours until I settled down for a sleepless night.



Saturday morning was sunny but still. I was up and breakfasted by eight, and wandered down early to see many kites up despite the lack of wind. Only once do I remember there being no kites in the air – most of the time, the sky was filled with colourful inflatables.

I saw quite a few displays, and helped with some: particularly the enjoyable dogfight with inflatable planes on Sunday.

Snoopy and the Red Baron shared the honours as they performed heroic manoeuvres.

On Saturday evening, I attended a buffet organised by KSGB, but didn't stay for the quiz as I don't have an in-depth knowledge of world kite minutiae.

After another near-sleepless night, I got up to an overcast but breezier day. After another cereal breakfast, I headed down to the beach.

After seeing some displays, I headed to the www.Kiteworld.co.uk booth, and came away with a mid-vented 'Rev

Signature Series Pro John Barresi' (signed by 'Bazzer') with a race frame. The colour was Warm Ice Black Centre. I flew this a few days later at Devil's Dyke and it was awesome, but very fast and difficult to fly (but at least I didn't break it). I also bought a 'Prism Micron' stack – which I have also flown at Devil's Dyke.

The stack of 25 flexifoils flying in a very low wind was incredible.

The Revs were very impressive, and made me even keener to give mine a go, though I know it will take me many hours to master.

Bonefish was initially a bit dismissive about Prism kites, but then he flew my E3. Even though the wind was very light, he made it all but roll over and beg. At least I now know what it can do in the right hands. I will persevere!

I loved the way the ladybirds shuffled around in the breeze. The anemone ring span and bounced constantly, adding to the dynamic feel of the display.

I chatted with many people – from Brighton, Kent, and Avon Kite Flyers, and the designer of the EO (Expandable Object) Atom I bought, Phil McConachie. He also made the mermaid, a shark, and many other notable kites there. Another designer I saw but didn't have the chance to chat to was Peter Lynn.

The tide was a lot higher on Sunday and I saw – and assisted with – several large kite moves.

It was interesting to see the large ground anchors being screwed into



the ground, but by 15:00, I was shivering so much I had to leave.

I popped up to the campsite in case Bonefish was still there, but didn't see him, so headed home.

The journey was uneventful, but I was exhausted by the time I got home and unpacked.

Overall, I had a great time – other than the lack of sleep.

Mike Bliss

A SEVEN YEAR ITCH, CURED!

Being a bit of a fan of the humble cane and paper Indian fighter kite, having been brought up with them and all that goes with that particular branch of kite flying, I always struggled with the traditional reel, called a firkee, and when loaded with manja for kite fighting was always best as a two man operation, I always found.

Chilean reels were imported a few years ago and became popular amongst a lot of the fighter kite enthusiasts over here, but die hard traditionalists stuck to their firkees. I came across someone using a beautifully hand made varnished ply reel at Portsmouth around seven years ago (seem like only yesterday) and listened to his spiel as to why this reel was different to all others. Of course he was selling them, so it would be sales patter, and I was given a hands on demonstration to boot. Ply was much stronger and durable than the Chilean reel that was prone to splitting, it was lighter, smoother, hand built and cheaper. The 'cheaper' bit hit the right button for me and I purchased one.

Superb, I have never been back to the firkee since! Everything as described, and then some! Speed

of retrieval, letting out, flying with it on the ground, flying off the reel, all became much easier and a joy to use.

The next year at Portsmouth I sought out this guy to thank him. Several people pointed me out to an overhead fighter kite and said it must be John Bellis I was looking for, follow the line down! I did and it was, and I expressed my gratitude for all his advice and superb reel that I had been using for a year. His reel was much larger than any he sold, bringing in a yard of line at every rotation, and was a one off that he had made for himself and had no intention of producing another at any price, but thanks for grovelling!

A few years went by, I bought another smaller reel built by John at an auction at Rougham, still pestering

him for the big one. No chance. Linked by our passion for fighter kites we became friends and flew together whenever the opportunity arose, only a couple of times a year as we lived at opposite ends of the country. This year I pushed my luck and phoned him, pushing our friendship to the limit, asking for the last time for a big reel. Nope, there is still only his one in the whole world, and that's the way its staying!

Portsmouth 2009, we met up and flew as always, he was sincerely apologetic about refusing to make me a reel, and although very disappointed I fully understood his reluctance. Later that evening he opened his boot, a smell of new varnish hit me first, then the sight of the beautiful BIG REEL that he had built for me! Thank you John, it took seven years of requests (pestering) to change your mind, but I will treasure it you sly so and so!

Just one of many stories we all have of why we are Kitiers, and the friends we have made through our sport, there is more than kites in my kite bag, there are memories.

C2LLN



Provisional dates for

Brighton Kite Festival 2010

10th - 11th July 2010

APRIL 2008 BRIGHTON KITE FLYERS AERODYNE

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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, Alan Cragg, Andrew Scott, Charlotte Hennessey, Collin Marshal, Jane Makepeace, Marian Reynolds, Mike Bliss, and Ray Bethal. who have helped to make this edition possible. I must also say a very big thank you to those who have edited parts of Aerodyne this month in one form or another.

Simon Hennessey

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KITE FLYING IS DOWNHILL ALL THE WAY!

Getting back into kiting I heard him say.

Something to fly on a windy day.

So power kites were his next adventure,

Fast and powerful a real adventure, "Combat kites" something to fight, Bruised and battered after a flight!

Trick kites came next more sedate.

"Cardigan kites" an old mans best mate, fly any weather nothing too tricky,

Gentle on the heart if it's a bit dicky!

Now it's one liners and thats not funny!

Put up in the sky, when warm and sunny!

"Coffin kites" as they are now known. For flyers who's best has well and truly flown!

Jane Makepeace

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

Contributions should be sent to:
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July issue - 1 June
October issue - 1 September

RECIPES FROM MARIAN'S KITCHEN. NO. 3: BANANA CAKE

I found this recipe on the Internet, (get me!) and tried it out on our Steam Rally friends first. (Nothing personal, it just happened that we were with them that weekend).

Ingredients:

4 oz. butter or margarine
4 oz sugar
8 oz S/R flour
2 eggs (beaten)
2 large or 3 medium RIPE bananas

Method:

Heat oven to gas mk 4 (170 C)
Grease a 2lb. loaf tin
Mash the bananas (I use a potato masher)

Cream the butter and sugar together then add the eggs, using a mixer if you have one.

It will look pretty disgusting at this stage, but don't worry.

Mix together the two yellow sludges, and then incorporate (as per Delia) or mix in (as per Marian) the flour.

Scrape into loaf tin, and place in oven. Check after about 40 mins. – if it's brown and firm it's done, if it's black and hard it's bu**ered!

Turn out onto a rack to cool, and bring to Kite event.

Alan says we should be metric and that 1oz. = 28.35grms. but I'll leave you to do the sums if you feel you have to.

Marian (aka "The cakelady")

**SCRATCH AND SNIFF
HERE FOR FULL EFFECT
OF THIS CAKES SMELL**

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. **brighton Kite flyers**
Opinions expressed are not necessarily those of the Editors or of the Brighton Kite Flyers.

Events List

May 2010		
2-3	20th Weymouth International Beach Kite Festival, Weymouth, Dorset	The Kite Society
2-3	East Yorkshire Kite Festival, The Showground, Kellythorpe, Driffield, East Yorkshire YO25 9DN	annbloomsa1events@btinternet.com 01430 860070
8-9	20th Swindon International Kite Festival, Brinkworth, near Swindon.	White Horse Kite Fliers
June 2010		
4-6	Exmouth Rotary Kite Festival, The Imperial Recreation Ground, Exmouth.	spwood1@yahoo.com
12-13	Blackheath International Kite Festival, Blackheath, London PROVISIONAL	The Kite Society
12-13	Teston Bridge Kite Festival, Teston Bridge Country Park, Maidstone, Kent	Malcolm Ford
13	Peterborough Kite Festival, Nene Valley Park, Peterborough	Great Ouse Kite Fliers
July 2010		
3-4	Sunderland International Friendship and Kite Festival, Washington, Tyne & Wear.	info@infinitearts.co.uk
10-11	Brighton Kite Festival, Stanmer Park, Brighton.	Brighton Kite Fliers.
17-18	Herefordshire Kite Festival, Berrington Hall, Leominster, HR6 ODW	Karl Longbottom
24-25	Dover Kite Festival, Astor Playing Fields, Tower Hamlets, Dover, Kent	Malcolm Ford
August 2010		
7-8	Teston Bridge Big Kite Festival, Teston Bridge Country Park, Maidstone, Kent	Malcolm Ford
28-30	Portsmouth International Kite Festival, Southsea Common, Portsmouth	The Kite Society

The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	info@thekitesociety.org.uk
Brighton Kite Fliers	11 The Sheepfold, Peacehaven, East Sussex BN10 8EG	01273 582309	info@bkf.org.uk
Malcolm Ford	Kent Kite Fliers	07840 086770	Malcolmf@kentkiteflyers.org.uk
Great Ouse Kite Fliers	Jill Ferrer, 80 Welland Road, Peterborough, Cambridgeshire PE1 3SG	01733 563958	Gokf@btinternet.com
White Horse Kite Fliers	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	Cowpat.ed@whkf.org.uk
Karl Longbottom	School House, Dorstone, Hereford HR3 6AN	01981 550326	karl@longbottom.org.uk

Kite Society Badges

30th Anniversary commemorative badges. We have a cloth badge 8cm diameter as on the left and an enamel badge 3cm diameter as on the right.

Prices are £1.75 for the cloth badge and £2.00 for the enamel badge. Postage is 50p. Up to 10 items can be posted for this amount. Cheque should be made payable to The Kite Society and sent to:



The Kite Society
P O Box 2274
Gt Horkesley
Colchester
CO6 4AB

