

THE KITEFLIER

www.thekitesociety.org.uk



Issue 123

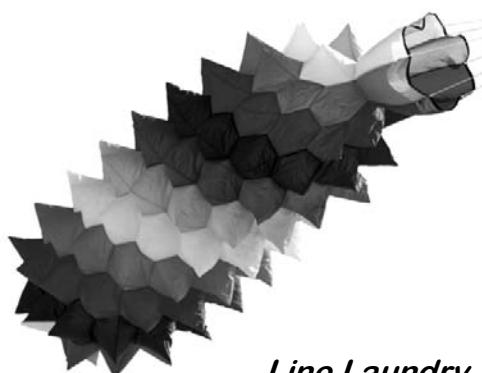
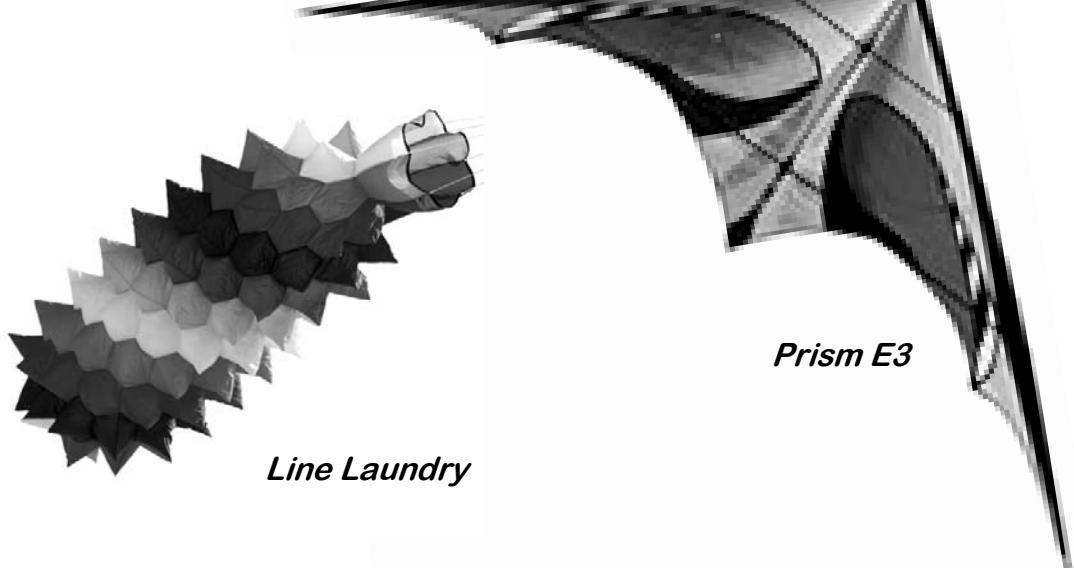
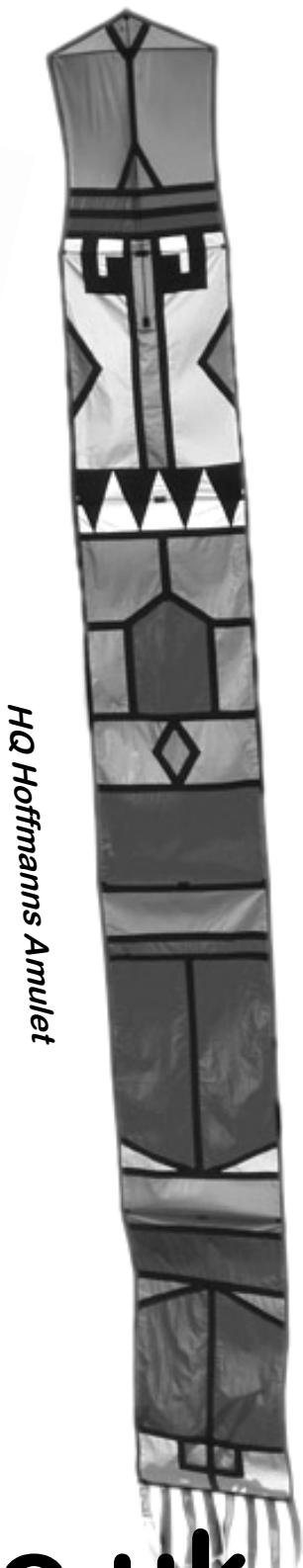
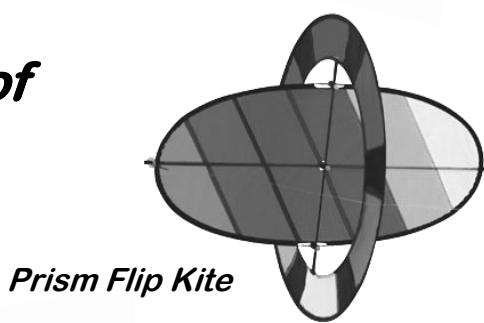
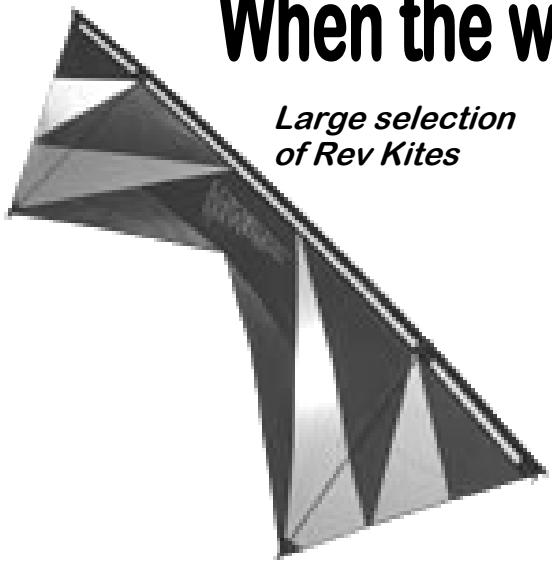
April 2010

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

KITEWORLD

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Cover

Cliff Quin with one of his complex star kites. Cliff is a guest at Weymouth.



Editorial

Dear Reader

The season kicks off for us (in the UK anyway) with Weymouth which is celebrating its 20th year as is Swindon the following week. A number of festivals are hitting this sort of number—Bristol and Sunderland come to mind as does Portsmouth. Blackheath could also be said to be this old as it started in the late 70's and—although had a break can still be counted.

Whilst on the subject of Blackheath—we hope more readers will attend the event and support it. Parking IS available (as it was last year) - see page 30 for details of how to get a pass.

Looking ahead to Portsmouth we are planning to get together a number of "One Man—Three Kites" fliers on the field to each show their own unique style and, if we can figure out how, have a "Mega Individual Fly". Could be interesting this one.

Don't forget the **Kiteflier of the Year**: To remind you a public vote will be used. Aligned with this is public nominations which consist of a brief written proposal (200-250 words) from an individual or group submitted about the nominee to The Kite Society for publication in the magazine and on the web site.

If this does not work well in 2010 we will look again at the method used and maybe go more towards the World Kite Museum Hall of Fame method with a nomination and selection panel.

Nominations can be made now in writing or via email and will be published in the July issue and on the web site. Voting opens at that point (via email, post or through the web site) and continues until 1st December and the results published in the January 2011 issue.

See you on the field somewhere.

Jon and Gill

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A Long Tail—Allan Pothecary

Those of you that have seen Close Encounters at a few or more festivals will have noticed that we have a large collection of different types of tails to use depending on the prevailing conditions. I say different types not just meaning the many different colour schemes often coded to the kites that are pulling them across the sky but the way they are made, stored away and set up ready for launch.

In the photo below is an example of just a few of our tails, there are more in the garage – all are in pairs and some there are three, or even four of the same colour!



Generally there are either flat tails or tube tails. Back in the days of Peter Powell the tube tails were sealed at the trailing end and that meant a lot of careful flattening to expel the air whilst rolling up. With those plastic tails people often

used to blow down them like a balloon to help the inflation process. I was talking to one of the veterans at Solent Kite flyers who said that Peter liked to see the tails fully inflated and was once heard to say "Why are those people over there flying with the tails flat – They should be blown up like sausages – Tails should look like long sausages!"

Tubes don't seem to affect the drag anymore than flats, nor does the fact that they are inflated, nor even the fact that they are filled with air make them lighter. It's just the overall weight that makes the difference the more material used, the weight of the material and the length of the tail all combine to hinder or aid a flyers performance.

Accidents happen!

In high winds tails don't act as a brake for the kites. They pull just as hard and the less experienced flyer should avoid practicing near people, car arials, trees and fences. It's easy to forget how far out behind the kite tails flow. At the first Margate festival where the arena was quite small it was only the quick thinking of Bryan from Team Spectrum (Great users of tails themselves with dramatic effects) who saw that my tail had wrapped itself around a banner pole and just grabbed the tail to prevent me from launching and, possibly, taking the pole into the air at the same time. We still get reminded of when Marilyn did the impossible after a huge gust ripped the kite from her hands at Weymouth one year and dumped kite and two 100foot long tails in the sea. The feat, never to be repeated, was to re-launch all from beneath the water, unaided.

Nearly all the tails we fly are over 30 meters (100ft) long we have some half that length which we use for practice, in **really** small arenas and on two of the stacks we have. These can been joined together which is fine until they ride over each other when we do a sequence of tight turns and then catch and lock together at the join!

We fly on lines 40 metres in length so much longer would be a bit of a struggle and remember that we use mostly full size team kites to pull them. We once made a beautiful pair of colour coded tails to exactly match two Tramontanas, one in gold/black and the other in purple/black. The big problem here was that by the time there was enough wind to get everything

A Long Tail—Allan Pothecary

off the ground, the kites pulled too hard to do anything with them safely.

Which type of tail do we prefer? They both have advantages. Flat ones will fly across a bigger wind range – the specially coated yellow and black ones (team colours) that we use for our Conte routine, are extremely light-weight but take forever to wind back up – especially if they get twisted (volunteers always welcomed).

Team Spectrum have some that they fold, concertina fashion, into boxes. Tubes take longer to make and use up much more room in the bag but they can be scrunched down on to poles providing they are not sealed at one end. These look really spectacular to anyone stood just behind them when the take off – always worth putting the camera on to video. Marilyn reduces the size of the hole on the trailing end making it a tighter fit over the pole and we use a rubber band to automatically close the end of tube after it has slid off the pole. You could just start at the tip of any tail and scrunch it back in to a bag and peg the bag to ground next time you launch but we found this a bit risky when doing public displays because you can sometimes end out with a bit of a knot in one or the other. Sometimes we push the poles in to the ground and let the tails get pulled away by the kite but if the ground is too hard and the poles can't be pushed in hard enough there is a danger that they could be lifted high in to the air before being dumped on some innocent person.

What we found to be safer was to drill a hole in the bottom of the pole, put a loop of cord through it and then secure the cord firmly using a tent peg or similar. Use a cut up floatation sleeve – the type you see kiddies using in swimming pools especially on holiday abroad – or some water pipe isolation sponge to help with rolling the tails back up afterwards – the sponge won't hurt anyone if it falls on them – but I suppose in this PC age we should write on them a warning that they are not to be eaten!

If you don't fancy making tails and can't find a trader with any long ones in stock – an idea we have employed was to use barrier tape – the sort you see around road works. Six or seven pounds will buy you about 300 ft from one of the large DIY stores or a builder's merchant and it's OK for a few trips out until it becomes too twisted. Try rewinding it on to a large piece of flat cardboard. It usually comes in either red

and white or black and yellow (C.E. team colours – handy that!).

Rip stop

We find making tails extremely laborious, boring and frustrating. After every set we say never again and yet every year we seem to be producing more. Marilyn does all the sewing,



the biggest part, and hates it more than I do, but it's good when it's finished – mind you so is banging your head against the wall!

We get the rip-stop nylon from kite traders who usually have a good range of colours but sometimes not so much in the really light stuff like



Icarex. We sometimes go to sailcloth shops (where all the "Yachties" go) good stuff but expensive! Don't forget that you will need a good amount of polyester thread!

Flat tails are about seven centimetres wide. We cut them with crimping scissors to prevent fraying and sew them over at the end but if you were really clever you would use a heat gun (something like a soldering iron) to seal the edges properly. I was going to make a joke here about doing this on the dining room table and see what lovely patterns you make but in this silly world these days – perhaps I won't! The cloth comes in either one or one and a half meter wide rolls – you do the maths but the

A Long Tail—Allan Pothecary

longer you can make the strips the less sewing together you do!

For the smallest of tubes strips of eleven centimetres wide is good, sew all the strips together to the length you want then fold it in half and sew 5mm in from the edge. If you sew as well as me go twelve centimetres wide , fold in half and allow for a bit of wobble with a fair bit of swearing and unpicking – I don't do fiddley!

Outside in

I have known people to lay a piece of string through the sail as they go and when they get to the end, attach it and then pull all the way back through to turn the tail inside out (or with the outside now to the inside). I have no idea if this way works. What we do is to sew the end of the tail get a long piece of sturdy dowelling and push the tail down over it. Just after starting this method and about halfway through, you begin to get doubts if this is actually working but keep going! When you are eventually through, you need to cut off the end and re-hem it if you are going to use poles to store and launch.

Now you need to figure out how best to attach your masterpiece to the kite. To keep the end open we use a small cut-down plastic bottle held in by folding the end of the tail back through it and holding it in place with either glue or staples. (If you prefer to have the wind run right through). I then use a soldering iron to make a couple of holes to put some line through and attach that to one end of a sturdy swivel. Tie a loop of string around the centre T of the kite and attach the swivel to that. Don't tie your tail to the bottom of the kite because the drag of the tail will alter the angle to which the kite presents itself to the wind and it may not lift as easily or fly as well as it should. Please remember that you will be taking up a lot more space in the park now and all those other people have as much right to be there as you – unfortunately!

By the time this article is published there will be some short video clips on our web-site of tails launching go enter three separate words – Close Encounters Kites in to your favourite search engine (mine is Google) and look in galleries/videos/tails launches.

Or, you could always come along to a festival, see them in action and be a volunteer winder

upper when we've done. I know that all of the flyers we know who demonstrate with tails take a lot of time in preparing routines that really do paint pictures in the sky and the only real place to see the display properly is from behind the flyer – that way you get to see what he does! Think about it – if you went to an art gallery, you would not view the paintings from the side, you would stand where the artist did when he created it!

Below is a stack of four large but inexpensive kites pulling two of the tails mentioned earlier with joins in the middle. Each tail is now just over 100ft long.

The pull was so strong that it broke the bridle on the lead kite shortly after this picture was taken.

This article was inspired by a lady who wrote to us asking if we would make her some tails or at least give some hints on how to go about it.

Sorry but I was joking when I said before that Marilyn enjoyed making them – hence these three pages – thinking on – it would probably have been quicker to make the tails!

If we have left any questions unanswered, please feel free to contact us and we will see what we can do.

Allan and Marilyn Pothecary

www.closeencounterskites.co.uk



A Long Tail—Allan Pothecary

Winner found

Following on from the last edition of this magazine when I was trying to track down the winner of our kite competition, I can now show you the picture of our winner – Josie from the Reigate area.



The connoisseurs amongst you will spot that Josie is either a bit like me, (i.e. doesn't do fidly and doesn't read the instructions) or a bit of a beginner or it was just too cold because the Deep Space she is proudly showing off hasn't been assembled quite correctly.

You will notice too much slack in the sail where the cords pulling the leading edge have not been pulled over the tips and locked off. This can be a bit of a struggle so I usually leave mine in place once I have done it!

I sent off a quick email offering advice before damage was done! Josie was a worthy winner but we could so easily have picked several other photos from the ones we had received.

Thanks to Sponsor

It was such agony to disappoint so many who wanted to win this superb top of the range kite, we were so grateful for all the entries and we were so grateful to Tim Benson for supplying the prize worth £190.00.

Past sponsors of our competition are Tim Benson, Carl Robertshaw and Kiteworld.co.uk (twice).

More Prizes

This year HQ Invento has answered our call to offer more than one prize. At the time of going to press we have not yet found out which kites but we are going to try to create a wider range of interest by offering some nice, single line kites, one of which will be the "***Wacky Worm***" which featured in the last edition and can be found with Marilyn flying it in the Gallery/Video section at www.closeencounterskites.co.uk

It was a struggle to better the theme of last year's competition which gave everyone an equal chance, so this year the competition will be called "One for the Album 2010".

What we will be looking for is a photo, anything to do with kites, which you have taken and think is worth printing off and putting in your album or even adding to the collection in your digital picture frame!

You will be allowed to enter as many times as you like but just one at a time please or no more than 5MB at a time please.

Opening Soon

The competition won't be opened on our website until we know exactly what the prizes are but you will have plenty of time because it will run until 31st October 2010 and you will get plenty of reminders as the season goes on.

All entries will be featured on our site and this year we promise to try to get them up as we go.

Not too much information about the competitors will be published – just a name and home town so no excuses - get snapping!

We don't normally sell kites but this year we may release a few second hand ones (possibly a stack) in good condition to cover the cost of postage – come and see us at Weymouth!

More on Ships and Kites—George Webster

Paul Chapman's article on ship kites reminds me.

Kites. He doesn't mention the Yacht Delta. I don't have one, or a photo, but they were sold by the Kite Store in the 1980's. Basically the two delta wings were the sails with a trailing edge designed to suggest the hull and water.

J-P Kuils Driemaster mentioned by Paul was the front cover of issue 25. The Ghost Clipper is, I think, on the Kite Store ad for issue 25. One of the best ship kites is the Viking long ship flown by Andreas Agren (but I do not think it was his design) of the Swedish Kite and Tango club.

Every Malaysian state now has its own type of Wau. Selangor has the Kapal or ship.



Kites for Rescue.

There were several systems designed in the 10th century which used kites to help shipwrecks – usually by having the kite flying from the ship in the on-shore wind (on-shore winds were the killers for sailing ships and underpowered steam ships). The kite line could then be used to fix a heavy line to the shore which could be a route to safety. One of the most extensively tested was that of Woodbridge Davis – a New Yorker friend of Eddy. His rescue kite was six pointed and manoeuvred by two lines (See Clive Hart's 'Kites an Historical Survey'). Yet to my knowledge kites were never actually used.

That doesn't surprise me.

Picture the scene as the ship, blown off course by the wind crunches onto the rocks. Amidst a brief and frank discussions as to whose fault it was the 'designated kite launcher' (or DKL) interrupts to ask someone to help force a spar into a tight pocket and is there any chance of a long launch? With the kite flying over the shore the DKL – ignoring the queue for the life boats – is faced with a problem that since

it is a foul night there is no-one on shore to catch the kite and pull in the line. In fact, originally it was not clear how this was to be done but he has the MK II version which has a grappling hook hanging beneath it so all (ALL!) he has to do is to land the kite, pull in and hope the hook holds and the line is strong enough to support him.

It all looked so much easier in the picture on the packet where a crowd of savvy onlookers are on top of a cliff which just matches the kite's flying angle. Time to join the life boat queue remembering the captains last command – 'Sea boot off and every man for himself' – that last bit is authentic.

Perhaps this is why the only kite designer who ever survived a real shipwreck did not get involved in ship to shore rescue systems. He was Lawrence Hargrave and the wreck was off the East coast of Australia in 1872. Several men drowned and some were killed by native Australians as they came ashore.

Several books give the details (e.g. Hudson Shaw and Ruhens). Leaving on one side the reasons why the captain as he left the scene is a ship's boat came under rifle fire from the First Mate, there is much to be admired in the actions of Hargrave. He took provisions up a mast which was still projecting above the sea and smoked a pipe before jumping into white water to get a place on the other ship's boat.

Some available historic sources

For some time it has been possible to download G Pocock's 'The Aeroplaastic Art' 1827 from the Internet. Readers might like to know that the 1851 edition has been reprinted by Kessinger Publishing's Legacy Reprints.

The title is the same but the author is given as Rose Gilbert – she was Pocock's daughter. There is another copy 'around' but Kessinger's copy includes six illustrations. However, they are from very poor quality plates and the title is not always legible.

Another Kessinger reprint is 'Kites: How to make and how to fly them' by G.J Varney 1897. Here the illustrations are OK and the book has some interesting stuff on flat kites. Clearly he didn't understand Hargrave box kites.

I know of two more from Kessinger: Kitecraft and kite tournaments (1914) by C.M. Miller and A monograph on the mechanics and equilibrium of kites (1897) by C.F. Marvin.

Note that a reprint of the same original of Marvin's book is listed as Author Unknown by reprints from the collection of the University of Michigan Library.

Embarrassed to be a Kite Flier—Hugh Blowers

Flash bang wallop, no tea!

One Saturday evening in late April we were on our way to a dinner party in a village a few miles away. About half a mile from our destination, the oncoming cars were flashing headlights, so naturally everyone slowed down, thinking speed trap. The road curves at this stage and sure enough there was a flash of yellow high vis jacket causing us to slow even more. Just round the curve was a police van in the middle of the road guarding a crumpled heap. Oh dear, a serious RTA, but there was very little action, so perhaps a fatality. As we got closer the heap became recognisable as either a paraglider or very large power kite. Was it concealing a body? It just so happened that this 'heap' was in the middle of the junction where we had to turn into a country lane. Slowing down to make the turn it became obvious that it was a power kite as we could just make out a set of four lines that went diagonally up from the middle of the road, across a set of HT power lines adjacent to a pole mounted transformer, and a pair of handles dangling down the other side.

Somewhat unusual you might think, but not a surprise, as we had previously seen large power kites being flown on the adjacent village playing field, which is

bordered on one side by a main road and aforesaid power lines and at one end by another set of slightly lower voltage lines. We had remarked that this was a 'b' stupid place to fly as there was a distinct likelihood of them ending up on the road, which of course they had done, via the cables.

It looked from the assembled 'gawpers' that there was no immediate danger to life, and so we carried on, only to be greeted with a house in darkness and a distinct shortage of dinner for the dinner party! It was our embarrassing duty to inform the distraught hostess, who knows that we are enthusiastic kite flyers, that not only did we know why there was a power cut, but we knew what had caused it!

Thanks to a neighbour with a caravan and plenty of gas, much of the meal was salvaged, and eventually the power came back on. The added irony was that this enabled us to show a DVD of; yes you guessed it, a kite festival.

There is a serious side to this. Power kites are just that and the margins between the adrenalin buzz and disaster are very small and flying any sort of kite, let alone one of those just upwind of power lines and a main road is plain daft. Will they have learnt?

History of the Kite in Europe—George Webster

Rewritten (in a very small way); or Recognition for Robert Fludd

In Clive Hart's book [1] there is 'A Summary Chronology' on p. 189 which states:

1558 della Porta. First description of a plane-surface kite in print. No illustration.

...

1618 Crispin van de Passe. First illustration of a plane-surface kite in Europe.

1634 Bate. First English illustration. Lozenge-kite.

There is an illustration of a kite (a square della Porta) from a book by Robert Fludd [2] which was published in 1619 and clearly predates Bate. Robert Fludd was English but wrote in Latin. Interestingly neither Fludd's kite nor Bate's would have flown with the bridling shown.

What I found remarkable is that this is the first use of the kite as a metaphor or example to illustrate an argument rather than as an object designed as a toy or a military instrument. In this case it is used to illustrate Fludd's argument that the higher elements have a natural upwards tendency. Fludd held that the kite had a natural upward motion. He argued that a similar spirit tending to rise led to dead bodies weighing more than live ones (240 pounds compared to 200 pounds). Godwin [3] has the illustration on p. 66 and comments "Perhaps Fludd had done more kite-flying than corpse-weighting." Looking at the bridle and invisible tail perhaps he kept away from both kites and corpses — or just didn't check the illustration.

As a philosopher, Fludd was a Renaissance Christian Neoplatonist. Perhaps it is better to think of him as one of those strange thinkers who was interested in a wide range of ideas just as science as we think of it was beginning to emerge. He thought that the human body's health was determined by meteorology, astrology and prayer. He believed, for example, that there was an ointment which when rubbed on the blade of a scythe could heal a wound caused by the scythe even if the casualty was miles away. But he was also one of the first to support Harvey's discovery of the circulation of the blood.

He was also a practical man: in 1620 King James granted him a patent to make steel. He broke the existing patent (and monopoly) by bringing in a French steel maker and producing superior quality steel. He was very proud of being of English gentle birth and put the title Esquire before Doctor (he had two degrees from Oxford).

Why did I first read Godwin's book? Because there is a reference to Fludd in Jackie Matisse's book [4] (on page 34).

References

- [1] Hart, C. *Kites: an Historical Survey* (1982).
- [2] Fludd, R. (translated from the Latin as) *History of the Macrocosm and Microcosm Vol II Tractate 1 Section 1* (1619).
- [3] Godwin, J. *Robert Fludd* (1979).
- [4] Matisse, J. *Art that Soars* (2000).

Three Kites! - Bruce Jordan

'Three kites!!' had been the cry from my wife as I packed to leave the UK 'What are you going to do with them?'. Refusing to state the obvious, I continued to pack them. She continued 'Are you sure you have packed the essentials. Where's the....' I leave your love ones to complete the list of essential items required for a 4 week trip to India. As a kite flyer, you will know the essentials for four weeks on the beach in India.

For the record the three kites were an old Martin Lester Pink Elephant (veteran of many Goan holidays), a turtle kite (also a frequent Goan flyer) and a large soft blue elephant making its first trip. For those who have tried to fly in India you will appreciate the frustrations of being on a sub-continent and not finding simple things like man-made spars or even fighter kites out of season...so three kites and three strings it was.....

Whilst travelling in Southern India, I awoke one morning with realisation that I needed to move on. I was in Fort Cochin which everyone seemed to think was a nice place but it just felt wrong. True, the properties were well maintained and the streets clean but the sights had been done in 90 minutes with the aid of an auto rickshaw the previous day and the beach was too small to fly kites. The food if you weren't into seafood merely adequate and safe. The urge to move on was too great and defying logic, I packed my rucksack. On to plan B. There was no Plan B. A quick look at Lonely Planet suggested a Bird Sanctuary upstate so I headed off to the ferry to the mainland.

Just outside the ferry terminal, something caught my eye. Someone had put a poster up overnight. 'Kerala Kite Festival – 22/23/24 January 2010. Munambam Beach, Cochin'. It was the 22nd so I thought it won't do any harm to spend a day at the kite festival. It was being held by the local Rotary Club who were trying to raise the profile of their campaign to make India polio free. Lonely Planet again confirmed there was accommodation close by so Plan K came into operation.

So having visited the mainland where I had the satisfaction of spotting the money exchangers poor arithmetic skills prior to accepting the rupees, I boarded another ferry. Funny the 'honest' mistake is never in your favour and the miscalculation was sizable. Needless to say, the

omens were good as a dolphin appeared alongside the ferry and wished me well all for the cost of 7 rupees (10p).

At the ferry terminal on Vipend Island, no-one had heard of the beach let alone a kite festival but after a few false starts I arrived at 12pm and introduced myself to the woman in the big hat on the gate.

'You've come from Scotland and I have 3 kites. Of course, you can fly. What's your name again?'

I was introduced to the other kite flyers that mainly consisted of Ashok Shah and his family. Ashok was a proud winner at Gujarat this year. Other members of his club were in attendance and we were joined by Team Mangalore. The big surprise was that they were all there to fly western kites and not put on a display of Indian fighter kites.

My three kites were at home in this environment though I have to say were dwarfed by the large array of kites which the others had managed to transport via the train. It could never happen in the UK.

I confessed to a small problem. In Mahabalipuram, I had tried to fly my kite on the beach unaware that there was the tail end of a cyclone in the vicinity resulting in a broken spine on the Martin Lester kite. It could have been worse – a rumour in Chennai at the time suggested a Tsunami was on its way. Mr Jordan on the ground floor of Hotel Daphne, 1 Beach Front was mighty relieved when it didn't arrive. Ashok had the problem fixed in seconds with a couple of bamboo spines.

And if there was ever a perfect wind for my



Three Kites! - Bruce Jordan



three kites, it was that day. Add a perfect blue sky, backdrop of a glistening sea and Chinese fishing nets what more could a kite flyer want. The lady in the big hat had other ideas. 'Lunch!' she declared to a disbelieving bunch of kite flyers who were all set up for the afternoon.

Ashok shook his head 'I asked for a beach, a place to keep kites secure and water. We're kite flyers. We feed on the wind'. The woman in hat wasn't taking no for an answer so the kites had to come down whilst we headed to a beach shack for lunch. It was a nice lunch that being said and we were grateful for the effort.

Next was served the schedule if events. 'Kite flying, 4pm local dignitaries would open the festival, navy band will play for 1 hour.....Press'

'Press!!' was the universal cry. The lady in the big hat did re-iterate the need for the press to bring in the punters and we agreed that a little publicity wouldn't be a bad thing. So at 4.30 the press arrived. It started with the local papers and ended up with an international TV station interviewing the kite flyers.

It was bizarre. I am not the most confident of people and normally hide behind the professionals at big events. Alright I was exposed as a teddy bear parachuter on a cooking show called Too Many Cooks years ago but that's another story. Queues of men with big cameras and mikes interviewing a man who was only there because he read a banner at the ferry terminal whilst carrying three kites, it was surreal.

One reporter hung around for more than most. She was from the Express in India. Her article is available on-line though you are spared my

photo. Type in 'ExpressBuzz.com kite' and you should get the link to the article. Apart from the Bruce Lee bit which is where I was getting frustrated at having to say my name 2 or 3 times before they grasped it, I think it summarises nicely what we as kite flyers set out to achieve.

In the end I ended up staying in the same hotel as the professional flyers and stayed the majority of the next day which included a kite workshop at a local school. It was a fantastic end to my trip.

I have to say, only two kites made it home. The big blue elephant remained in the hands of Ashok. If ever there was kite to be flown at festivals in India it is it and I am sure that Ashok will make good use of it.

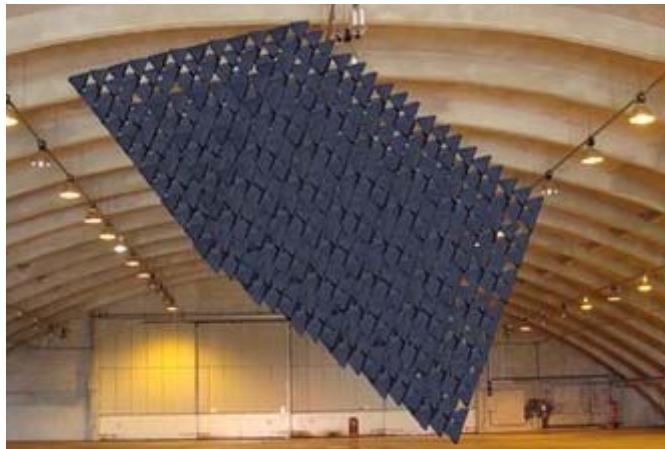
Thanks must go to all those flyers who allowed me to share the experience and steal a little of their limelight. Praise must also go the lady in the big hat, Hilda without whom I am sure the event would not have been possible



Bits & Pieces

From the BBC web site:

Giant kite sculpture inspired by Alexander Graham Bell



A group of artists from Cardiff have created a giant kite sculpture in the Vale of Glamorgan based on Alexander Graham Bell's experimental aircraft. The New British Art collective were inspired by the pyramid-shaped box kites devised by the man most famous for inventing the telephone. People are invited to view the sculpture at an aircraft hangar at Picketstone near St Athan on Saturday. The artists will attempt to fly the giant kite in May. The Blue Bell Hangar project is named after the aircraft hangar where the sculpture is housed. Most famous as the inventor of the telephone, Alexander Graham Bell was also involved in innovations in a wide variety of fields including aeronautics. Becky Whitmore of New British Art said Bell was an inspiration.

"As a collective we want to create work in the same spirit of endeavour and experimentation that Bell and his team adopted," she said. "Working together on this project has enabled us to pool our individual expertise and energies to create such a large artwork."

Bell experimented by creating tetrahedral box kites and wings. His creations called Cygnet I, II and III were flown between 1907-1912. The creators of the sculpture, New British Art, are a group formed from a wide range of artists, sculptors, painters, print-makers and film makers. They are supported by Welsh public art consultancy Safle. The sculpture has been created from 1604 'tetrahedral modules' each one shaped like a pyramid. The sculpture measures 12 metres (40 ft) by 3.5 metres (12 ft). The artists are inviting people to see their work at the Bluebell Aircraft Hangar in Picketstone on Saturday 27 March between 4pm and 8pm. Ms Whitmore said they would attempt to fly the sculpture in May at an event to be recorded by Bafta-winning film maker John Minton for a documentary of the project.

"If the sculpture doesn't fly we won't consider this a failure but another stage in the life of this piece of work," she said.

Steve Gurney chases world speed record

Five Kiwi kite-buggy enthusiasts are heading to Las Vegas to try to break a land-speed record, Burt Munro-style. Christchurch multisport athlete and adventurer Steve Gurney has teamed up with Peter Lynn, who invented the kite-buggy 20 years ago, and Craig Hansen, Matt Bedford

and Gavin Mulvey. They will fly to the United States to compete in the North American Buggy Expo (NABX) and attempt a world speed record. The world kite-buggy record is 127kmh.

Gurney said team members had adopted a "Burt Munro attitude" with a "backyard invention" they designed and built. "Our thinking is Burt Munro-style. We're taking on the Dutch and the US. They know a lot about wind and have a lot more resources," he said. "We're just inventing as we go."

Last September, Hansen and Gurney, along with Australians Geoff Wilson and Garth Freeman, became the first group to attempt a crossing of the Sahara Desert by kite-buggy and the first to travel by kite-buggy for more than 1000 kilometres.

There would be no rocks at the Ivanpar Lake Bed near Las Vegas, where the NABX would be held. "The terrain is a bit like the salt flats, but instead of salt it's a dried-up mud lake – hard with a sandpaper surface," Gurney said. Hansen said the team had a good chance of breaking the record. "If our homework's correct, our machine is technically superior and nobody will be able to go as fast as us," he said. Gurney said this trip would be a "continuation" of the adventure started in the Sahara, but this time the team would aim for speed, not endurance.

"In the Sahara we used buggies built tough like quadbikes. They would only get up to 60kmh before they started to wobble," he said. "The speed-buggy has a much longer wheelbase, is wider and only about two centimetres off the ground."

The Dutch team mentioned above just before dawn on 29th March, Arjen van der Tol on and an Apexx buggy using a 2.7m Peter Lynn Vapor (designed by Michel Dekker) hits 133.4km/hr- official, a new record!

From the New York Times

The Kite Makers By Lawrence Downes March 6, 2010, Port-Au-Prince, Haiti



The Haitian boy's kite starts with thin sticks — woody reeds or straight twigs scraped smooth with a razor blade and cut to equal length, about eight inches. These are lashed in the middle to make stars of six or eight points, sometimes more.

Thin plastic, ideally the wispy kind from dry-cleaning bags, is stretched over the frame and secured with thread. Rag

Bits & Pieces

strips are knotted for the tail, then tied with thread to two of the star's lower points: a Y with a long, long stem. More thread is tied to the kite's taut chest, the rest spooled on a can or bottle.

The kites are beautiful: some have layers of black and clear plastic forming diamonds and stars. Some have decorative edges, the plastic razor-sliced into piñata fringe. But they work, catching the breeze and jack-rabbiting into the smoky air.

Small kites are notoriously hard to fly, but these are perfectly engineered. A boy I met in a camp down the block from the ruins of the Catholic cathedral in Port-au-Prince pointed to the sky. Blinking into the sun, I took forever to find his kite: a darting black dot far above the shattered steeples.

The kite makers dance through the camps with rubbery exuberance, trailed by younger children, all lost in the moment, the most important in the world. Kites battle kites, their makers yanking their lines to cut each other's, as the kites whirl and spin. When one kite wins, the jubilation is explosive. It's one of the few signs of joy you see in Haiti, entirely handmade.



At the V&A Museum, London. (via The Times Online)

One of the exhibits at the "Decode: Digital Design Sensations" exhibition was the Kite Aerial Photography controller. This is a harness for a camera-equipped mobile phone, complete with electric motor, designed to be attached to a kite. The motor is controlled remotely from the ground, via a Nokia handset, allowing the camera in the flying handset to move and take photos and video from the air. There is, as yet, no way to control the kite itself as effectively.

Coke Advertising

Seen via msnbc a Simpsons advert for Coke. This is one of a series shown during the Superbowl. The saving grace for this one is the kite flying near the end. See <http://www.msnbc.msn.com/id/21134540/vp/35287508#35287508> for the ad itself.



Some things seen on E-Bay.

A Laptop Cover Decal Protective Skin. Nice design for £6.99.



1934 Tsang Fighting Kite Advert—cut from a magazine of the time. Current price is £2.75.



Porsche Design Limited Edition Hi-Tech Carbon Kite.



The Porsche Design hi-tech Carbon Kite has a wing span of almost 7' (feet), left and right controls and is simply amazing when you have it up there. This mass structure and it's strength is nearly weightless. The construction is most impressive to carefully examine.

This Porsche kite has never seen any flight time and therefore listed "AS NEW".

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This Porsche Kite was used in an upscale garage for esthetics purposes only. Actually, the exotic car enthusiasts who have seen it were impressed to say the least and no one has ever said they have seen one before or knew there was such a thing as an OFFICIAL PORSCHE KITE. Price \$1275.

Kite pins from UK and Europe 1990-1998. There are over 50 Kite Pins in this collection dating from 1990-1998. They are all in very good condition and are presented in a custom leather pin pouch which allows the owner to display the badges. The collection includes a very interesting pin which bares the words "PRACTICE SAFE KITING" Others are from kite clubs and kite teams. This sold for £15.00.

Kite with electric lights flies into record books

An Ahmedabad-based businessman flew a kite with 572 tiny electric lights attached to its string that lit up the evening sky and - took him straight into the record books. Umang Bhai Thakkar, 45, has made the record by flying a kite with the most number of electric lights on it, Rinki Tomar, India Book of Records co-publisher, told Indo Asian News (IANS).

The venue selected for the event Thursday was the rooftop of a 22-storey revolving restaurant called Patang Hotel, owned by Thakkar. Thakkar, who was leading a group of 10 kite-flyers, achieved the feat in about 32 minutes, starting at 7.58 p.m. and ending at 8.30 p.m. The kite was around 8 feet long.

"We had set up a target of around 800 electric lights but due to heavy wind and bad weather we could manage 572 electric lights, which was quite satisfactory," Paavan Solanki, an international kite-flyer, told IANS on phone from the Gujarat city.

The string, made of synthetic cloth, was 107 metres long. Each of the tiny lights had a battery and a switch attached to it.

"The crowd was so encouraging, the whole rooftop was jampacked with over 300 people and those who could not make it to the rooftop witnessed the event from around the building," said Solanki, who is also Ahmedabad Kite Flyers Association secretary. "We have videographed every moment and it was amazing to see Thakkar's effort and involvement to create the record," said Chetan Upadhyaya, India Book of Records observer.

Thakkar has also applied to the Guinness Book of World Records and the Limca Book of Records.

Seen on the Guardian Web Site

Playing it too safe?

Parents banned from sports days, children prevented from flying kites, three-legged races outlawed. Health and safety gone mad, or media hysteria, asks Emine Saner

Amongst other examples: In the Wiltshire village of Maiden Bradley, kite-flying has been banned from the park after inspectors from the Royal Society for the Prevention of Accidents (Rospa) said that kites could become tangled in the overhead telephone cables and children could hurt themselves if they tried to climb the poles to free them.

From the Times of India

At ladies' kite club passion meets business

You have heard of ladies' clubs, but a ladies' kite club? Kite flying may not be one of the usual hobbies that you hear women take to, but in Mysore, 10 women who love the sport have come together to form this unique club of women-only kite flyers.

Chopping vegetables, taking care of her family and tending to the household chores like any other homemaker would, there is nothing that seems out of the ordinary about Kavita Bylokenda, one of the members of the club at the first instance. Hand her a kite, and she metamorphoses into a different person. "Kite-flying is a tradition and I have always loved flying kites. Nothing beats the feeling of steering a kite and watching as it soars high," Bylokenda told with the thrill of a child. A 40 year old homemaker, Bylokenda said that kite flying for her is a passion which she pursues with the other members of the club whenever they get time. "This club happened quite by chance, five years back. As a child I used to often fly kites, but with age it started feeling odd with no company from anyone of my kind. Then I met another woman in my neighbourhood who was facing a similar predicament," said Bylokenda.

"That's when the idea of a club for women like us struck. We spread the word and although there were just a handful of us, it was nevertheless a big success for us, we met every weekend and whenever we had the time in between to pursue our hobby," she said.

The club now has 10 members and includes students, professionals and homemakers, all in the age group 20-40. "With time we started making our own kites. We designed them in the shape of a girl's dress, a shirt, even a gas cylinder! It caught others' fancy and we started getting bulk orders to make kites," Bylokenda said.

From just 10-20 kites for a family party to 300-500 on festive occasions and school fairs, the fledgling kite making business took wing. "Our kites are priced according to the design, shape and size. A large gas cylinder shaped kite for instance costs Rs.25. The orders pour during the festive season like Dussehra and when the Karnataka and the Mysore kite festivals happen. At other times, we get orders from schools or for family occasions," she said.

At times when there are too many orders to handle too quickly, the women make the design and then source out the making of the kites to others. "We make a decent profit of about 30 percent, but we are no professional businesswomen."

All the orders that we get are thanks to word of mouth advertisement. At the end of the day, the thrill of seeing a great response to our creations is what matters," she said. Amid the hustle-bustle of the growing business and their personal lives, the women take out time for pursuing their hobby on a larger platform.

"For the last four years we have been regularly participating in the international kite festival in Gujarat. This year we made a three-dimensional, box-shaped kite for the festival. We also participate in the kite festivals in Karnataka," Bylokenda said. "The aim is not so much to win, but to participate and have fun. And we have our families supporting us in that what else can we ask for?" she smiled.

Nothing Like a Good Obsession—Hugh Blowers

So, what do you do on Christmas Day when there is nothing that takes your fancy on the tele? Go kite flying of course. As many of you know, we do have a few to choose from, yet when it comes to a single choice, top of my list is always a parafoil. It was the parafoil that got me back into kite flying in the late 80s, caused me all sorts of head scratching, taught me the correct use of a stitch ripper, and led me to appreciate what a joy a well designed parafoil can be. How did it start though?

For many years I had a 'Gibson Girl', but it was a bit boring and old fashioned, and not in the least bit valuable back then, with the result that most things became more interesting than flying kites. Then, on BBC Nationwide, I saw Don Dunford with a steerable kite and I suddenly thought that kites may be had a bit more to offer. Having contacted Dunford via the BBC I bought a Flying Machine, and shortly after started on the downhill path by buying a kite book. (Lloyd & Thomas 1978) In the making section at the back was a plan for a parafoil. No sticks, looked modern, fascinating, just what I wanted. So began my first foray into kite making. I had a plan, some basic directions, but as anyone who has tried to build a parafoil will tell you, it is what is left out of the instructions that is important, and it took me another 20 years to figure out the missing bits.

Domina Jalbert is considered to be the 'father of the parafoil', having taken his inspiration from the wing section of a light aircraft. His mantra was, if it looks like a wing, flies like a wing, then it is a wing. He spent many years trying to perfect the principle, primarily for military purposes, but for leisure as well. There was a range of foils marketed under his name that came in ascending sizes, packed into their own little plastic bags. They were great fun, but shared the same unfortunate tendencies as most other early designs. They pulled like nothing on earth and flew about 30 degrees above the horizontal. I will return to this later.

How did my first effort fair then? If truth were told, not wonderfully, as it wandered all over the sky, crashed for no apparent reason and was a pig to launch. Its great advantage was that it rolled up to become the perfect portable kite, but otherwise it was useless, and so began the obsession. By now I had figured out that it was just not big enough, so I doubled all the dimensions and started stitching again. Error number two. You cannot just make a parafoil bigger. There is an optimum size for the cells and to make a bigger foil you have to add more cells, not just make them bigger.

How did my second attempt fair then? Well, it was a pig to launch, wandered all over the sky and crashed for no apparent reason. I had joined a kite club by then, so there was no shortage of pundits telling me what I had done wrong. The consensus was that the section of the profiles was all wrong, so armed with a stitch ripper I took the whole thing apart, made new profiles and stitched it back together again. Note that I had not yet gleaned the important piece of information about cell size!

How did my third attempt fair then? If truth were told,

worse than the previous two, as it was now an animal and could not be trusted, not what I had in mind. Another member of the club had bought a parafoil built by Paul Morgan, and this seemed to be relatively stable, which resulted in a very small parcel being handed to me on Christmas Day. Yes, you can vacuum pack a parafoil, and it is amazing how small they will go. This was a bit of an odd beast as Paul worked on a standard cell size and then added or subtracted cells to make it the size you wanted. My 20sq ft version was exactly half of a 40. It did fly well, but typically of the parafoils of the period, never went very high. At the Brighton festival that same year Paul produced two fabulous looking foils, 45 sq ft rainbows. It was a done job and the piggy bank was raided for one of those. I was very happy with this as it was ultra reliable, would lift a great deal and did win the beer lifting contest at the North Sea Cup festival in Quend, but that is another story. (If pressed, I could retell it for a small fee)

Oh, all right, I do not need too much persuasion. The North Sea Cup was one of the principle competitions in the sports kite calendar and was scheduled for Quend Plage on the French coast as part of a festival over the spring bank holiday. We are partial to our French festivals, so we duly booked up for a Beccles Bunch expedition. Four days before we leave we are informed that there has been a massive dose of politics, the sports kite fraternity have pulled out, but the festival is still going ahead. Quend is a beautiful beach, but not when it rains torrentially for a whole day, and the caravan site was something of a lake as well. Not to be put off though, the organisers asked us if we would participate in the lifting contest. I explained that if we were used to lifting beer in the UK as it gave that bit of encouragement. This confirmed their opinion of the British as they used sand bags, rather than risk beer or wine. Anyway, they assembled their team, 6 sprinters from the local athletic club and the biggest Rokkaku seen for a long time. The entire British contingent added up to George and Jackie Penney, Lynn and myself, plus the 45 sq ft rainbow. This could have spelt trouble until I saw the size of the sandbag. They reckoned that a 5Kg lift would be enough to win?? They managed to get the rok to lift this, but looked a little less confident when I attached the bag and the parafoil took it up happily, with just one person on the line. Remember, no anchors allowed. This was mildly amusing, but hardly a test, so I suggested we doubled up the bags. With a Gallic shrug they agreed, as they knew they had us beat, but how they struggled to get those bags off the ground? Still no problem for us, pull the kite down clip on the bag and let it back up. Perhaps it was the nonchalance with which we did it, or maybe reminding them of Agincourt, just a few miles away, but their dander was up. Double the bags again, so 20 Kg now. They went first, and with their 6 sprinters running flat out across the beach, they just managed to get the bags off the ground. Now to rub it in a little. George, Jackie and Lynn on the line while I hitch on the bags and slowly let the kite up. Tension comes on the line and up it goes. Mind you, I think our team were having to dig in a bit? There was only one bag left, as these had originally been holding the organisers tent down, and with bravado fitting of an Englishman abroad, reckoned we would have no problem with this either.

Nothing Like a Good Obsession—Hugh Blowers

Many centuries of rivalry came to the fore here as the sprinters duly charged off dragging 25Kgs of sand along the beach behind them. Not a chance of lifting it, but how they tried. Onto the parafoil, and this time it needed all four of us on the line using a bit of muscle, but like a beauty, away she went. Honour was satisfied. We were packing up to go home at the end of the festival when the organiser asked us to come to the presentation. Imagine our amazement when we were presented with the North Sea Cup to keep. Not only the huge trophy, but also beer, wine and glasses to celebrate our win and attendance.

Back to the subject in hand though, as my head had been turned. Doug Hagaman came across from the US at the beginning of the 90s with parafoils that behaved as if 'they were nailed to the sky' as he put it. They were so different, both in design and performance, because Doug would not accept anything that was not made perfectly and did not fly perfectly. Not only did they fly almost vertically, but there was not the merest movement on any of the keels. Several flyers in the UK bought these kites and they put parafoil flying into another dimension entirely. I wanted one, but with the rate of exchange as it was at the time there was no way I could even contemplate it, but it became my 'object of desire'.

It was back to my Sky Bums rainbow, soon to be joined by an 85 sq ft monster that taught me another valuable lesson. However good your anchor is, it is probably not enough for a good parafoil! Good as Paul's foils were, I had been seduced by the quality of those coming from the States. After all, it was not just Doug, but George Hamm (the best damn parafoils in the world) and Stretch Tucker with his 'painless parafoil' that set the standards. In the end, the only option was to save hard, liquidate some assets and buy a Hagaman.

I contacted the Hagamans, and having pored over the catalogue decided on what I could afford and the colours. The only problem was that Doug was going back to college and he would not be able to build my kite until the spring or summer of 1994. Tragically, Doug died suddenly in December 1993 and that was the end of my dream. Such was the enthusiasm for his kites over here that there was never going to be a chance of buying one second hand, and so that was that, until, through contact with the US I heard that Jody Hagaman had passed all the designs and manufacturing rights to Stan Swanson and he was preparing to restart production. My order was on its way immediately and I had the first licensed Hagaman off the drawing board, a fuchsia and hot pink 35 sq ft.

I soon realised that I had made an error in my choice of size. It was too big to fly from hand comfortably or carry on holiday, yet too small for serious lifting. I was not too happy about the graphics either, so some serious thought went into the colours for the next purchase, which turned out to be the best and most reliable kite I have ever bought. It has probably done more hours of flying than any other kite I have, and it is the one I fly on Christmas day. At 20 sq ft it is never

too much to fly, goes into a backpack and is a joy to fly. I knew I had something a bit special the first day I tried it. It launched straight out of the bag, took *00ft of line out happily, and sat motionless against a bright blue sky. Perfect kite flying. This kite has travelled everywhere with us and flown in some amazing situations, but allow me one quick anecdote. We were walking up on Smearsett Scar up in the Yorkshire Dales and decided to have a fly. The wind was coming up the escarpment and we were on the top. The kite launched perfectly and I stood with my back to a shear drop, just watching, as you do. Something odd was happening though. My head was going further back as the foil started to over fly me. This just does not happen with foils, but still it kept going until I had to turn round. Now I was looking at the back of the kite as it flew out over the valley. Still perfectly stable but getting further and further in front of me. There it stayed until we had to move on. Recovery was no problem, and it remains one of the more bizarre flights I have had. * exact length censored due to CAA restrictions.

Wonderful though this kite was, it lacked one thing; it was not a genuine Hagaman. Could I ever manage to get one, I wondered? I put out the word in the US through my contacts, and put adverts on every message board I could find. Bingo, there was one in Canada, and amazingly it had only been flown twice as it had frightened both previous owners. When I explained why I wanted it, the owner realised that I would be flying it and over to the UK it came. It was a 50 in flo yellow, black and hot pink, made in 1989 and still as crisp as the day it had been made. Around this time two other Hagaman foils came to the UK, both from 'down under'. The first was a lovely little 20 that I had the pleasure of tuning and then flying and a monster 120 that need rebridling as every single one of the myriad of bridles had been cut by an errant kite. This mammoth task was completed in time for a fly in at Barbury Castle in December 2003 that commemorated Doug Hagaman. 10 years on from his untimely death. By a very strange coincidence, Martin Lester had entrusted his own Hagaman to me to fly, and it turned out to be a 55 with exactly the same colours and graphics as my own 50.

This was not the end of the story though. Throughout the years, I had maintained contact with Jody Hagaman, by letter initially and then email. In 2004 she found it necessary to part with two of Doug's own kites that she had kept. The 120 was far too big for me, and found a happy home with Martin Croxton, but the smaller 'Firebird' was perfect, and with it came three of Doug's turbines that were instantly commandeered by Lynn. So, twelve years on from believing that I would never have an original Hagaman foil, I ended up with two that I can use to 'Paint The Sky', as Doug described it.

Of all the kites I own and fly, the parafoils are my true passion, and in 20 years I have experienced many oohs, aahs and a few aarghs as well, which I am happy to pass on in future articles.

Hi-Flier Kites, An Appreciation—Jeff Duntemann

Ask me what I know about Decatur, IL, and I'll tell you that that's where Hi-Flier kites come from. Came from, at least, in the era when I was an ardent consumer of kites. This was from about 1960 to 1966, roughly when I was in second through eighth grade, on the Northwest Side of Chicago, near Talcott Road and Canfield, right on the border with Park Ridge.

I say "consumer" of kites because that's how it worked: I saved up a dime, bought a kite down at Bud Maday's Talcott Hardware Store at Talcott and Canfield, and flew it until I destroyed it, which was anywhere from five minutes to five days after standing up in the Edison School yard and committing my doomed possession to the Windy City's erratic winds. The poor kites were doomed because we flew them too near the trees that grew in the parkway around the school yard, we flew them in winds too strong for the string we had, and we flew them with second-hand string that other kids had left lying around in the damp grass.



As for Hi-Flier kites, well, we flew them not because of any strong brand loyalty, but because that's what Bud stocked in his hardware store, and Talcott Hardware was the closest source of kites we had. I knew of TopFlite kites, and Alox kites, but those could only be had at exotic places like Walgreen's and S. S. Kresge's that you had to take a car to get to. Bud passed away in 2005, and his children decided to close the store in the summer of that year, after 55 years in business. I was honored to receive the last kite to go out the door at Talcott Hardware, though it was not a Hi-Flier.

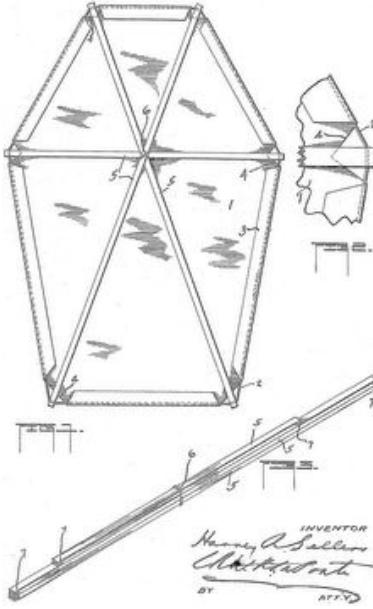
I've often wondered what Decatur is like, now and 45 years ago when I was a Hi-Flier customer. As a kid I always envisioned a small town with a brick main street out in the Great Nothing of the central Illinois prairies, with a railroad track and grain elevators on the far side of town, and a very wide sky that always had a few kites in it. That was my Chicago big-city bias showing. Decatur is not really a small town, and certainly not a farm town. It was home to a great deal of manufacturing in the Smokestack era of the American Midwest.

May 1, 1923.

H. A. SELLERS
FILED NOV. 14, 1922

1,453,287

Harvey Sellers' barn-door kite patent, 1923

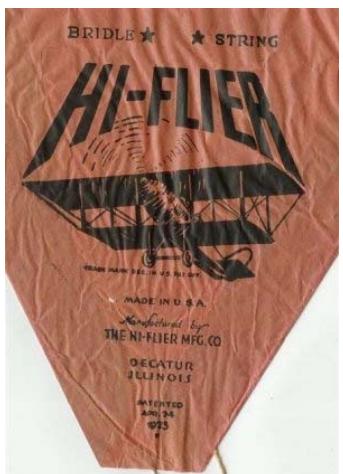


The Hi-Flier Manufacturing Company was founded by Harvey A. Sellers (1889-1976) in his Decatur, Illinois, basement. He got started by purchasing a patent to a bow kite from a Decatur inventor named Arthur W. Cash (US Patent # 1452956) and later that same year patented a barn-door kite in his own name. (US Patent #1453287, at right.) These two kite designs were the core of his business while

production remained in Decatur. I've heard that Sellers (or the company) later obtained a patent on the Hi-Flier box kite, but I've been unable to find the patent. Sellers' son, Harvey A. Sellers, Jr., was granted a patent on a "gliding kite" in 1965. This resembles but was not the "Glite" kite sold well into the 1970s by North Pacific Products (now defunct) of Bend, Oregon. (That was US Patent #3,276,730.) The bow kite patent date (1923) was printed on virtually every Hi-Flier bow kite ever made, and a lot of supposedly savvy antiques people believe that this indicates when the kite was manufactured. Not so—most surviving Hi-Flier kites date back to the late 50s at best. I've seen only a few older ones.

Hi-Flier logo on early bow kite
Hi-Flier did very well, and was selling twenty million kites a year at a time when there were only seven million kids of kite-flying age in the country. Sellers understood the nature and economics of paper kites when he said that "...a kite not caught in a tree is like an ice-cream cone not eaten." By making them inexpensive, he knew his little "consumers" would just go back to the dime store and buy another when the trees took their inevitable due.

Anyway. Hi-Flier as a brand name is still alive, but the company in Decatur, IL is long gone. I've had a hard time determining who actually owns the trademark today. A company called Damon Industries bought Hi-Flier in the early 1970s and owned it for many years. Damon

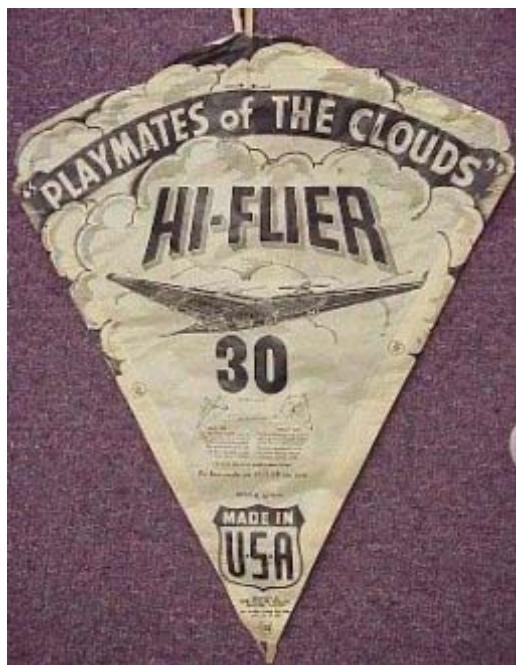


Hi-Flier Kites, An Appreciation—Jeff Duntemann

also once owned Estes Model Rockets of Penrose, Colorado, but sold Estes to a group of investors in the early 1990s. Estes still sells a high-altitude (1600') model rocket called the Hi-Flier, though this is probably a holdover from the days when Damon owned the company. Another company called Galoob Toys (now owned by Hasbro) used to make kites under the Hi-Flier name. Someone is now selling Hi-Flier marbles and other small toys, though I don't know who. I'm still actively researching this issue, and will update this essay whenever I discover something significant. I intend at some point to fly down to Decatur from Chicago for a day or two and dig around in the public library there, which may turn up some interesting things.

Hi-Flier Playmate of the Clouds 30" kite

It's unclear when Hi-Flier's Decatur operation ceased (our best guess is 1988 or so) but the paper kite business in general is now long extinct. Even the ad/promo kites that used to be Hi-Flier's bread and butter are now made of plastic somewhere else (generally China) and fly poorly if they fly at all. (There's one exception: The RB Toy Development



Company's "Giant Kite," which many of us saw as the "Green Giant kite" during periodic boxtop campaigns for frozen veggies as long ago as 1987. They flew beautifully, though they have not been made for quite a few years.)

There were three different types of kites in the Hi-Flier canon during the time I flew them, which was roughly 1958 through 1970. Two are well-known, and the third I saw only once in that time period, in (I think) 1966. Here's the summary:

1. The classic two-stick diamond bow kite. These were made in three sizes and two materials. The two smaller sizes sold in paper for 10 cents, and a larger size in paper sold for 15 cents. The smallest size was also available in plastic, for a quarter.
2. The paper box kite. These cantankerous, fragile, and short-lived beauties cost fifty cents at that time.

3. The three-stick six-sided "barn door" flat paper kite. These are quite rare and I have very little experience with them.

Later on, Hi-Flier produced a number of interesting kites, all of them in plastic. By the early 1980s, plastic delta kites had become the rage, and paper bow kites gradually went into eclipse. Keep in mind that after the Decatur operation ceased and "Hi-Flier" was reduced to being a brand name licensed to other toy manufacturers, the name was applied to lots of other species of toys, including marbles and yoyos.

The Hi-Flier diamond kites came in three sizes, specified by the length of the long (vertical) stick:

* Small: The vertical stick was 29 1/4" and the bow stick was 23 3/4".

* Medium: The vertical stick was 36" and the bow stick 29 1/4". Note that the bow stick of this size was the same as the vertical stick in the small size.

* Large: The vertical stick was 42" and the bow stick 36". Again, the bow stick was the same size as the long stick in the next smaller size. This allowed Hi-Flier to make three different sizes of kites with only four sizes of stick.

The Small Kites (30")

The small paper diamond kites were 10c when I was flying them.

(They later went up to 15c, and before the end of the Hi-Flier era, 49c.) These were my favorites. Two coke bottles found in an empty lot could be returned at the C&T Certified at Canfield and Talcott (around



the corner from Bud's hardware store) and generate funds to buy one. The price went up after I got out of grade school, and in fact the American Beauty kite I have hanging on my wall carries the price 49c, meaning it must have been manufactured as late as the mid-1970s. The small kites were the best flyers of anything in the Hi-Flier product line.

The bulk of the small kites that I flew were the "Playmates of the Clouds" design, which may well have been the commonest Hi-Flier art design of that period. The artwork had a futuristic flying wing aircraft in the center, below the logo "Hi-Flier." Below the aircraft there was sometimes a number (generally 30, though I recall other numbers including 6 and 94), sometimes the words "Little Boy," and sometimes nothing at all.

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The Playmates of the Clouds kites came in a wonderful variety of colors, though the art design was almost entirely identical. Here are the color schemes that I have seen so far, either when I was flying them or more recently on the collector market. I'm guessing that there are more:

- * Black on Red paper
- * Black on White paper
- * Black on Yellow paper
- * Green on Light Yellow paper
- * Green on White paper
- * Dark Blue on Light Blue paper
- * Dark Blue on Red paper
- * Dark Blue on Light Yellow paper
- * Light Blue on Light Yellow paper
- * Magenta on White paper
- * Red on White paper
- * Orange on White Paper
- * Orange on Light Yellow paper

The Strat-O-Flier and the Cosmic were two other designs that I've seen in the 30" size, but many or most of the advertising promo kites were of this size as well. The Rainbow design was unusually good, though I never saw it "in the field." The Rainbow design was also used in the barn door kites late in the barn door era.

Hi-Flier 30" paper kite, late design



The 1977 Hi-Flier wholesale catalog still contains 30" paper kites, and calls the category "Little Boy" even though the Playmates design had by then been retired. The "Silly Face" design (right) was printed in several colors and is common on eBay, and there is a pirate design shown in the catalog that I have not yet seen for sale. These are good designs, however, because they are simple and large, and you can tell what they are when the kites are a long way out.

At the very end of the paper kite era, in the midlate 80s, Hi-Flier was doing some interesting art designs in the small kite size. One was a third expression of the American Beauty design, but with a WWI-era biplane in the foreground, and clouds intermingling with the stars. Another, clearly by the same artist, showed similar biplanes in a dogfight.

At about the same time, Hi-Flier released a series of

five 30" kites with simple and stylized art designs: An 18th Century sun motif, an astronaut, an eagle/firebird, an ice-cream soda, and a pure geometric design that reminds me of Celtic knotwork. This set was shipped in a cardboard box, bulk mail, with a return address of Box 9400, St Paul, MN 55177. The sender is not named. As with all bulk mail packages, the box is undated. I'm leaning toward the conclusion that these were ad promos or premiums of some sort, but I don't know what firm was doing the promotion.

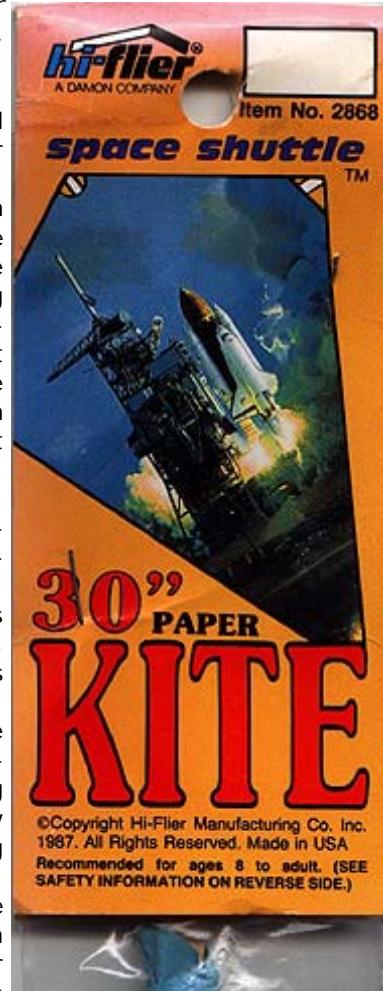
One of the most peculiar designs I've ever seen on a paper kite is a "psychedelic" expression (a orange spiral printed on yellow paper) of the chemical formula C12H22O11, which is...sugar! This may have been (and probably was) a promo of some kind, but I cannot imagine what or from whom.

Packing for Hi-Flier Space Shuttle kite, 1987

In 1987, Hi-Flier did something I had never before seen them do: Print a photograph on a paper kite. The kite shown at left, with the Space Shuttle lifting off, is the latest Hi-Flier paper kite that I've ever seen. (Note the copyright date on the packaging photo at left.)

The small Hi-Flier diamond kites were absolutely wonderful flyers. In most Chicago winds that we dared fly in, they would fly tailless with very little trouble. In fact, once on a dare I tried flying one upside-down by pulling the bridle tie point way down the bridle string and flipping it over. Worked fine! In the sky it looked like an arrow (especially after I tied some tail to what would otherwise be the top point) and the other kids thought I was pretty clever to have pulled it off. Most of them never mastered kite flying, generally because they "knew" a kite required a tail, and persisted in tying entire bedsheets off the bottom stick and wondering why the damned things couldn't get off the ground.

Like any other skill, kite-flying took practice, and a certain amount of study. (I took all three kite books



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out of our local public library repeatedly.) The small kites were wonderful "trainers" because they didn't cost a lot of money, and if you wrecked one, you learned what you could from the experience, hunted up another couple of bottles, and bought another.

The Medium Kites (36")



Hi-Flier American Beauty 36" kite, older design

For a while the medium-sized diamond kites were also 10c at Bud's Talcott Hardware, but they went up to 15c by the time I was in high school. The most common and in my opinion the most beautiful and effective design was the American Beauty. (See the photo in the header of this article.) Lots of kids were flying them on and just after the Fourth of July. They had a globe on a blue field at the top, with red and white stripes below, and the legend "American Beauty" in red on white below the stripes. This always has been my favorite Hi-Flier graphics design, and I am proud to own a mint specimen. There was an older version of the American beauty (right, courtesy John J. Nauer) that I have seen only in photos but it is a bolder and I think a better design.

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The "space warp" design (left) was available in both the 36" size and the 44" size when I flew them. It may have been available in the 30" size, but I've not seen it. The same general design was also used on the later Hi-Flier box kites. It was a convenient design for the firm to reuse, because it was like a fabric print

for kid's bedspreads: The basic design repeated over and over without a single orientation or edges aligned with the structure of the kite. It was available in a number of color combinations. There were a series of handsome new designs on the 36" kites in the early-mid 1970s, including an Indian chief and

"Stinger McBee."

Another older design I have seen only occasionally on eBay had the Playmates' "flying wing" aircraft but little else, and the legend "Big Ben" at the kite's center.

I've seen a few promo kites in the 36" size, though most of them (especially late in the paper kite era) were 30" in size.

The Large Kites (42")

I don't remember these as well, because I only flew a couple. The "space warp" design shown above is the one I remember best, though there have been a couple of others on eBay. I have recently seen an older kite in red with the legend "Big Boy" that was the size of the large kites that I flew, but it must have been a little before my time. It looked something like the "Playmates of the Clouds" kites, with a large "Hi-Flier" logo above an identical Buck Rogers airplane, and the slightly silly legend "Tailless Dancing Kite" toward the bottom. (This last seems to have been an early Hi-Flier slogan, but I don't remember seeing it during my own kite days.) I've seen bow kites dance, but when they do, it usually means you don't have the bridle set up correctly!

The latest (1976) of the large kites that I've seen is the plastic "Big Bruno," showing a circus strongman holding up dumbbells that are...balloons!

One of my friends preferred the large kites (which at that time cost 15c and soon afterward 25c) and looked down his pointy nose at my (small by comparison) American Beauties. He was smart, and figured out (as most kids never did) that a bigger kite would fly in less wind. I didn't like them because they cost another redeemed bottle to buy, and once in the air it was impossible to tell that they were any bigger than my Playmates of the Clouds. And at the rate I wrecked kites (and with plenty of competition for scavenged bottles) the extra nickel seemed an unwarranted waste.

The Plastic Bow Kites

These cost a quarter when I flew them (later 29 cents and later on even more) and when I had quarters—which wasn't often—I bought better things than kites. I remember flying a couple with my cousin Ron down in Blue Island. Ron was always spoiled and had the best toys, including the biggest Erector set I ever saw. The most common design for plastic bow kites was a Flash-Gordon style spacecraft with the legend "Orbiteer." The one I flew is shown above.



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The Orbiteer design was rearranged and freshened up a little in the late 1960s, when the slogan "Color-Glow" was added to all Hi-Flier's plastic bow kites. There were two overall color schemes, blue (as shown here) and magenta. Plastic kites were made in all three of the standard kite sizes, though I have not seen an example of a 44" plastic kite outside of the Hi-Flier catalog.

A less common design in plastic was the Pegasus kite, showing a flying horse against a striped background, in either red or blue. I have only recently (early 2006) seen an example of a Hi-Flier promo kite (for Dutch Boy Paints) in plastic. I have a photo of a "Hi-Flier Jet" kite in dark blue plastic from John Nauer, and have seen the same design on eBay in paper.

The 1977 Hi-Flier catalog lists a 36" plastic diamond kite called the "Goof-Proof Kite" with something called "Stik-Lok" assembly. I've never seen one of these and would love to know what the gimmick was. Ditto the "Daredevil" kite, which was an odd size (48" X 34") with a sail made of transparent Mylar and "automatic assembly."

By 1977, virtually all Hi-Flier kites were made of plastic. This was not entirely because they were cheaper for the company to make, though I'm sure that was a factor. They were rugged. It took more than one dive into the bushes to shred one, but somehow I was never good at economics and didn't do the math, even though I might have come out ahead had I gotten in the habit of hoarding a few more bottles and thinking, "Plastic!"

The Box Kites

I lusted after these, and every so often (usually after Aunt Kathleen had given me a dollar for no good reason) I would buy one. In the period I was flying them they had a very simple art design: Just colored paper (usually green and white) with relatively small drawings of jet aircraft, helicopters and things. The physical design was diabolical: Each end was kept at very high tension by two cross-sticks that were slightly too long to fit inside the paper box portion, and had to bow a little. The paper was thus tight as a drum, and tore very easily. (This may be why I don't see many assembled ones on the auction sites. Nobody wants to risk destroying a 35-

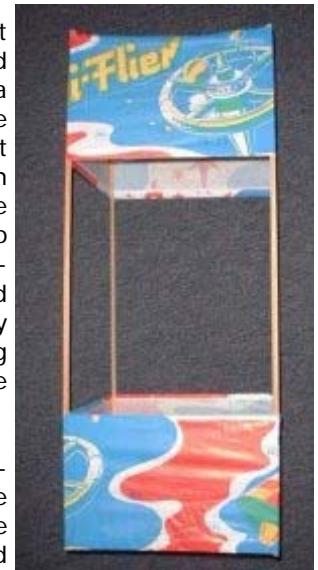


year-old kite that might fetch fifty bucks!) The photo of a newer kite below (in the Hi Flier "space warp" design) comes from Peter Lamonica, and is of a later art design, with four color printing on white paper, rather than the earlier black or blue ink on colored paper. Peter hasn't flown his yet and doesn't intend to!

The reason is simple: They flew like demented birds of prey, swooping and zipping around at incredible speeds, pulling tremendously hard, almost always on the edge of being out of control. Flying one was the first adrenaline rush I can clearly recall. Each represented a lot of kid-capital, and having seen plenty of them die at other kids' hands, there was a lot of anxiety in trying to get them to rise and sit still.

Sit still? Hah. No chance. Not even by me, who considered his twelve-year-old self a black-belt kitemaster. In the strange divided drafts that beset the too-small Edison schoolyard, they flew like crazed eagles, often for no more than a few seconds before diving full-speed straight down from seventy feet in the air and exploding into sticks and shreds in the muddy spring grass.

As got to be twelve and thirteen, I justified the expense of Hi-Flier box kites because after they crashed, I could scavenge the long sticks and build bow kites with the sticks. An unbroken stick was the vertical, and a broken stick (always at one of the two notches about 3" from the ends) became the bow stick. I covered them with newspaper, which tore a lot, but was free and abundant in the basement. Eventually I could strip the paper from a kite and re-string and re-paper it inside of five minutes, although I was covered with mucilage by the time I was done. Not that I cared. (Does anybody even remember mucilage, and the smushy flesh-colored noses on the bottles that you used to spread the goop on the paper flaps around the edges of your kite?)



The box kites were sold from the early 1950s well past the time I was flying kites from Bud's Hardware Store, and I don't know when they went out of production. They must have been fairly expensive to make, and they had a bad rep among kids for their habit of self-destructing. They were gone from the Hi-Flier catalog in 1977 and possibly before. As I learn more, I'll update the story here.

The Barn Door Kites

These are the rarest of all the early Hi-Flier kites, and I myself have never had the honor of flying one. In

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fact, I saw exactly one specimen in the field, in the hands of a boy near my parents' summer home at Third Lake, IL, in '65 or '66. It was definitely made by Hi-Flier, and it had the word "Rainbow" on it, along with a colorful rainbow motif. The kite was quite small, and the poor kid had no luck getting it in the air. He told me he got it free when his dad

bought him a pair of shoes in Grayslake. I have since seen the "Rainbow" design on a 2-stick 30" paper kite offered on eBay. It was the same design on the barn-door kite I saw back in '66. Hi-Flier made multiple uses of its designs, as shown by the "American Beauty" design on the barn-door kite at left, and the many uses of the Playmates flying wing aircraft and the "space warp" art design over the years. (The American Beauty design shown above is the sail alone, unrolled but not assembled on the sticks.)

I have seen only a couple of examples offered on eBay. One looks vaguely like the "Playmates of the Clouds" kites, with the same futuristic aircraft, but has the word "Dandy" or "Little Ace" under the art. These predated me, I'm sure, and probably hail from the early 50's or even the late 40's. The kite at right is from John J. Nauer's collection, and is a rare example of the original Hi-Flier biplane logo on a kite.

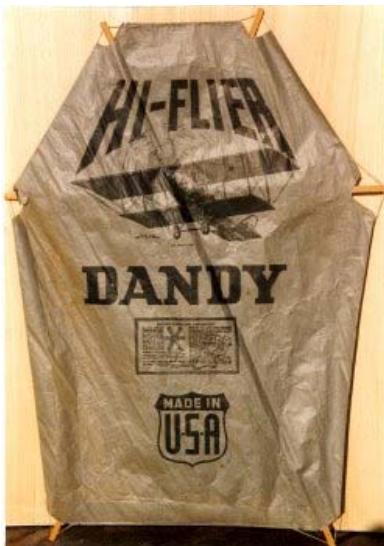
The barn door kites were flat kites. They had three sticks, not two: an "X" of two sticks 23½" long, with a single 16" stick crossing them at the center through a metal staple. There was no bow, though barn-door kites with a bow in the horizontal stick are possible and should fly well.

I suspect that the barn-door kites weren't popular with kids because they took a fair amount of careful rigging: three separate bridles that had to meet above the kite's dead center. They also required a tail—and without sufficient tail, my guess is that they

lasted maybe ninety seconds in clumsy 9-year-old hands.

The barn door kites were quite small—even smaller than even the 30" small bow kites—and having had some experience with small flat kites, I would guess that they took a fair amount of wind and were a significant challenge to get into the air. At left it is a photo I received from Robert Smallwood of Sydney, Australia, of a "Little Ace" barn door kite, fully assembled.

Abundant thanks, Robert! I have a similar "Little Ace" barn door in my own collection, but the sail is in such terrible shape I don't think I can even stretch it on its own sticks. That said, I hope at some point to re-create the Hi-Flier barn door design with new materials to see just how tough they are to fly.



Advertising and Promo Kites

I didn't know it at the time, but Hi-Flier must have done a tremendous business in promo kites, by which I mean the small-sized two-stick paper kites on which a business would have Hi-Flier print its company



advertisement or other design and give them to kids as promotional items. The number of such kites to appear on eBay is completely incredible. Jif peanut butter, Sinclair and Texaco, Studebaker cars, Burger King, AC spark plugs, various local businesses and radio stations; it's amazing. My wife received a Big Boy Fan Club kite at a Big Boy restaurant in 1973 (that Big Boy is now Kappy's in Niles, Illinois) that literally sat stuck in my mother-in-law's basement rafters for thirty years before we pulled it out and flew it in 1995. It survived the flight and now belongs to our

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nephew, who has flown it several times and miraculously still has it! Promo kites seem to have been made well into the late 1970s (or possibly the 1980s) and were probably a big profit center for the company. The promo kites exist in both 30" and 36" sizes, but most that I have seen are 30". I have seen only one Hi-Flier promo kite in plastic, for Dutch Boy paints. (See photo below.)



Hi-Flier Dutch Boy paints promo kite, in plastic

Every so often today I see a plastic diamond promo kite being handed out somewhere, but the kites are too small and too un-

stable to fly well. The only good plastic promo kite I've ever seen in recent years was a Green Giant promo that was a "boxtop" offer in the early 1990s. It was actually a five-point kite with plastic tubular sticks fitting into a molded plastic hub at the kite's center. The hub had a 15° dihedral angle, making it something like a bow kite without a bow. The string attached to a loop on the moded hub, and it flew beautifully in very light winds with neither bridle nor tail. I've written a short article about it, and the company that created it for the Leo Burnett advertising agency. Alas, we won't be seeing any more of those, but they stand as some of the best mass-produced kites I've ever worked with.

I sure wish some nostalgia-conscious company would troll around and find somebody who could make two-stick paper diamond kites with custom printed art. I'd pay \$8 or \$10 for such a kite, and if they could be made cheaply enough, they would be a sure seller in places like Restoration Hardware, which now sells repro 50s toys and other nostalgia items from the immediate Postwar era.

String and Winders

Hi-Flier sold a couple of other kite-related things as well. They sold branded kite line, but it looked like everybody else's light cotton package twine and I suspect it was just a private label arrangement. They carried a late-era product called Megalon Kite Cord that was a much stronger line material, not cotton but some sort of synthetic fiber, and slightly dangerous in that you could cut into your hand with it if you tried to snap it by wrapping it around a finger and pulling hard. (With the cotton cord that was easy and most of us took it for granted as a field technique.)

The upside to Megalon is that it would not break if the wind gusted a little too hard, as cotton twine was prone to do.

best Hi-Flier product apart from kites, however, was their \$1.29 Spinwinder kite reel. I never had one myself, but I watched a kid use one once down at Edison schoolyard, and it made winding string around a

I um p y stick look pretty sick by comparison. The device was a red plastic spool with a handle, and through



the handle was threaded a metal rod that bent into a crank at the bottom (with a ball-shaped wooden knob to grasp) and at the top into a loop that curved down level with the spool. You wound your line on the spool, and then threaded it just so over the bar and through a loop on the end to your kite. As you cranked the handle, the rod spun around and wound in your kite, placing your line neatly and tightly on the spool! The only downside was that letting line out in a hurry was problematic (and could be hard on the knuckles!) which is why I still use a "hose-reel" style reel when I fly. Nonetheless, the Spinwinder remains a very cool gadget. I recall sketching a clone made from a coffee can, but never got around to building it.

There was also a very simple bent-wire winder that was much cheaper, called the "Hi-Flier Kite Winder." It sold, sans string, for ten cents. Supposedly it could hold a thousand feet of string, but I'm still a little dubious. To the ten-year-old I was in 1962, it seemed idiotic to buy what looked like a piece of coat hanger wire for



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10c (that was the cost of a whole Playmates of the Clouds kite!) and so I tried imitating one by bending a coathanger into the same general shape. The string got seriously bollixed up with only a single 300-foot roll on it. Still, something that shape would certainly reel in the string faster than looping it around a skinny little stick.



I have seen photos of one final type of kite winder, something called the "Hi-Flier Kite Kaddy," which was a fairly conventional paddle-style winder made of either plastic or wood painted red. The Kite Kaddy appeared to come with string on it, and, judging by the price (49c) and the label design, looked like a fairly early product, probably late 1940s or early 1950s. I never encountered a genuine Hi-Flier one "in the field" but I have seen many home-made paddle-style kite reels in the intervening years.

I watch the collector press and the auction sites for mention of other Hi-Flier products, and I'll list them here as I discover them.

Non-Kite Products

Although I've never been a model airplane hobbyist, in researching Hi-Flier I discovered that the firm made and sold balsa flying model aircraft kits in two different eras.



Hi-Flier balsa model airplane kit, late 1930s

The first era was in the late 1930s up until World War II, when production ceased. Hi-Flier hoped to re-enter the flying model aircraft market, and in 1975 bought Tern Aero, a kit design firm owned by veteran model designer Vito Garofalo. They repackaged Tern Aero's kits and hoped to bring back the original pre-war Hi-Flier kits as well, but the models did not sell well and the line was shuttered just a few years later, in 1980.



Hi-Flier balsa flying model airplane kit, 1976

Interestingly, model rocket manufacturer Estes Industries was for many years owned by Damon, which acquired Hi-Flier in (I think) 1981. Damon moved the Hi-Flier operation from Decatur to Penrose, Colorado (where Estes was based) in 1981. The history of Estes is complex, but it looks like Damon sold them in 1990 to an investor group that also owned Centuri, another model rocket manufacturer. There is a rocket in the Estes lineup (though I don't think it's still being manufactured) named the Hi-Flier, and the logo printed on the side has a strong resemblance to the Damon-era Hi-Flier logo.

In recent years the Hi-Flier brand has been licensed around a lot. On eBay I've seen neon jump ropes and plastic bowling games, as well as bags of marbles. There is some evidence that importer/packager Galoob Toys licensed the Hi-Flier name for awhile but have no details. Galoob was bought by Hasbro in 1998 and at that point the trail goes cold.

Hi-Flier's Competitors

Other companies made paper kites down through the years, but none of them ever came close to Hi-Flier in market penetration. The one best remembered these days is TopFlite, which was a brand of paper kite fielded by Crunden-Martin Mfg. Co. of St. Louis. Kites were a sideline for Crunden-Martin and the company did many other things. (Their headquarters



building in St. Louis is now on the National Register of Historic Places.) Crunden-Martin filed for Chapter 11 bankruptcy in 1990 and apparently went out of business (rather than reorganizing and trying again) and it's far from clear when they actually stopped making TopFlite Kites. I would very much like to write a whole article on Crunden-Martin and the TopFlite kites, but detailed information has proven scarce. If you know anything about them, please drop me a line!

The best-known TopFlite kite design is probably the Man in the Moon, followed closely by the Jolly Roger. The Man in the Moon design was sold in both a dia-

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mond version and a barn-door version. Many people remember these as Hi-Fliers, because they are the same size and proportions, and printed on the same kind of paper. Interestingly, TopFlite used plastic sticks on some of their later paper kites. (See the photo above.) A nice diamond Man in the Moon specimen recently sold on eBay for over \$300—and the barn door version shown here for just under \$300! The Jolly Roger kites sell for just about as much if they're in unusually good condition. It's an excellent design, as you can still see the artwork when the kite is way out there.



Alox Manufacturing was founded in St. Louis in 1919 by inventor John Frier (1895-1974) and got its start making shoelaces, and later on manufactured theatrical canes (the ones you might see in a chorus line or in the 1920s by people "putting on the Ritz") and a broad line of toys that included yo-yos, whistles, jacks, jump-ropes, Chinese checkers sets, and especially marbles. Their marble plant operated 24/7 for years—using both new glass and glass recycled from colored bottles—and their marbles are much in demand by collectors. They had some defense contract work as well, and Alox made balloon-borne radar corner-reflector targets for the Army Signal Corps in the late 1940s that may have been the trigger for some of the first UFO sightings.

The Alox kite line goes all the way back to the company's founding in 1919, and continued until the company closed its doors in 1989. They made box kites, diamond kites, and barn door kites in both paper and plastic versions. Alox acquired the assets of Wilder Manufacturing in St. Louis in 1937. Wilder manufactured paper kites, in the "Eagle Flyer" design, in both diamond and barn-door versions. I have recently made the acquaintance of Nancy Frier, John Frier's granddaughter, who is the source of most of the information I have on both Alox and Wilder. I have a separate article on Alox kites that includes photos of some of the kites and one of the machines on which kites were being made. Nancy actually worked the presses and folding machines in the 1970s and 1980s, and still has the copper letterpress plates from which the Alox kites were printed. She is

trying to find a firm that can print new kites from the original plates—so Alox kites may in fact fly again!

Circus Clown kite from Clodbuster Kites

Beyond TopFlite and Alox, there just weren't a lot of companies making paper kites in the Hi-Flier style. One was Clodbuster Kites, which I have seen on the collector market but never in stores back in my youth. The kites look pre-1960 somehow, but I have no good information on when Clodbuster was in operation. I think Clodbuster may eventually have been acquired by TopFlite or vice versa, because I have seen the same design (the Circus Clown, at right, from the John J. Nauer collection) with both firms' logos, but have had no confirmation. I do not know where the company was located. If you have any information on Clodbuster kites, especially what firm made them and when, please pass it along.

Way back in 2002, a reporter doing research on Hi-Flier for a Decatur newspaper article turned up a story about someone who had quit Hi-Flier and started a competing kite company in the 1930s. I heard nothing about that until very recently, when an odd kite turned up on eBay. The kite was made by the H & W Kite Company of Decatur, Illinois.

Information printed on the kite led me to US patent #1904728, issued in 1933 to John Hahn of H & W Kite Company in Decatur. The

patent looks like an incremental improvement of the paper folding and the metal clamp holding the two sticks together, but it mostly looks like the same design sold by Hi-Flier, Alox, and Wilder in that era. Doubtless the "H" in "H & W" was Mr. Hahn. The patent says that H & W was an Illinois corporation, and there may be public records that provide more detail on the company and when it was operating. I'll investigate, but as with any other player in the paper kite game, I'd like to hear more about this if you have any knowledge.

Know Anything More? That's a summary of pretty much everything I know right now about Hi-Flier. I'm always looking for more information, especially on when kite manufacturing ceased at the Decatur plant, and whether or not kites were ever made in Penrose, Colorado. Scans of old Hi-Flier wholesale catalogs and sales literature would be very helpful.



Event News

North Hants Kiter's Jolly Up 6—April 24th & 25th

It's almost that time again! Come and join us for another FUN Weekend of Kite Flying for Kite Fliers! The site is located in the village of Cliddesden, just south of Basingstoke (not far from J6 of the M3).

On site camping is available from Friday evening onwards (£7 per tent/camper for the weekend).

The Saturday evening BBQ worked well again, so we will doing the same format. (£6.50 and bring your plate and cutlery please!)

There will again be an impromptu BBQ for those interested on the Friday evening, and Bacon rolls available both mornings.

An Auction will once again be held on the Saturday evening, and any donations gratefully received before or on the week-end.

Roy's Refreshment Tent will be open for Business, normal rules apply..

For further info, please either contact:

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

(The dates for this same event taking place later this year again are July 31st & August 1st)

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

13th Suffolk Kite Festival & All Wheel Drive Show- 15 & 16th MAY - 10am to 5pm

Once again we will have **6 arenas**, a single line kite display arena, our main display arena, a large inflatable arena, the STACK competition arena, a practice arena for STACK and clubs and a much larger arena for power kiting than last year plus a public flying area. The vast area at Rougham together with more grass being cut than ever before has allowed us to increase the festival area.

This is the biggest kiting event held in East Anglia and takes place on what must the largest festival site in the UK. Rougham Airfield is "West Suffolk's Premier Open Air Venue". The Kite Festival is staged jointly by the Suffolk Kite Flyers Club, Friends of Rougham Airfield and Rougham Estate at the beautiful and large flying site of Rougham Airfield 2 miles East of Bury St Edmunds (New Jnt 45 off the A14).

This is a festival for all kiter's and a great family day out and includes a full range of children's entertainment, a fairground, a kite workshops, sweet drops, and competitions. Adults will enjoy a visit to the Rougham Tower Museum where they will be able to witness the history of this famous WW - 94th USAAF Bomb Group with Blenheim Bomber s, B-26 and B-17s aircraft.

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

All Wheel Drive Show

Over the last few years the Suffolk Kite Festival has lost money, last year it was over £6000. This was mainly down to the bad weather and the lack of public attendance. Rougham Estates who own the airfield and sponsor us have therefore decided to add another attraction to encourage more people to attend. Let's also hope we have better weather this year, we have been so unlucky over the last 3 years and it's time we were blessed with warm sunshine and a nice breeze.

The All Wheel Drive Show will not alter the amount of space for this year's kite festival, but it does mean a new layout to allow people to wander between both events. The camp site will now be in the previous festival car park. A new entrance to the airfield will be opened up for the public car park and 4 X 4 show. Kite camp site and flyers will use the normal entrance gate. The main display arena will now be moved down the airfield. For the latest layout visit our web site www.skfc.co.uk

Saturday Camp BBQ

On the Saturday evening the Suffolk Kite flyers intend to hold BBQ in or near the camp site. Our club will provide the basic gear but can you all please bring your own meat etc. Also during the evening the beer tent will be open serving real ales plus most of the popular drinks and live music. We hope you will all be able to join us for the BBQ and music to create a great social evening amongst kiting friends. If this great festival is to survive the credit crunch and the bad results of the last few years we need your support - thanks

Kite Raffle This year we have decided to hold a raffle in the kite workshop. We are trying to obtain some great prizes and restrict the number to approx 10 items. Proceeds from the raffle will go towards funding the 14th Suffolk Kite Festival next year and to our chosen charities which is the " East Anglian Air Ambulance " and "West Suffolk Autistic Society". Both charities will have stalls at the festival. This can only work if we all put our hands deeply into our pockets and buy raffle tickets - thanks

Display Teams and Flyers

Single line flyers include Rob Brixton (Skunk), Dave Mitchell and Peter Smith all who will displaying some unusual kites plus many more club flyers as well. The top power kiters available in the UK have also be invited and include our very own Suffolk Kite Flyers display team

STACK UK will be opening the UK Championships se-

Event News

ries for 2010 at our festival. Teams and flyers from around the UK will be gathering to show off their skills. The following superb display teams have also been booked: Evolver - Carl and James Robertshaw with Chris Goff; Scratch Bunnies – The best display team you will ever see; The Beccle's Bunch (Large Inflatable kites some over 100ft in length); Andrew & Kathryn Beattie – Larger than life display; Brighton Kite Club (Large Inflatables and decorative kites); Dark Star (Bryan Cantle – One-man three kites); Team Spectrum (Colourful kite displays team to music); Bruno – Display of kite stacks; Suffolk Kite Flyers – Power kiting display and various displays from our members

There will also be displays from the best of the UK STACK teams and individuals. The Kite Society will also be on site with their stall

Edwardian Kite Competition Rougham will be hosting a round of the 'Edwardian Kite Contest' on Sunday 16th May. Harking back to the days when gentlemen flew kites and the lady kite flier wore a full length white skirt, the contest is a modern day equivalent designed to test the strengths of current kite design. Two important points of note: this is open to all single line kites, of whatever size, vintage or design, and there is no need to don straw boater and spats – unless you really want to!

In outline the trial will probably last one hour (at the judge's discretion based on prevailing conditions) and is flown on a fixed line length. Points are awarded for stability, flight angle and design (purely constructional – this is not a beauty contest). Points are lost for hitting the ground or not keeping the required line length out. A trophy will be presented to the winner. Contact on site is Jerry Swift.

Camping is available from 2pm on Friday 14th **NO earlier please**, we need Friday morning to set up the site etc, thanks – unless you would like to help? and you can stop on site until 12 midday Monday 17th required. (Water, toilets on site). Fee is £5/night/person payable when you arrive. No need to pre-book as we have loads of space.

IMPORTANT NOTE :- Due to a electricity overhead power line over the camp site, kite flying is not allowed in the camp area – sorry !

If you anticipate arriving late please let us know to ensure arrangements are made for the gates to be unlocked.

Free Entry to the Kite Festival will be only be allowed with a Pre-booked Traders pass or vehicle/camp pass issued prior to the event otherwise you will have to pay the full entrance fee(s) (General public will not be allowed on site until 10am on Saturday and Sunday) - Kite Society members who show a valid membership card will get a 25% reduction on the gate price only (this does not apply to the camping fee or advance tickets).

Advance discount tickets are available from the Theatre Royal in Bury St. Edmunds Tel:- 01284 – 769505 for details.

(Please note that the entrance gate will be manned this year on Friday as well.)

You are welcome to bring your dogs but please tidy up after them - thanks

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

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

Turn off at junction (No 45) on the A14 and you will now have direct access to the festival in either direction. Again follow signs to the Festival and Rougham Industrial Estate.

Finally we are grateful to all our sponsors and supporters

The Suffolk International Kite Festival is part of famous BURY FESTIVAL 2010.

Martin Corrie. Tel. 01206 –299560 or Mobile 07775-744377. E-Mail : - martin@skfc.co.uk

**Basingstoke Kite Festival 5th & 6th June
Down Grange Sports Complex, Pack Lane, Basingstoke.**

From 10am to 5 pm (both days)

Come along and help us to celebrate our 18th Festival and join in the fun!

The theme for the weekend is Favourite Movies. As in previous years, a prize will be awarded for the best themed kite, so you can now get carried away with your imagination!

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

A raffle is held over the weekend with lots of donated kite related prizes, so Kite traders please take note!

On Saturday evening we will have our usual Social Get Together in the marquee, and all are welcome. (There is a small fee if you would like to join in with the Buffet, well worth it!)

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

Come along and join in, and we look forward to see-

Event News

ing you there!!!

Contact: Alan Cosgrove (Main festival Organiser)
01256 421800
Roy Broadley (Kites Up) 01256 812487

Teston Bridge Country Park nr Maidstone June 12/13 & August 7/8 August

Previously it was announced that Ron Dell had stepped down from being involved with the above two events and Kent Kite Flyers had been requested to liaise with the Park Rangers for the future. Both these events over the years have become known as somewhere kiteflyers were able to relax, meet, socialise and generally chill out whilst flying kites. There has never been any competitive edge to the kite flying nor any organised demonstrations, just time to fly for enjoyment, as well as mingling with the public and hopefully introducing the fun of kite flying to them, so that they may continue either with their families or perhaps within a club.

Camping as previously will be from the Friday afternoon through to the Monday afternoon, for which there is no defined fee, but there is an expectation of a reasonable donation to the Park Rangers, normally collected on the Sunday morning. These monies go towards providing funds for the additional facilities at the Park for which there is no direct contribution from the County Council. The rangers have requested that emphasis is placed on the access to the flying field will be restricted for cars on both flying days between the hours of 10am and 5pm for kite flyers. There is a car park on site for which the charge is very reasonable for all day stay.

We hope that the event will be well supported in the future as it has been in the past and would welcome those kite flyers who have not been before..

Contact: Malcolm Ford, Kent Kite Flyers.
E-mail: Malcolmf@kentkiteflyers.org.uk
Tel 07840086770

Butser Hill Festival of Flight Sunday June 13th. 11am to 4pm

This has now been held at Butser Hill for several years, and always fun. The site is off the A3, located between Horndean and Petersfield, and not far from Queen Elizabeth Country Park.

Follow the brown signs for BUTSER HILL.

Kites, Hand gliders, Para gliders and Model gliders are welcome. Parachute your Teddy Bear for fun!

Plenty of space for flying. There is an on-site cafe for basic refreshments. (but please contact the Park before the event to confirm the Cafe will be open and what will be on sale, as this is out of our control).

Sorry, but boggling is not permitted.

This is just a relaxing, fun day, with room to fly your kites, or purchase one while you are there. Come along and have some fun!

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

Southampton Kite Festival, 19-20 June

This year sees the 15th Southampton Kite Festival organised and run by Solent Kite Flyers in conjunction with Southampton City Council and C Coles Fun Fair. It is to be held over the weekend of 19th & 20th June from 10am until 5:30pm. The venue is Lordshill Sports Ground, 5 Acre Field. Access is via J2 M271 off J3 M27.

This will be a great show with many different types of kites, flying displays and kite competitions as well as varied and interesting activities happening around the festival site. Each day will see kite flying displays from the UK's best individuals, pairs and teams in the National Sports Kite Competition as well as general entertainment and display flying to music. There will also be a few special arena displays from local groups, including power kiting with buggies and boards. We have invited international guests to give both flying and static kite displays around the festival site and there will be plenty of open space available for public flying. There will be a kite making workshop in which everyone will be able to make their own simple kite. A sports kite flying school for help in getting started in two and four line kites as well as large and small kite traders.

UK Experienced Pairs champions "Close Encounters" will be offering you the chance to fly with them as a team in the main arena—don't worry they will supply the kite. There will also be parachuting Teddy Bears so bring along your own.

Contact Mike Lowe on 02380 770788 or email secretary@solentkiteflyers.org.uk.

Barmouth Beach Kite Festival 26th & 27th June

Please note that we have changed the date from the second weekend in July to the last weekend in June thus no longer clashing with Brighton Kite Festival. I therefore take pleasure in inviting those members of the Society from the south to travel west and up a bit to come and enjoy the delights of a charming, traditional Welsh seaside resort, situated on the estuary of the river complete with a small active harbour. Despite a few modern buildings many others remain unspoilt in their historical appearance and purpose.

Join us in flying from a wide beach of firm golden sand, contained by a long wide and flat promenade. Our chosen site is at adjacent to the foot of the life-boat's access ramp to the beach, which allows a front row, grandstand view if the crews have their customary Saturday morning practice of launching both life-boats from across the beach. This ramp allows easy

Event News

access to the beach for pedestrians but unfortunately not vehicles.

All facilities are either at hand or close by with car-parking next to the RNLI's Station on the prom. The Barmouth Tourist Office is situated in The Old Library, on Station Road. Tel no.01341 280787 and is also accessible on the web for a guide to accommodation. The station is on the old Cambrian Coast Line; now called Cambrian Lines, run by Arriva and which you may join via Shrewsbury and Machynlleth should you wish "The train to take the strain", all the way to the centre of Barmouth. A highlight of coming by train is crossing the estuary by Barmouth Bridge; this is particularly impressive when the tide is in.

Please come and join us, for a weekend it could be impossible to regret.

John Southerton Tel : 01743 367421 e-mail:
jsoutherton@madasafish.com
David Montague Smith Tel: 01562 66102 e-mail big-dave_rikok@fastmail.fm

North Hants Kiter's Jolly Up 7—July 31st/ Aug 1st

It's almost that time again! Same format as always, so come and join us for the 7th Jolly Up, and another FUN Weekend of Kite Flying for Kite Fliers!

The site is located in the village of Cliddesden, just south of Basingstoke (not far from J6 of the M3).

On site camping is available from Friday evening onwards (£7 per tent/camper for the weekend).

The Saturday evening BBQ works well, so we will doing the same format. (£6.50 and bring your plate and cutlery as normal please!)

There will once again be an impromptu BBQ for those interested on the Friday evening, and Bacon rolls are available on both mornings.

The Auction will be held on the Saturday evening, and any donations gratefully received before or on the week-end.

We will also run the Competition for Garden Produce, which can cover fruit, veg, plants, anything really. Show us what you've been growing, it may win a prize. Rules are minimal and made up on the day!

Roy's Refreshment Tent will be open for Business, normal rules apply.

For further info, please either contact:

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

Please Note: this is NOT a Buggy/Boarding weekend,

thank-you.

Dover Kite Festival 24th-25th July

The economic situation in which local councils find themselves under restricted budgets, has impacted on the above event. Despite assurances from Dover Town Council in 2009 in regard to funding being in place for 2010, this has proved not to be the case. The Council have withdrawn funding for this event completely, cancelling the event.

It is extremely disappointing news as we had lined up some interesting invited flyers from both home and abroad.

Malcolm Ford Kent Kite Flyers.

Malmesbury "Eilmer 1000" Kite Festival, 31st July 1st August

Malmesbury Town Council, in association with Air Attractions are pleased to announce the forthcoming Malmesbury "Eilmer 1000" Kite Festival.

1000 years ago this year Eilmer, a monk at Malmesbury Abbey made himself wings and leapt from the Abbey tower. Contemporary records relate that he flew for more than a furlong (200 yds), thus making him one of the world's first aviators.

Unfortunately he broke his ankles on landing due to "*the violence of the wind and consciousness of his own rashness*" (ground turbulence - a problem well known to kite flyers!). Accounts show that he understood afterwards that the reason for the crash was the failure to add an effective tail. So whilst his claim to the first flight is sometimes disputed, he was surely the world's first true test pilot! Unfortunately, he was never able to test out this theory as the venture left him lame and the Abbott forbade him to make any further attempts.

In celebration of the event, Malmesbury is holding a number of flight related events throughout the year, but the centrepiece of these is a kite festival to be held on 31st July/1st August at the "Worthies" in Malmesbury.

We have already secured the services of some of Britain's top flyers plus the "Sky Fliers" display team from the Netherlands.

We would welcome other kite flyers to add to the spectacle.

We hope to have a web site up and running soon, but in the meantime further details are available from Jon Caton. Tel. 07771 531312 or email jon@catons.freemail.co.uk

Blackheath Bike and Kite 12th & 13th June

Despite the financial woes of the country Lewisham Council have once again decided to run the Blackheath Bike and Kite weekend at Blackheath Common, London. This decision has only just been made so details are a bit sketchy—check the web site for more details as they come in. The event in 2009 was well attended by both kite fliers and bikers and some changes have been made following our suggestions, to improve the event and make it more accessible to all.

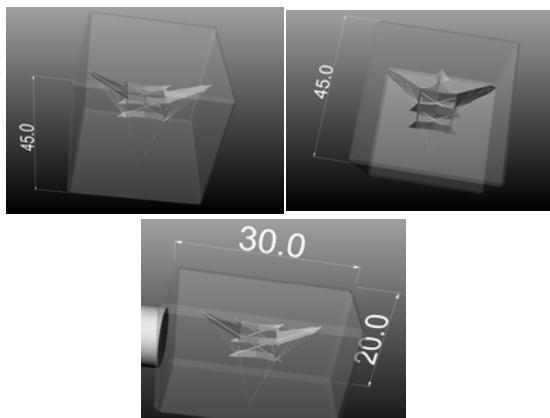
For people interested in staying nearby The Clarendon Hotel, Montpelier Row, Blackheath, London SE3 0RW. Tel: 020 8318 4321 or email: relax@clarendonhotel.com. is the nearest hotel. We have arranged a discount on their standard rates so quote 'Kite and Bike Festival' when making your booking. The rates are Single—£69, Twin/Double—£89, Triple—£99. All rates per room and include breakfast.

For information about other places to stay, go to www.lewisham.gov.uk and search on 'where to stay'. Follow the links to Visit London or the Lewisham Tourist Information Centre. 020 8297 8317 or email tic@lewisham.gov.uk

There is free on-site parking for **registered kite fliers only**. You must book in advance by sending us

For Sale

3D Etched Kites within Crystal. Some people may recall seeing an image of a Wau Bulan within a crystal block offered at some kite auctions. They were a limited edition (50), commissioned as gifts but occasionally auctioned / sold. Now two new kite blocks (45mm cube) have been produced; one with an extended wing **Cody** and the other one a **Cody** with top-sail (see images). In addition, there is a key-ring with an LED light. These are available for sale at £13.50, £17.50 and £7.00 (inc VAT) respectively. Contact Bob C (Cruikshanks), email info@hikites.co.uk for details.



an SAE with your car registration number (to the normal address on page 3). We will issue passes and location details. Other parking is available in Greenwich Park and in Blackheath Village (or local roads). The council preference is to use your bike or public transport.

The Bike and Kite Festival will take place from 10:30am each day. The event has been organised by the Kite Society of Great Britain and Countrywide Event Management on behalf of Lewisham Council. Sponsored by Transport for London.

From the kite side of things we will have the usual mix of fliers and disciplines—including Team Spectrum, Close Encounters and Flying Squad. Again see the web site for more details as they come in. We are also expecting a number of overseas kite fliers to attend.

Anyone interested in trading at the event should call 0845 5050605 for details. Prices run from £60 to £200.

We hope you will support this event—we worked hard for the parking.

We look forward to seeing you there.

www.Kites4U.co.uk
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42 ROMAN CANDLE 96.

The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. Wow, wadyer know, mindless drivell content exceeds 100%, Do we care? No, Neither do you.



Bear with a sore head Attempt to tranquillise village intruder backfires

SORE HEAD?, BIT ORF WITH THE ANATOMY AS SURELY WITH A TRANQUILLISER UP ITS JACKSY IT SHOULD BE A BEAR WITH A SORE ARSE.

Not to worry as for all that its a treat to see two hume wallies, armed with what appear to be rifles, being given the old runaround by a member of Ursus Upwivdiswearenotputting, Otherwise known as the European Black Bear.

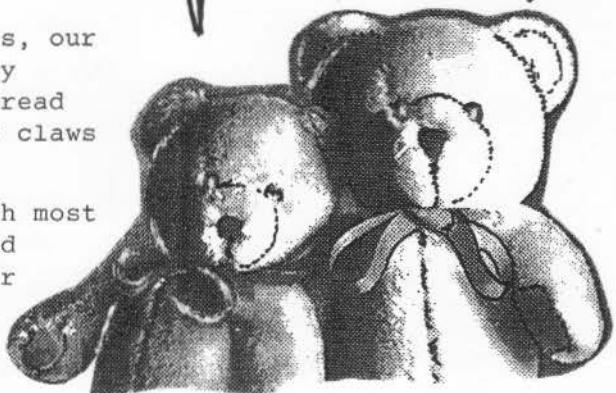
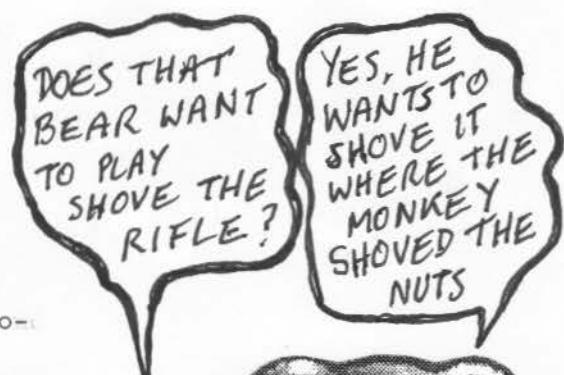
Just goes to show that even if you are armed to the teeth and the opposition has only its claws and jaw to protect itself, then the outcome is not at all certain, even with the aforesaid dart in the butt.

Mind you, these pics do raise some questions. Allegedly taken in Poland, in what seems to be, judging by the thick snow, the middle of winter, why is the Bear not hibernating. Surely the two hume wallies did not wake the poor Bear up from his winter kip. If they did then then they deserve all that they nearly got. As well as the tranquilliser dart akimbo the Bear appears to wearing some sort of radio collar, which makes you wonder if this bear is a test subject in another one of these crackpot schemes where idiots who ought to know better cannot resist rubbing wildlife up the wrong way then wondering why it suddenly goes pearshaped, all in the name of scientific research, which surely would garner more knowledge if they left the poor sods alone.

Be that as it may, in situations such as this, our money is on the Bear, in fact it could not be any other way as we definitely know which side our bread is buttered. So its forward with those teeth and claws yes, chomp some arse, you know the score.

Someone, somewhere regards Bears, along with most other wildlife as suitable subjects for prolonged study, uphill,downdale, whilst most of the larger wildlife simply regards the someone, somewhere as lunch.....

Do you require ketchup or brown sauce?



The writing's on the wall

AH, THE GOOD OLD DAYS, WHEN A DOLLAR WAS A DOLLAR AND A DIME WAS A DIME AND WE'D SING YOU ANOTHER CHORUS, BUT WE HAVE'NT GOT THE TIME YOU KNEW WHERE YOU STOOD WITH THE R.C. IT DEPARTMENT.

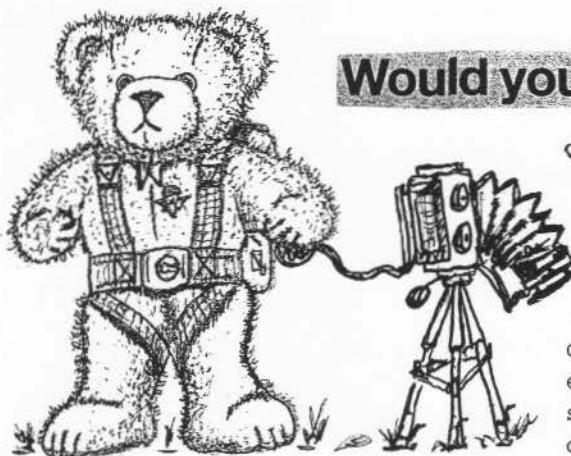
Last heard of lurking in the third sub basement at BOF Towers and equipped with the latest in hi tech gear, 2lb lump hammer, brick bolster, pritt stick and backed up with the photocopier at the sub post office down the road, the IT mob were at the cutting edge.

But wait, maybe that cutting edge had gorn a bit blunt, for now amongst the the did'nt knows we did'nt know, we have found out that the BMISS has a web site on the internut.

What the site consists of we are not too surebut according to Electric Arfur, every issue of R.C. is now available for download and as Arfur says they took some bleeding time to scan in, they nearly knackered his scanner. We have'nt got the address of the BMISS site, or should that be callsign, we dont know what its refferd to as we dont have a computer, nor likely to as one of those would only unleash the monster who is safely under lock and key at the mo, but if you go to www.tedberets.co.uk you will probabaly find a link to the site. Lets see,thats 26 years of mindless drivel, yes this running gag has been going that long, 1981-2010, less thethree year break, which for the life of the BOF he cannot remember why, poor old sod, senior moments,ha!, more like senior all the time,but not to worry, if you do require a particular dose of mindless drivel, then thanks to Electric Arfur, you now knowwhere to go.....



Would you Adam and Eve it?



GRADUALLY BEING DRAGGED KICKING AND SCREAMING INTO THE 21st CENTURY, AND THATS ONLY THE HALF OF IT.

O.K. No sniggering at the back there from a load of techy Barstewards, all along the lines of, we told you so, but the BOF recently went slightly madder than usual and bought himself a digital camera. Yeah, thats right, Luddite Central has moved with the times and is now the proud possesor of something that was being knocked out in the Argos catalogue for half the listed price.

Hitachi,hmm,knew they made earthmovers and electric drills and the like, but cameras? oh well in for a penny, in for a pound. Do you know that we are doing a special on Giggly Bits as well said the sales assistant, they are half price if you buy one with the camera. Who are we to argue,limited internal memory et al, shove in a giggly bit and you have more than a thou. Actually it was four giggly bits, but not too worry here we have another thing that if it could speak would'nt even bother with speaking to the BOF.

It appears that this camera comes with everything bar a Teasmade, the handbook is enoughto make your eyes glaze over and tells us amongst other things that the camera has a short video capability, but the Bof will probably suss that out after a year or so, as all the fun of the fair was let loose when the battery was charged up and bunged into the camera. Holy cow, what did I touch when the thing suddenly went raving mad and started taking pictures which for the life of the BOF (again) he couldnt identify, well he did in the end, a knee, from about 4 inches. Shall I stick the giggly bits in now? yeah, go for it. ahh, it appears that when you ferment your gigglies you wipe the internal memory clean. Amazing is'nt it, after years of wrestling with a handful of Canon and Olympus, we are now down to fingers and thumbs with something that is not much bigger than a pck of cigarettes, but a darn sight more intelligent. Do we smell a rat along the lines of It dont end here, next he'll want or need a printer. MIND YOU, have heard some strange stories about them, along the lines of they almost give them away and they make their dough from the print cartridges.



13,000ft up above the creek without a paddle

SKYAKING IS WHAT THEY CALL IT, US, WE CALL IT MADNESS. YET ANOTHER IN A LONG LIST OF HUME ACTIVITIES DESIGNED TO STEAL THE THUNDER OF THE LEGIONS OF THE FURRY WOTSITS.

Paddling across the sky 13,000 ft up in a kayak has supposedly become a new dare-devil craze, taking the sport of skydiving to a new level after one Mike Daisher, Esq demonstrated the new craze at Lake Tahoe. Of course, he said, it did take some time to get peoples heads around chucking a Kayak from a plane complete with someone in it, and pretty well hoping for the best as regards a decent landing. Mike says that he opens his chute at 5,000ft rather than at the normal 2,000ft, just in case anything goes a little bit pearshaped.

Going by the pics, it would appear that there is scope for any number of go-wrongs as the aircraft taxiway appears to be pretty close to what we take to be the lake itself, surely that ain't the runway, without the occasional intervention of some parakayaking loony intent on his version of when I'm paddling Madeline home.

Once bitten...

ACCORDING TO THE LATEST EDITION OF KITING, V32, ISH NO1, THE AKA OFFICIAL ORGAN, LOOMSTATE OR UNTREATED, UNCOATED RIPSTOP IS CALLED GREIGE OR GREY GOODS, WELL WHATEVER TURNS YOU ON, AND

THERES US THINKING THAT THE TERM GREY GOODS REFERRED TO PARALLEL IMPORTS TRYING TO OUTSMART THE OFFICIAL IMPORTER/DISTRIBUTER.

Still, be that as it may and before the little voice at the back of the audience enquires as to what's best for making parachutes from. Loomstate, unproofed, uncoated or as we now know it greige certainly is the stuff to use.

Whilst any light material can be used for chute making, a lot of it does seem to take a set after being packed for some time, which basically means that it does not like deploying when the chute pack opens. This just doesn't seem to be the case with unproofed ripstop for instance, as no matter how long you have it in the chute pack, pull that pin and whammo, the chute literally explodes from the pack. So, if it's available, and most of the Kite retailers usually have some, it's definitely the dogs sphericals.

Examination of some pukka parachuting ripstop shows that it appears to be coated on one side only and the coating is very soft and not at all crispy, so maybe there is a special technique used by the weavers and coaters to end up with a material suitable for hume parachutes.

Be that as it may one thing is certain, unproofed ripstop does present you with a unique problem or two as it's very slippery and delights in having you chase it around the sewing machine, but perseverance and ye olde pritt stick (other brands are available) will see you through and let's face it, we do need something that concentrates the mind wonderfully when we are having a thrash on the jolly old sewing machine.

By now you are probably thinking that we're trying to push the sales of loostate whoops a daisy, that should be loomstate, but no whatever works for you is best, it's just that we prefer to use unproofed for the boring old barstewards chutes.



ITS AN OFTEN ASKED QUESTION, JUST HOW DID THE LOAD OF MINDLESS DRIVEL IN YOUR HAND OR PAW COME BY THE NAME OF ROMAN CANDLE....

The Romans were only able to read by the light of their candles with great difficulty, especially when trying to read a Porno tablet. They were tryers them Romans, imagine this, you go down to your local newsagent to by a copy of your favourite porno tablet and on reaching for it from the top shelf, you slip and drop the bloody thing on a back paw Hobbling back to your villa, by now its dark, but not to worry, you have your roman candles and on lighting the blue touchpaper you commence to read with some difficulty cos the shooting stars have set fire to your ceiling which is a great help to your acheing minces cos its easier to read by the light of a burning ceiling than it ever was by the light of a burning candle. The Archeos would have you believe that the Roman Empire had underfloor heating, dont you believe it. The Roman Empire fell from a surfeit of smashed paws, done in minces and villas catching fire and burning from the top to the bottom, so the Romans took up parachuting its safer, and thats why this load of mindless drivel is called Roman Candle and if you believe that you'll believe anything.

TO STUFF OR NOT TO STUFF THE JOLLY OLD RAG THE CHOICE IS YOURS.

Now is the winter of our discontent, or I dont fancy stuffing that Rag which is entirely up to you, though surely an unstuffed rag means you not entering the spirit of the game as most of the fun regarding parachuting fauna is wondering wether or not the jolly old rag will successfully deploy. An unstuffed rag on a charity drop is just the job as most of the punters are only interested in seeing thier dearly beloved furry wotsit descend by chute and are not into the niceties of will it or wont it, deploy that is and of course there is the throughput time involved on a charity drop. And of course there is vast scope for complete cockups when the rag is stuffed.



RETRO OR RAMAIR, ITS WHATEVER TAKES YOUR FANCY.....

But, whatever takes yourfancy its a sure fire fact that although quite a few of our members are equipped with Ramair chutes the vast majority still descend with the old style or retro parachutes akimbo.

Even though the Ramairs have been flavour of the month for the last 20 years or so in the world of full size hume chutes, even they seem to have stuck with Retros for thier reserve chutes, a case we reckon for having the best of both worlds. Would this be a case of nostalgia? O.K. them ramairs are a little bit more difficult to make they do look good, but then again them old retro round chutes do have a lot going for them and yes, they are easier to make. And quicker for that matter for although the actual canopy part of a ramair chute is quite quick to make, its the rigging of the shroud lines where it mainly goes pearshaped, and how.

SO WE'VE HUFFED AND WE'VE PUFFED AND WE'VE RAIDED THE BACK ISSUES. AND EVERY PUBLICATION DOES THAT TO A CERTAIN EXTENT SO ITS THE USUAL TO THE WHATNOT.



C/o the Boring Old Fart at the Teddytorial which is still at 48. Laurel Lane, West Drayton, Middx, UB7.7TY in what will be forever ENGLAND NO MATTER WHAT THE RUNNING DOGS AND TRAITORS HAVE PLANNED.

Now the Greeks have urned not enough and are going down the pan, its time to invoke the usual mantra of the e.u. WE PLAY, THEY PAY THE THEY AS USUAL MEANS THE MUG BRITISH, who are expected to fork out like it or lump it.

Ah well, sod the lot of 'em we still have our Kites, our willing furry wotsits our parachutes and can look forward to lots more fun, that is till they decide to ban it.



By Keith Griffiths, National Director of STACK (keith.griffiths@physics.org)

The new season awaits...

Yes, spring has finally awoken from the depths of winter and one's thoughts finally turn to kite flying. So, what have STACK got in store for 2010?

Well, we were going to be running four rounds of competition this year, as I try to do every year, but difficulties with the first event resulted in STACK pulling out of the British Leisure Show. By the time you read this it will have been and gone and I hope that our absence didn't detract from the show that Martin Corrie put on for the public.

That leaves us with three events for the IRB championships:

- Suffolk kite festival, 15/16 May, Rougham.
- Southampton kite festival, 19/20 June, Lordshill.
- Herefordshire kite festival, 17/18 July, Berrington Hall.

As normal we will have our own dedicated arena's at Rougham and Berrington, and will be sharing the main arena at Southampton. Don't forget to set your alarm early in June, as STACK competitions will only be running in the mornings at Southampton. As always we are grateful to the organisers for allowing us to join their events.

For the last few years we have also tried to include Tricks Party competitions within our main competition weekends, with limited interest from the large contingent of dedicated freestyle fliers. This year we have therefore decided to give them a weekend of their own:

- North Hants Jolly Up 7, 31July/1August, Cliddesden.

Finally, something completely new for this year, we will be running a novice/junior weekend in the summer, to give those a little fearful of the big stage the chance to get there is little steps.

- Shrewsbury kite festival, 14/15 August. Provisional

This will be run as a coaching day for the first day, and a competition on the second day. We will use the mix rules, which means 3 figures plus a ballet to be flown one after the other. No technical routine, no pressure (apart from that you bring yourself).

Rokkaku Challenge

Following the successful rejuvenation of the Rokkaku league last season, STACK, The Kite Society and BKFA are planning to continue their support of this. As last year STACK is willing to collate and tabulate results from any festival that wishes to run a round, and The Kite Society are providing the cup.

I must reiterate that STACK is not running the championship, do not expect me to come along to your festival, organise and judge your Rok battles, if I am there I will help but it's up to you to set it up if want to be included. I am already seeing festivals promoting this as a STACK Rok competition, it is not, it belongs to all of us, I am just prepared to have STACK act as facilitator after the fact to turn a set of battles into a champi-

onship.

We have drawn up a set of rules, which can be seen on the STACK website. You may choose to adopt these rules if you don't have your own house rules, but we are not forcing you to use them. Just make your battle fair and fun.

Scoring

We are looking again at the scoring we will use for the Rok championship, last year's method had flaws but a reasonable place to start. At the moment the favoured option seems to be to have only the top few places in a competition score points, there would be a scoring place available for every 5 competitors taking part (rounded up). For example if there were 4 fliers, then only the winner would score, and it would be 1 point; for a field of 25 competitors, there would be 5,4,3,2 and 1 points available for 1st to 5th place.

At present we have confirmed fights taking place at Streatham, Weymouth, Swindon, Rougham, Basingstoke and Southampton in the next three months. If all festivals running an event please pass their results to Peter Dawson astonkiteflyer@tiscali.co.uk it would be appreciated.

Winter League

Another disappointing season for winter leagues, not helped by the weather I'm sure. Events at Liverpool, Bristol and Southampton have been, with one left to go at Hinckley. Allan Pothecary has I'm sure reported on the Southampton league in his pages here, but if not there is a report on the Close Encounters website.

Hopefully the novice competition this summer will help to attract novice fliers to the sport, surely the weather must be better in August than it is in January.

Full season results will be available on the STACK website once the Hinckley event is completed.

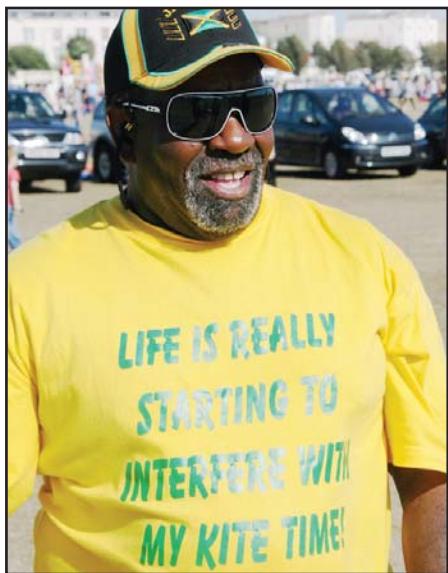
World Championships

Just a reminder to all, not that I'm sure you need it, that the festival at Berck-sur-Mer is once again holding the world sport kite championships this April, where the top teams in the world battle it out for the title World Champions. Can Scratch Bunnies lift the trophy after their triumph on the European stage in September? Can Flame, with a new line-up, capitalise on their world class precision scores and produce ballet scores to match? Or will the professional Redbull Kiteforce team triumph? I shall be cheering both UK teams on, if you wish to join me then the competition itself runs on Tuesday, Wednesday and Thursday (13th - 16th April), with the results not announced until the Saturday night. The full list of competitors is:

- Argentina: Freaks Team;
- Columbia: Atemoc;
- France: Red Bull Kiteforce, Start Air;
- Spain: Vortex;
- UK: Flame, Scratch Bunnies;
- USA: Team 6th Sense.

A much smaller line-up than in the past, where there have been up to 16 teams, and missing the current champions Airrex from Japan.

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THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

A GOOD CHOICE TO HAVE, WHAT IS YOURS?

Now, I know that a lot of us meet up at kite festivals and enjoy flying kites together, putting on wonderful displays for the public, but most of us also do a lot of other flying. There is of course the club fly-in where we meet up as a club. Looking for a site for this sort of event is totally different to looking for somewhere to stop off on the way home from work. Recently Brighton Kite Flyers have been looking again at the sites we use for club fly-ins. For a long time

but no public toilets, but I am sure the pub would let you use theirs if you asked. It is close to the Cliff top so the wind is clean and fresh. This may sound like the ideal flying site but it does have some drawbacks. When we first started using it for our club fly-ins it was unfenced and mown regularly, and only occasionally grazed by cattle. A few years ago it was decided to fence the Tye, due to fly tipping amongst other reasons, and allow grazing more often. Although it still is a nice place to fly, the grass is now kept a lot longer and grazing would appear to be almost continuous, which of course leads to the inevitable cowpats. With the longer grass it is now much more difficult to fly a multi-line kites, so less people turned up at the monthly club meets. So we have recently flown at a few sites locally in order to see what is out there. You may have read in previous articles about the club flying at a local fun day for teenagers in Saltdean Park. This seems to be a site that we are using more and more lately as it has many advantages. The park itself is just set back from the sea with a good wind. The area where we fly was used to be a practice mini golf area. It has a few bumps

and is on a slight slope. For this reason we are not bothered by footballers or many other park users, there is a football pitch, tennis court and playground further on. Car parking is easy and free with a car park adjacent to the area we fly so it is not too far to go to change kites. Toilets are available within the park or opposite at a pub. One of the good things about this site is that the grass is regularly cut by the council so it is much easier to fly multi-line kites. So two flying sites not too far apart, the main difference being the fact that the grass is shorter at one than the other. Some would say that we are lucky to have the choice. Which would you choose?

Corinne Hennessey

**brighton
Kite
flyers**

we have been using Telscombe Tye. For those of you unfamiliar with the site, it is a piece of land owned by Telscombe Town council, on the main coast road (A259) between Brighton and Newhaven, close to the Badgers Watch pub. There is parking on a residential road next to the Tye,

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MOTHS AND KITE SOMETIMES MIX

Andrew and I were fortunate to get a place on Roy Broadley's excellent moth workshop. It had been full for some months and we thought we would not get the opportunity to build this impressive kite with its eight foot wingspan. So when, at the last minute, a place became available, we jumped at the chance.



As only one place had become free, it meant we would have to do one kite between two. However, this turned out to be an advantage for several reasons. Firstly, we only have one (rather temperamental) sewing machine, which we usually share. However, the moth kite involved a huge amount of sewing, and we'd never have been able to complete two without a machine each.

Second, it meant an extra pair of hands. Most of day one was spent edging the kite. This involved cutting thin strips of kite material and folding them in half to make long ribbons which had to be sewn around the edges of the ten large shapes making up the kite. This was a tricky operation because some of the kite parts were sharply curved and, even with the aid of supaclips, we found it a tricky operation controlling the large amounts of fabric of some of the shapes. This is where I was handy to have another pair of, er, hands.

Third, it meant that while one

person sewed (Andrew), the other was able to gather further instructions and any tools and materials needed.

So it was that, by the end of day one, we had edged our kite and begun to sew the wing sections together. Roy asked those reaching this stage to stop working for the day so that we did not get too far ahead. And then it was off to the Jolly Farmer for a few beers and a delicious and filling evening meal.

Day two began for Andrew and I with a full English breakfast. A few brave souls had camped in the buggy field where conditions were so freezing that both water and camping gas froze. Making a cup of tea was, we understand, a challenge. But we had opted for the comforts of the Holiday Inn a few minutes drive away.

Back to the workshop and a kite of two halves, for we had to sew the top and bottom sections and then join them together. Key here, was not to worry about matching the outside edges but to align the channels which would



take the long spars running up the length of the kite. We should have tested this before completing all the sewing but missed that instruction. So, it was a nail-biting moment when it finally came to finding out whether the spars and their ferrules would pass the bulk of the multi-layered hemming at the centre of the kite. They did, and we found ourselves on the home stretch.

The rest of the sparring was fairly straightforward and seemed easy following the marathon of

the sewing. We also learned a tip about cutting carbon fibre which was to turn the rods while cutting thus avoiding splintering on the back edge of the cut.

Looking up, we were surprised to find that we were among the first to finish. This was very different to other workshops where we have found ourselves struggling to complete in an atmosphere of growing panic as others tidied up around us. Here, we could sit back, admire our handiwork, chat to others about how they were getting on and offer help where we could.

Eager to get our kite in the sky, we packed up a little too soon and missed the group photo. We headed off to the nearby buggy field where we found Greenman already trying out his kite. Our new moths flew beautifully and the two together looked impressive. It was unfortunate that we had to leave before other workshop participants made it to the field. We will have to wait for the next kiting event to see a group of moths flying together.

We would like to thank Roy, Hayley and all the team for their patience and for creating such an instructive and enjoyable weekend. We hope we get the opportunity to do another.

Sandra Fletcher



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DIARY DATES FOR 2010

We have a few regular events that are very popular with members each year. I can say that we have had a provisional invite to the Autumn Show at Ardingly for the weekend of 2nd - 3rd October 2010. so if you wish to come please add this date to your diary (note that this is for BKF members only). Non members can turn up for the day and come along but will need to pay entrance.

A new event we had last year was Salteen, the event was designed for young people in Saltdean, venue is the same as our flying site so we know it is good. Provisional dates have been set for 12th September 2010. Although we are there to do a kite workshop, we supply the kits for a childrens workshop and the scouts / leader make them with the children while we fly kites and have fun.

WINTER WORKSHOP

We are planning a winter kite making workshop in November (I know it seems a long time away) if anyone has any ideas on what they would like to make or have a kite they make that feel would make a good workshop please let the committee know. We will be sending out e-mails and letters nearer the time to remind you about this event.

f o r s a l e

Due to health issues I am selling off most of my Kites, they have all been flown and are in good working order. If you want more than one kite I am sure we can come to some arrangement over price. Buyer collects can deliver local. Contact Cliff White on 01293 545502 Email cliff-white@tiscali.co.uk

Duel line Sports Kites

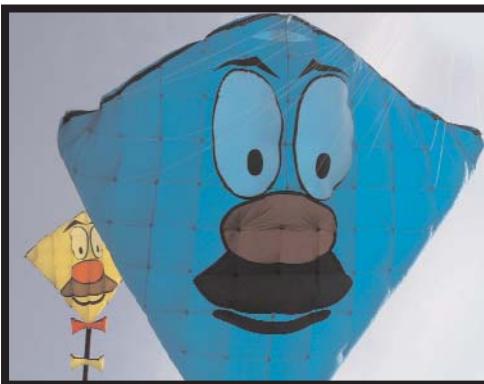
| | |
|---|------|
| DOT Designs Darkside 2 Blue / Grey | £45 |
| DOT Designs Darkside 3 UL Blue / Grey | £45 |
| DOT Designs Shamon | £45 |
| R - Sky Nirvana Std Blue / Grey / Black | £100 |
| R - Sky Nirvana UL Teal / White / Grey | £100 |
| Newtech Desire Black / White / Grey / Blue tips | £40 |
| Spirit of Air Scimitar Yellow / Orange | £15 |
| HQ Midi Black / White | £45 |
| HQ Session 1.1 Rainbow | £25 |
| HQ Breeze Purple / White | £75 |
| Carl Robershaw DOT Matrix | |
| Blue / Yellow / Orange / Red | £100 |
| Rare Air Cheater Green | £25 |
| Level One Kites Jumping Jack Flash | £85 |
| Level One Genesis Blue / Grey | £100 |
| Prism Nexus | £25 |
| Prism Jazz | £15 |
| Benson Kites Gemini | £110 |
| Benson Kites Gemini U / L | £110 |
| Benson Kites Mini Gem | £100 |
| Benson Kites Outer Space | £100 |
| Benson Kites Inner Space | £100 |
| Benson Kites Box of Tricks (Red) | £100 |

Four line

| | |
|--|-----|
| Rev 1.5 Blue / Black / Pink | £80 |
| Rev 1.5 Lilac / White sail and bridle only never flown (Home made) | £45 |
| HQ M Quad | £75 |

Single line

| | |
|---|-----|
| Serpent 67" Wing Span 3D Kite | £20 |
| Macaw 74" Wing Span 3D Kite | £20 |
| HQ Rainbow Papillon (Looks like a Butter fly) | £20 |



BRIGHTON KITE FESTIVAL STANMER PARK, BRIGHTON

10th - 11th July 2010 11.00am - 5.00pm

A fun packed weekend for all the family with plenty of space for all types of kite flying at some point during the weekend (buggying is permissible after the festival ends).

So come along and have a good time

APRIL 2010 BRIGHTON KITE FLYERS AERODYNE

Useful Contacts: Merchandise

Coordinator/Chairperson:

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

Treasurer:

Paul Hill
T 01273 452365
E paul@BKF.org.uk

Aerodyne:

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

Club library:

(BKF members only):
Dave Hollingworth
T 01273 421286
E library@BKF.org.uk

Club Kites:

(BKF members only):
If you wish to borrow any of the club kites please just ask any member of the club committee.

Membership Secretary:

Matt Jones
T 07918 078 092
E Membership@BKF.org.uk

fly-in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. These are held on the 1st Sunday at Saltdean Vale, East Sussex, 2nd Thursday at Stanmer Park 6pm. Remember that during the summer members may well be attending kite festivals, but the fly-ins are still on.

See you there



T-Shirts/Sweatshirts:

Tony Makepeice, AKA Bonefish
T 01892 870259
E tony@BKF.org.uk

Pins/Badges/Pens:

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

Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible Marian Reynolds, Corinne Hennessey, Sandra Fletcher and Cliff White for articles. I know we keep going on, but Aerodyne is only possible with your help, so thank you again to those who help and keep the articles coming in order to keep aerodyne going.

Next Issue

The new committee after the AGM. Kite festivals you've been to or what ever you would you like to see in the next issue, as long as you write something.

We have a range of sizes in all club t-shirts and hooded tops for sale T-shirts £10 hooded tops £25.00

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

Contributions should be sent to:

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

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

RECIPES FROM MARIAN'S KITCHEN

Butter Biscuits.

I found this recipe in an Australian cook-book. This is OK as long as you stand on your head to read it!!

Ingredients: (to make about 40)

125grms. butter
1 tsp. Vanilla extract
½ cup brown sugar (well packed)
1tblsp Golden Syrup
1¼ cups self-raising flour

Method:

Beat butter, vanilla extract, sugar and golden syrup with electric mixer till light & fluffy.

Mix in the sifted flour and squidge together. (Auntie Marian says "wash your hands first") Roll dollops (about a tsp.) into balls.

Place about 5cms. apart on greased baking tray and flatten slightly with a wet fork.

Bake in slow oven (gas mk. 2-3, 150C) for 15 minutes --ish. (remember the tip about colour from last time!)

Turn out onto a rack to cool.

For the luxury touch, melt some chocolate (dark, please if I'm going to eat them) and dip to about one third of biscuit. When cool store in airtight tin until next kite event.

Alan has researched what is meant by "cup", and is disappointed that it does not mean bra cups! An Australian cup turns out to be 250 ml.

I'm still waiting to taste other folks examples from these recipes, as they don't always turn out the same for everyone and yours might be better, so come on!

Marian (aka the cakelady)

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



| | | |
|-------|--|--------------------------------------|
| | April 2010 | |
| 17 | Church Stretton, Shropshire. | 01939 234486 kites@skybums.net |
| 24-25 | Jolly Up 6, The Buggy Field, Cliddesden | Kites Up |
| | 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 |
| 2-3 | Layer Marney Tower Kite Festival, nr Colchester, CO5 9US | www.layermarneytower.co.uk/ |
| 8-9 | 20th Swindon International Kite Festival, Brinkworth, near Swindon. | White Horse Kite Fliers |
| 15-16 | Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk | Martin Corrie |
| | June 2010 | |
| 4-6 | Exmouth Rotary Kite Festival, The Imperial Recreation Ground, Exmouth. | spwood1@yahoo.com |
| 5-6 | Basingstoke International Kite Festival, Down Grange Sports Complex, Pack Lane, Basingstoke | www.basingstokekitefestival.org.uk |
| 5-6 | Bedford International Kite Festival, Russell Park, Bedford | events@bedford.gov.uk |
| 12-13 | Blackheath International Kite Festival, Blackheath, London | The Kite Society |
| 12-13 | Teston Bridge Kite Festival, Teston Bridge Country Park, Maidstone, Kent | Malcolm Ford |
| 12-13 | Wirral International Kite Festival, New Brighton, Cheshire | dhkites@hotmail.com |
| 19-20 | Southampton Kite Festival, Lordshill Recreation Ground. | mklo2@yahoo.com |
| 26-27 | Barmouth Beach Kite Festival, Barmouth, Mid-Wales | bigdave_rikok@fastmail.fm |
| | 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 |
| 18 | Dunstable Kite Festival, Dunstable Downs. PROVISIONAL | Martin Corrie |
| 24-25 | Kite Kamp Weekend, Newlands Park, Bishops Cleeve, Cheltenham, Gloucester. | Peter Whitaker 01452 728521 |
| 31-1 | Jolly Up 7, The Buggy Field, Cliddesden | Kites Up |
| 31-1 | Malmesbury Kite Festival, The Worthies, Malmesbury | jon@catons.freeserve.co.uk |
| | August 2010 | |
| 1 | Monmouth Kite Festival, Monmouth Show Ground. | 01291 689640 sandra.davey@talk21.com |
| 7-8 | Teston Bridge Big Kite Festival, Teston Bridge Country Park, Maidstone, Kent | Malcolm Ford |
| 14-15 | Shrewsbury Kite Festival PROVISIONAL | 01939 234486 kites@skybums.net |
| 28-30 | Portsmouth International Kite Festival, Southsea Common, Portsmouth | The Kite Society |
| | September 2010 | |
| 4-5 | Bristol International Kite Festival, Ashton Court, Bristol | Avril Baker |
| 11-19 | Dieppe International Kite Festival, France | |
| 12 | Eggardon Kite Festival, Eggardon Hill, Bridport, Dorset | 01308485474 |
| 26 | Wakefield Kite Festival, Heath Common, Wakefield, West Yorkshire. | Tony Wade 01924 335985 |
| | October 2010 | |
| 2-3 | Margate International Kite Festival, Margate | The Kite Society |

| Contact | Address | Telephone | Email |
|-------------------------|--|---------------|--------------------------------|
| Kites Up | Roy Broadley | 01256 812487 | kites@kitesup.co.uk |
| Martin Corrie | 3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU | 01206 299560 | martin@skfc.co.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 |
| Michael Lowe | 44 Bellemoor Road, Shirley, Southampton, Hants SO15 7QU | 023 8077 0788 | |
| M.K.F. | David Buckland, 98 Thanet Street, Clay Cross, Chesterfield, Derbyshire S45 9HS | 07971 177085 | david.buckland@mkf.org.uk |
| White Horse Kite Fliers | P O Box 585, Swindon, Wiltshire SN3 4YR | 01793 824208 | Cowpat.ed@whkf.org.uk |
| Avril Baker | 5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY | 0117 977 2002 | info@abc-pr.co.uk |
| Karl Longbottom | School House, Dorstone, Hereford HR3 6AN | 01981 550326 | karl@longbottom.org.uk |