

THE KITEFLIER

www.thekitesociety.org.uk



Issue 124

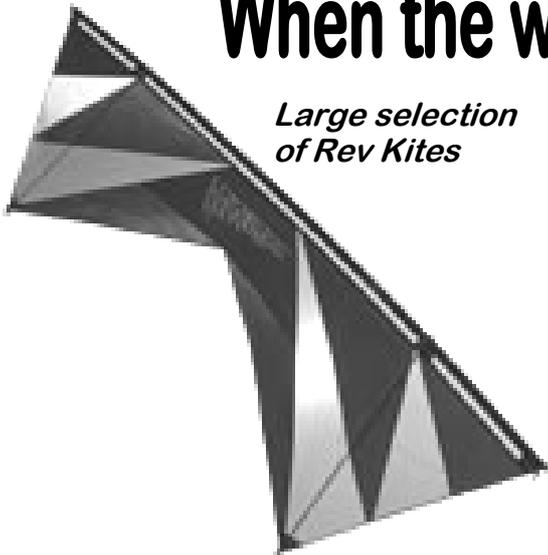
July 2010

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

KITEWORLD

When the wind blows think of us !

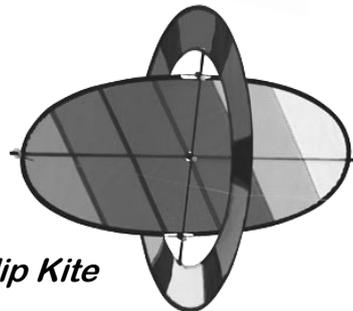


*Large selection
of Rev Kites*



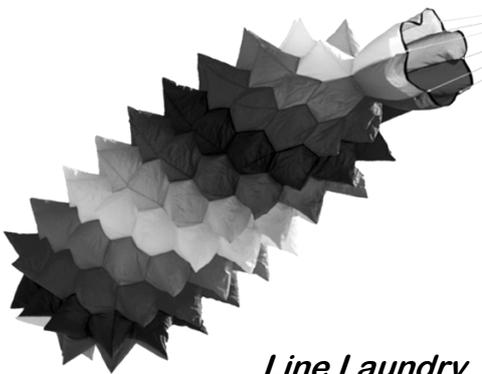
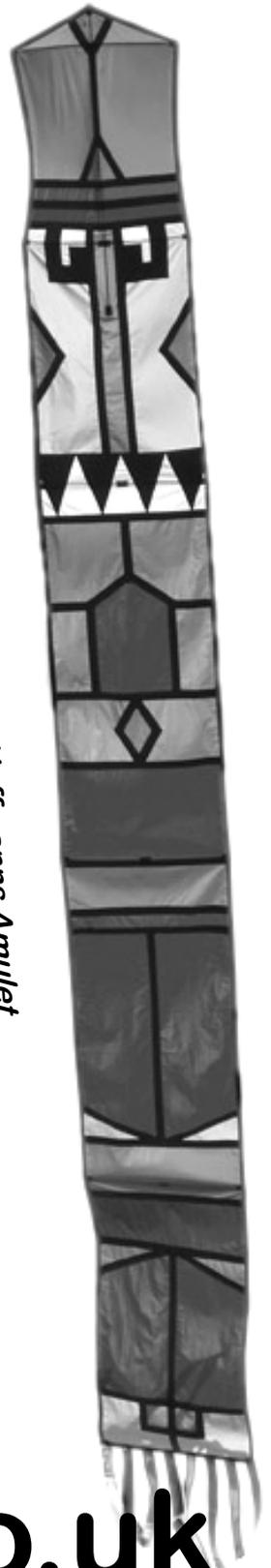
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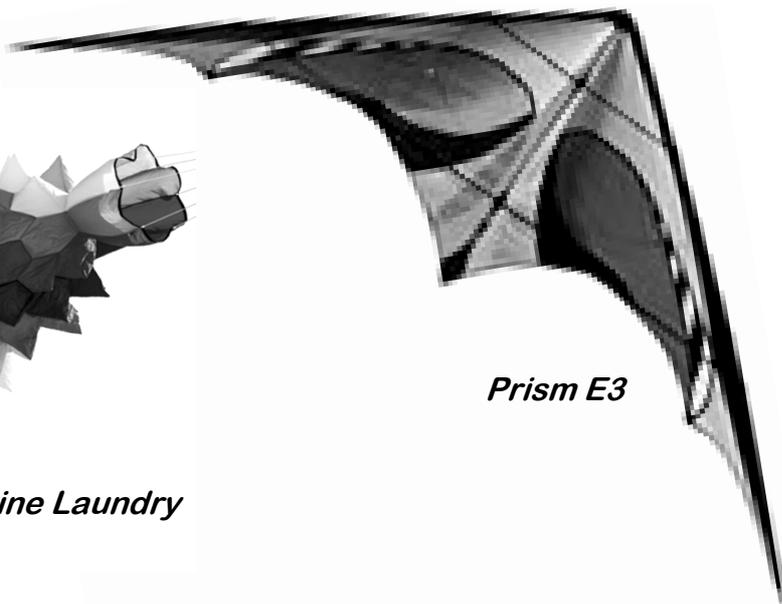


Prism Flip Kite

HQ Hoffmanns Amulet



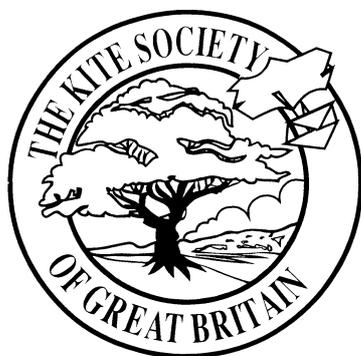
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Dear Reader

Editorial

In the last editorial we reminded people of the Kiteflier of the Year so far we have had no response! 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.

Some of the major events of the kite calendar are coming up with the run of Portsmouth, Bristol, Dieppe, Scheveningen and Margate. Picking which ones to attend is not easy! We hope to see you at one or more of these.

For those who enter the competition in Dieppe the theme for this year is "Unidentified Flying Structures". Details and the registration form can be found on the Dieppe Festival web site www.dieppe-cerf-volant.org.

Front Cover

The latest Cow design by Jeltje Baas. She will be at Portsmouth with a 'herd' of these designs.

Our thanks must go to the regular writers of material for the magazine—in particular Hugh and Lynn Blowers, Allan Pothecary and Paul Chapman. Without their efforts the magazine would be much lighter! We do not believe that other members do not have items to contribute—do not feel intimidated, send us something! For example we welcome the short report of the Jolly Up from Haley. Kite designs and reviews from all areas of kite flying or kite related activities. Send them to us!

Gill and Jon

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Pothecary Corner

Dream On

There are not that many people new to the kiting scene that will be able to tell you much about Dodd Gross because we have not seen much of him in the UK lately. Dodd was one of the pioneers of dual line sport kites, a very advanced trick flyer of his day and absolutely passionate about kites. He still runs Kite Schools where people band together and book his services thus enabling him to tour the world coaching peoples at all levels in the art of kite flying.

I last spoke to him about four years ago, not that he would remember, and there is a photo of that on our web-site, "Kitey People" page. The kite Mr Gross was probably most famous for was "The Jam Session" a kite, just now re-released as part of the Retro Range from HQ Kites. This is still a great fun Kite to fly and I will be doing an article on it soon.

Sky-Dog Kites

Currently Dodd is part of Sky Dog Kites who produce a whole range of kites from a kiddie's single line through to some serious power. One of the sport kites, the Dream On, caught my eye with its stunning graphics. Kiteworld sent us one to try, and we liked it! The kite has low pull and flies in a wide wind range. The makers claim that it is a full size kite but I have to disagree. It flies like a big kite and it will pull tails as they say but it even at the 87 inches wing span they have on the label the high aspect ratio does not, in my opinion, make it big enough to meet that claim. There are advantages to the size and shape it is. It does not whizz away when the wind gusts and it is easy to power up again if the wind drops suddenly. It looks a bit small on the end of our 125ft lines without tails but if space was restricted we could easily still fly on 100ft lines or maybe even less because it uses most of the available window and it is small and slow enough even to fly in a team of three on 100ft lines.



Tricks Too!

I was performing some basic tricks like axel cascades and Lazy Susans on long lines so there is obviously some versatility there on the shorter line set supplied in the bag.

The instructions are hidden away and fold out on the back of the label but as I have said many times before - us men don't need instructions do we!?

There are two settings on the bridle which can be easily transferred from one to the other. By loosening the knot and sliding it over the other one.

We usually prefer the team setting on bigger kites but the more solid feel given by the offset ('Turbo') position helped towards a 'bigger' feel.

The Dream On lands easily too – another plus in my book! Because of the low pull I was flying on lighter, 100lb lines and would be able to move up to heavier lines to provide the drag I would want in a stronger wind without having to use nappies.

Good Value?

I would still recommend that anyone should try my rubber band across the T-piece tip (not a new idea) to keep the bottom spreaders from falling out in a heavy landing or groundwork.

Framed with 6 mm carbon and, most probably made in China, the Dream On is not in the expensive bracket of kites, retailing at around £80.00 and, appearing to be fairly rugged, it could be a good first or second kite to own or great and fairly inexpensive for anyone wanting to learn the basics of pairs or team flying.

Flow Foil 3

One of the best bargains I have seen for a good while comes with just a niggling little worry. The Flow Foil series – 3 metre, 5 metre and 7 metre put what is a large and very attractive single line kite within the reach of novice flyers. Even the smallest, the Flow Foil 3 at around £140.00 generates a very strong pull. The recommended line is 400lb and is understandably, not included so that will add to the cost but my fear is, will the inexperienced be aware of all the things we do without thinking?

Well Tethered

Things like wearing gloves, making sure we do have the right line on and particularly staking the kite correctly. My fear is seeing that nightmare of a kite dragging a large but inadequate stake which it has ripped out of the ground, bouncing along at speed ready to damage anything in its path.

Taking off

I can see this kite being very popular – it is stunning, easy to assemble and takes up a lot of the sky as you can see in the photo. We took it to Cyprus recently and quickly found that it takes up a lot of room on the ground too as we wiped out a few sunshades – but we had waited until everyone had gone back for their evening meals and, luckily, the beach attendant thought that it was really funny as he came over to assist and ask loads of questions.

Each size of the kite comes in a different colour and, progressively, the tails are 15mtrs, 20mtrs and 25mtrs in length a good sales and marketing ploy, I

Pothecary Corner

think, to have the enthusiast wanting to collect the whole set! The first thing you notice when you take it out of the bag is that the tails are heavier than the kite. It won't fly without the tails however – it just floats on its back in what would be called a 'Fade' on a two line kite.



Anchors Aweigh!

As with many similar kites when flying on beach, the suggestion is to pull the bag inside out and fill it with sand thereby making an anchor. We didn't have enough wind to test but my theory is that maybe our 3 metre kite would have lifted even a full bag in a strong wind. The problem being that the kite folds down to quite small so the bag is not that big!

You will never get it repacked the way it comes to you – not to worry – there is still plenty of room! There are not that many festivals where we would have the time to fly this one because we are often so busy setting up and breaking down our arena display sport kites, so if you want to be sure of seeing this one please ask us beforehand and we will bring it with us.

There is a short video on our web-site of the Flow Foil 3 - the link is on the home page.

Required Modifications

I am not going to make excuses for any of the manufacturers but with the exception of a few that I know of, like Benson kites, and Kite Related Designs (good old made in Britain!), we always carry out a bit of *safety first* before flying a new kite, even for the very first time. I know, believe me, that it doesn't feel good to be making alterations to a brand new purchase before you have even tried it out but if you don't, it could all very easily end in tears!

If you try out any of the following please be careful that you don't damage your kite whilst you are doing it. As you know, I don't do fiddly, but I'm OK so far! There are three main areas that we look at....

Stand Offs:

Give them a tug to make sure that they don't come out - if they do then glue is the answer!

Bottom Spreaders:

I think if you look on most of our kites you will see that we have done this one. You should never tape the spreaders in. They must be able to move, or even pop out in heavy crashes or they are much more likely to do damage! If they are very loose at

the point where they meet the leading edges, then, maybe, one wrap of tape around the end of the rod but don't tape the spar to the connector. At the centre T we link the two spreaders (as shown) with a



heavy rubber band.

These are larks headed on the rods and prevented from slipping either by a 'C' clip or tape wrapped round and around the rod. This allows movement but nearly always ensures that the spreaders stay where they are supposed to. We have had some kites that fall apart with just a half axle, a heavy landing or ground work in turning the kite over.

This does rather complicate the assembly/breaking down of the kite and more care must be taken to avoid putting the rod through the sail. Make sure too that the bridle lines are not caught up under the band or it may affect the flight behavior (see photo).

Wing Tips:

Even if a kite has a cap on the end of the leading edge we still tape it over - lessons learned after leaving them stuck in soft ground after take-off. Some kites need a bit of adjustment in setting up for the first time, particularly with the leach line if it has one, so we are very watchful until the taping is done.



Lost Kite

About four years back we fulfilled one of our ambitions and woke up in the morning on the edge of the arena. We have always wanted to get a campervan so we rented one to see what it was like. We were cooking breakfast when I saw a guy trying to fly a sport kite with no wind out in the arena.

I could tell that the kite was capable but he appeared to be struggling a bit. I had never noticed this particular kite before and I really liked the look of it. It

Pothecary Corner



wasn't long before I was out there having a go and really enjoying it. I was so surprised that a light wind kite had so much drive and that I was able to do so much with it as so many "indoor" kites I had flown before were so flat and such hard work.

It turned out that this kite had gone out of production – WHAT?!! – I don't believe it – someone must have one somewhere? Retailers, wholesalers and even the manufacturers - I couldn't believe that none were available! Then, a few weeks ago, HQ brought out their 'Retro Range', and there it was. The Breeze – I am a very happy bunny now. Let me recommend it to you but don't forget to tape over the ends of the leading edges before you fly it!

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Photo Competition

As promised, we have another photo competition up and running. This time there are four, individual, prizes all sponsored by HQ Invento.

Similar to last year, we are looking for a photo which invokes a particular memory. You know the one that you will always get out to talk about a special day or event that involved a kite. The picture will, of course, be of a kite or something to do with kite flying. A few words to describe your picture might help in the event of a tie.

Pictures Posted

We are trying, this year to publish the photos as we go along - it may not necessarily be an exceptional piece of photography that wins so do not let any of the others put you off - it's the memory we are after! The competition runs until mid October 2010. Please don't leave it too late or you might forget - you can enter as many times as you like but only one photo at a time please.

More to Win

The four prizes are a Wacky Worm, Amulet 1, Amulet 2 - all three of these single line kites were reviewed in earlier editions of this magazine - and an early Retro kite just re-released called the Silent Dart.

What to Do

Pictures/videos of these kites along with a full copy of the rules can be found at www.closeencounterskites.co.uk

Don't worry you are not going to get spammed it's only us that your details come to and they are not

passed on to anyone. We may write to you from time to time to let you know when there have been some major updates to our web-site but tell us if you don't want to receive these and we won't send them.

We look forward to receiving lots of photos and this year there are more chances to win!

Selling Feathers

The idea was to get Roy from *Kites Up* to print us some feathers, save some money by doing the cutting out and sewing ourselves, have feathers for us and for our helpers, and sell some for a quid each towards the costs!

.....so far we've sold four!



Traveling With Kites

I spent over an hour researching a web-site enquiry I had from a guy called Tony about carrying kites abroad and what to put them in. In the early days we bought a KIS case (KIS is short for keep it safe) which is an adjustable length, hard plastic (I think it's plastic) carrier about six inches square and designed for carrying fishing rods in the hold of an aero plane. I remember I struggled to find it even then and gave up without success this time.

I Did Try!

We always reply to all of our enquiries so I wrote Tony a long letter of explanation only to have it bounce back after a few days and then fail again on the second attempt - He didn't give me a phone number.

I re-publish these articles on our web-site a couple weeks after "The Kiteflier" has been sent out so if anyone is screaming at this article and knowing more than me please let me know and I will publish it there along with this piece. If you are already reading this on line - scroll down.

Using the KIS case was not without draw backs. Despite its limited capacity it is also quite heavy. We exchanged hard shell suitcases for soft in favour of taking more clothes and bringing back more brandy years ago. We decided to go for the risk of putting our kites in an ordinary, canvas type kite bag. After all, rods are very bendy and, packed together they would withstand a lot of weight. The first time we did

Pothecary Corner

this we wrapped cardboard around them but then realised that would hardly make any difference so we took it out and put another kite in. We have more time to enjoy our single line kites when we travel so the soft ones help pad things too!

Rising Costs

I am in Cyprus at the moment writing this and, so far, another success in transportation. This is where all us traveling kite flyers can all pool our knowledge. Until now operators like Thompson did not have a category for kites but ended out charging £30.00 return for medium haul destinations for a bag up to about 15Kg. As from this year (luckily we had pre-booked) it will cost £75.00 return for the same thing.

If anyone knows better - please tell...!
www.closeencounterskites.co.uk

Light-wind Kite

The Sky Photon by Tim Elverston is going to be one of those 'must have' collectors kites. I say a collector's kite because I think the price will deter those who won't appreciate the finer things this light-wind single line has to offer. The kite is one of those strong and at the same time fragile constructions, relying on the flex of 3 mm rods pulling against accurately tied bridle and retaining lines and pockets. The lightness is completed by use of Icarex sails and tail. A quick, smooth pull gives a rapid ascent - one which easily took it above the swirling torrents in our back garden - we couldn't wait to take this one down the field - it looked far too interesting to be messing around in a confined area! In a stronger wind the rods flex backward offering less sail area to the wind so the kite self adjusts as it flies.

signed case. It is quick to assemble once you have the knack and I expect we will all notice a few of these darting about at future events.



With the tail attached the Photon remains steady but, remove it, and you have a very steerable kite. It may be a little smaller than you expect from looking at the photo measuring about 33inches by 24 without the tail. I wondered if a bigger one could be on the way at some future date? Although thinking about it, there must be some sort of total sail area to rod flexibility ratio so, probably not then?

There is a choice of two colour schemes and it comes complete with lightweight line in a specially de-

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

**World Sports Kite Championships 2010
Berck-sur-Mer, France; 13th, 14th, 15th April
2010**

It seems an age ago now but in my last article I talked about the upcoming championships at Berck, it would seem wrong to not update you on the results of the competition.

This the fourth trip to Berck for the world championships that Vee and I have made, ever since we got seriously into kites and discovered the competition. It might even be called a pilgrimage these days. We arrived late Saturday afternoon, having driven from Cardiff, about a 9 hour trip, allowing for the ferry between Dover and Boulogne. We quickly sorted out our apartment (way better than a hotel and just as cheap) and headed for the beach to see who was still around.

The beach was reasonable empty, it was 6pm after all, but we reacquainted ourselves with the Russian contingent who had been so friendly at EuroCup09. It was Mikhail and Anton who were behind the massive push of publicity on facebook, and they would be running the scores and blogging the event for all those unfortunate enough to not be there. This effort has been well appreciated by all and is a great example of how to generate interest using the so called new media, I for one shall be trying to emulate their efforts for the UK championships.

Sunday and Monday went by in a blur as we caught up with the UK teams, Flame and Scratch Bunnies, and watched as many of the demo routines as we could trying to see who was going to be challenging for the championship. My expectation was Red Bull Kiteforce and Scratch Bunnies, but Start Air are a strong team now and there were too many teams I had not see since at least 2008. Looking back at the WSKC 2008 results it was interesting to note that only one of the teams out of the top 6 were here this year, particularly disappointing was that none of the Japanese teams were able to attend.

The wind was challenging, it steadily built throughout the day and on Monday afternoon it peaked at 30mph for a while. Needless to say the demo performances were scrappy in those conditions, but importantly the teams did cope. It was interesting to note that both Red Bull Kiteforce and Start Air had three different vented kites each. Red Bull went for the cigarette venting method in their kites and Start Air had two extra home made vented Fury designs as well as the standard vented one. Scratch Bunnies also had a mega vent Fury, hot off the sewing machine at Carl's studio, with almost the same vent layout as one of the ones from Start Air. Was this going to be a championships characterised by who had the best equipment for the conditions?

As expected Fury kites dominated the competition again, with 4 teams using them, Scratch Bunnies,

Flame, Start Air and AirZone. Red Bull had their branded Blackbirds, built by Ramlal, Pilotes de Ligne were using Masques, and Vortex had Masques for vented kites but switched to Transfers for lighter winds. Freaks Team had kites from Alto Vuelo, their vented kite had a lot of rip off panels, which proved a challenge for the ground crews.

Day 1

Precision in the morning, as every day, with the figures picked being Pick up Sticks, Follow, Flank up and Square and Hairpin. The wind was up around 20mph so it is a credit to the teams that we saw scores as high as we did. Red Bull's figures were excellent, with tight spacing (perhaps too tight in some places) and tidy lines. The Bunnies' technical routine picked up an excellent 80, showing that the judges preferred their routine Red Bull's but it wasn't enough to take the morning, Red Bull in the lead by 0.54, not a lot in it. Flame were surprised to find that their crash at the end of hairpin had not resulted in a zero, but it had significantly dropped their score for that figure, leaving them trailing in last place and probably lost them two places.

The afternoon ballet performances had to cope with even more wind than the morning, thought thankfully it did not reach the forecast 30mph, peaking around 25mph. This led to most ballets being a bit scrappy, missed landings galore. Nevertheless Scratch Bunnies posted a huge score of 84, nearly 10 points above everyone else, putting them firmly in the lead. AirZone's ballet gave them second place for the afternoon, despite flying half the routine with the upper spreader hanging out from one kite after a tick. Start Air and Red Bull were close on AirZone's heels.

Day 2

The wind was a little easier for day 2, in the 12-15mph range for the morning, but it's bumpiness was all the more apparent because of it. With the wind coming along the beach from the north it was noticeable that in the arena the left hand side was suffering a wind shadow effect from the town, challenging the teams' ability to compensate. The figures picked were Arch de Triomph, Basket, and Steps down.

Notable improvements over day 1's performances from Freaks Team and Flame, but AirZone had a poor Arch de Triomph dropping them down to 6th for the morning precision. Talking to Darrin Skinner later I think this was the day he took the the team in to the figure in the wrong order, so they did well to fly it at all. In the end though it was a Red Bull / Scratch Bunnies 1 / 2 again, even closer this time with only 0.2 points separating them.

Ballet performances were better in the lighter winds, with 5 teams scoring over 70 overall, and the Bunnies and the Bulls scoring over 80 each. In the end though a massive 86 for ballet put the Scratch Bunnies at the top of day two. Red Bull just were not able to match the choreography scores, Yasu's chore-



STACK

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ography looking too much like the Overdrive routines of old and perhaps suffering in the judges eyes because of it. Their tight formations were exemplary but it was all too similar to really score well. We did speculate that the routine was designed to look good for video cameras, which is where most would see it at Red Bull events around the world.

Day 3

The wind was really co-operating by the time day 3 came, it started out at less than 15mph and at times had dropped down into the realms of ultralight kites, but it was cycling up and down causing teams to agonise over kite choice. The conditions did produce the best figures scores of the week with Scratch Bunnies taking the unofficial prize of best single figure score. Start Air pushed up into second place for the morning, relegating Red Bull to third with AirZone snapping at their heels in fourth. Bunnies were out on top at the lunch break though, could anyone really challenge them in the ballet? Not that we knew any of this at the time of course, the final day's scores were being kept secret until Friday's gala dinner.

The afternoon's ballet draw couldn't have been better, with the Scratch Bunnies due to fly last. Again the wind played ball, except for AirZone getting a 90 degree wind shift in the middle of their routine. Full credit to them for seamlessly transitioning, the sign of a great team. There were some excellent scores, I think Freaks Team will be a significant force to be reckoned with in the next WSKC, their score of almost 72 shows they have what it takes, and three of the four pilots are only boys, plenty of improvement to come.

However, the afternoon belonged to the Scratch Bunnies, there had been rumours that they had been playing it safe in their ballet, in order to get two good scores under their belt, and they would be going for it on the last day. They didn't disappoint.

Overall results

After watching the competition it was no great surprise to find Scratch Bunnies at the top of the pile, they are now current UK, European and World Champions.

1. Scratch Bunnies (UK)
2. Red Bull Kiteforce (France)
3. Start'Air (France)
4. AirZone (USA)
5. Freaks Team (Argentina)
6. Pilotes de Ligne (France)
7. Flame (UK)
8. Vortex (Spain)

It was interesting to look back at the differing psychology of the top two teams, Red Bull posted beforehand that they have been practising every other week in the run up to this championships (and by that I mean a 40 hour week of practice at least), whereas the Scratch Bunnies turned up at Berck without having even chosen their ballet music, editing and choreographing it in two days. They had probably only flown it 10 times before the first day's

competition. The Bunnies were suffering as well, Richard had a bad case of flu (and it showed on his personal performance) and Carl and Chris had mild food poisoning one night – avoid the profiteroles in Berck.

Overall it was a great week, with some outstanding performances, and certainly no-one was there just to make up the numbers. Many thanks have to go to all of those that gave up their time to field direct, judge and line judge, as well as Gerard for making it happen once again.

UK championships

By now we have had two of the three rounds of the UK championships and it's been heartening to see new and old faces appearing on the field. In the pairs competition the subset of Team Flame, the new pair Phoenix (Fran and Tony) are edging ahead of Echo, returning to the arena for the first time in 5 years or so, re-enthused by watching EuroCup last year. In individual competition we have novices, Katie and Dawn, who are learning fast, and at Southampton we even managed to persuade Sanja and Les to have a go at the multiline competitions, with only 12 hours notice! Results can be found on the STACK website for those interesting in crunching the numbers.

Leominster (Herefordshire festival)

This is our final competition weekend for the summer, where we will, in addition to all of the normal competitions, be holding the Family Cup, open to pairs or teams with AT MOST one experienced competitor. Judging from his performance in the Southampton Cup Michael Hancock (along with his dad Fran) will be looking to win back his title, after losing it last year to the father and son pairing of Matt and Joe Binns.

Tricks Party Competition

This year we have chosen to run the serious trick competitions separately to the 'old school' STACK competitions. As such there will be two rounds of TP competition at the North Hants Jolly Up, 31July / 1 August. Check the STACK website for registration forms and details.

Novice/ junior event

As part of the Shrewsbury kite festival STACK will be holding an event for less experienced fliers to come along and 'have a go' at competition. The idea is to have some old hands around to provide some informal coaching on the Saturday, and then run a competition on the Sunday, just three figures and a ballet. This will be a self contained event, and will not form part of the national series, but will be a great place for someone to try their hand without having to drag themselves out of kite hibernation in the winter to attend Bootcamp.

www.stackuk.org

Perils Of The Parafoil! - Hugh Blowers

In case the previous article gave the impression that I had completely forsaken the sewing machine for the 'easy option' of purchase, then read on. I had learned a great deal from my unsuccessful early efforts and was gathering all the perceived wisdom I could, before embarking on my next parafoil venture. What a venture, or adventure in truth it was to be.

In a copy of Kitelines (remember when there were other magazines besides Kiteflier) there was a feature on the kites of Randy Tom, and one of his star pieces was a parafoil with the whole of the bottom an appliquéd design based on a Patrick Nagel image. It was stunning, featuring one of his stylised women with a cheetah. The following year, he came over to Bristol bringing it with him. The weather and site precluded a decent fly, but I was able to get a good look at it. The foil was a George Ham design with all the appliqué and stitching by Randy, and the whole thing was exquisite. A copy would have cost about the same as a decent second-hand car, so that was out of the question. The only option was to build one myself. Only two problems were immediately apparent. I had never done any appliqué and I did not have a design that was reliable, and if I was going to all that trouble I wanted a kite that was stable.

Enter Hugh (Stretch) Tucker. Stretch was another of the superb American Kite artists that were active in the 90s and a parafoil enthusiast into the bargain. He had got to know Domina Jalbert very well, and there is a small dedication to Jalbert on every parafoil he makes. Stretch came over here regularly to fly at festivals and on one of his visits to Swindon he handed me a large bag and suggested I go out and enjoy myself. It was a collection of original Jalbert prototypes, and sure enough I did enjoy myself, with the most amazing selection of designs on the theme of parafoil that it was possible to imagine. The most unusual was a double decker with two rows of cells on top of each other. I soon came to realise though, why none of these had been adopted as a basic design. Now Stretch had come up with a design that he called 'The Painless Parafoil' and before I go on, perhaps a few words on the finer points of parafoil building might not come amiss.

There are two basic designs. Crown rigged, where all bridles are the same length and the kite assumes a curve in the sky, and flat rigged,

which does just as it says. The bridles get progressively longer as they get towards the edges of the kite. There are also two basic methods of building, one with all the stitching done from the outside and the other where you stitch from the inside. Added to this is that there are three or four rows of ventral keels, all of which overlap each other precisely, you are stitching curves to straight lines, all to an accuracy of the thickness of a pencil line. If this is not enough there is also the small matter of triple hemming everything plus adding bridle loops into the hems of the keels. Not enough of a problem, well all hems have to be handed and overlaps handed as well to have everything symmetrical about the centre of the kite. Finally, when it comes to assembly, the needle will have to go through at least 9 layers of material or 15 if you work completely from the outside.

Hence the 'Painless Parafoil'. Stretch had produced a simplified design with single keels, straight cut profiles and most importantly, detailed instructions. Parafoil assembly takes care and precision, but the final seam takes a leap of faith. If you get this wrong, then as Stretch points out, you have stitched your machine irretrievably into your parafoil. The trick is this. You assemble the entire kite onto the bottom sheet. Then start stitching the top sheet onto the profiles working from one end and putting the seams on the inside. This works until you get to the very last profile on the other end. The entire kite must then be rolled inside out and into the very last cell, leaving a very stiff and tightly packed ripstop sausage up to 10ft long, with the final seam now on the outside. Stitch this and then start worrying. Believe it or not, you can then roll the entire kite out of the single cell, just like rolling a sock inside out, and there is an almost complete parafoil. Does not seem possible, but it works.

I had seen some of Stretch's kites, in particular his lions and tigers, so decided to use this design. First I had to go to London to find a book of Nagel prints and then choose an image that would fit the proportions of the kite. Cleo was my girl, and so began my most nerve-wracking piece of kite building ever. Don Mock had given some very good workshops on appliqué and so I set to. It was not easy keeping exact tension on the sheets of ripstop or stopping puckering as I sewed, but I got there in the end. Cutting out the various layers took another large leap of faith to ensure the correct colour was showing

Perils Of The Parafoil! - Hugh Blowers

and the seams were holding all the pieces together. Even though I say it myself, it is a piece of work I am proud of. It flew well and at the first public airing on Blackheath, won an award. It was also featured on the back of Barry Pitman's short-lived magazine. It was Cleo though that led directly to the sorry saga of the parafoil and the poo 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. We had been invited to a festival at Canterbury, organised by SEKS. It was a new venue on a farm that was diversifying by organising events. A lovely site with two large fields, camping all round and a very large turnout from flyers from all over. The tone of the weekend was set when we arrived to find that the fields had only recently been vacated by a herd of apparently incontinent cattle. The fields were covered in pats that had hardly started to crust, so it was not long before most people were sporting at least one green and very smelly shoe, not to mention the splattered socks and trousers. Some unfortunates were even worse off after over exuberance in the rok fights!

The farm had imported several large portable buildings for facilities, probably from a civil engineering project, so there were showers toilets and changing rooms. Quite extensive by kite festival standards. We headed off to the toilet block on the Saturday morning as you do and they were most commodious, certainly not in the Owen Pugh vein. But, on leaving there was an ominous rumble and everything that had been deposited recently shot out of a large pipe on the side of the building, to land just by our feet. Most unpleasant by anybodies standards, but apparently the farm had forgotten to connect this building to the drains! Remember this as you read on, as it is very relevant.

I had entered Cleo for the Kiteability kite making competition, so was flying yet another parafoil, this time an all red 45 built to a new design by a commercial maker. He reckoned this had solved all the problems of his previous design, which was very stable in yaw, but had no concept of up! What on earth does that mean. Well the kites would fly happily on 2/300 feet of line, perfectly stable, but about 85 degrees to either side of the anchor. In other words, it was flying head into wind but on its side, and within 50 ft of the ground, which is weird.

Anyway, I had the 45 set up with 5 tails that graduated from 10 to 50 metres long on the line and it flew happily for something like 6 hours. Late in the afternoon I was called to the commentary box as Cleo had won another award. Just as I was halfway across the field, the parafoil turned sharp right and dived to the ground, disappearing behind a large mound of earth. As it was open land there was no danger so I wandered over to discover that the large mound of earth had actually been dug out to make a pit for slurry from the farm and there was my line and tails being slowly engulfed by this odious malevolent effluent.

Oh **** I thought, appropriately in the circumstances, as I had to get to the kite to untie the line before I could retrieve anything. Climbing to the top of the mound I realised to my horror what was the other side, a pit slightly smaller, but containing all the human nasty from the portable toilets and elsewhere!!!! Where was my parafoil, no I was not that unlucky, as it had landed just a few feet beyond this second and even more disgusting pool of unmentionable, but of course, the line went straight through the middle of this putrid mess. Mindful of the cost of everything, a lot of washing rendered the outfit sufficiently fragrant to travel home, but strangely, everything had a delicate green tinge after that. Needless to say, that particular parafoil did not last long in my collection.

How did my fourth attempt at parafoil building fair then? Well, artistically and as a piece of kite making, immensely so, but as a reliable, stable parafoil, only up to a point. I have now flown Cleo at numerous festivals and it always attracts a great deal of attention, but the design does have one quirk that seems to be common to the breed. They will fly in the lightest of winds when you would not expect a parafoil to fly. They are very stable as long as they have a long tail or drogue, but, if the wind strengthens to more acceptable parafoil velocity, it will dive all over the place with no warning and becomes completely unruly. So, was it a success then, not totally it has to be said, so the search for the perfect parafoil went on.

Don't miss the next thrilling episode always assuming Gill and Jon are receptive?

Festival Reports—Hugh Blowers

All Photos—Lynn Blowers

Plenty Of Wind. Berck Sur Mer 2010.

After the huge success and wonderful flying enjoyed by all at the 23rd RICV last year, it would be difficult to anticipate that the 2010 event could embrace the same level of superlatives. The hundreds of flyers and hundreds of thousands of spectators that travelled to the north coast of France in the second week of April were not to be disappointed though.

From the British perspective it would be the financial situation and state of the pound that would concentrate the mind and ultimately affect the number of visitors from across the channel. This year the event incorporated the World Team Championships again, with competition over three days. It is a sad reflection of the state of sports kite flying that just 8 teams attended. Work commitments kept the Japanese away while visa problems prevented another team from South America getting there. With the Japanese missing, the trophy was there for the taking. Red Bull Kite Force and Scratch Bunnies would certainly be considered favourites before the competition started, but watching Kite Force in practice the previous week was enlightening, as they had lost much of their crispness. The championship would be far from a foregone conclusion this time.

The cost of promoting the Championship had restricted the budget in other areas, yet Gerard Clement had still assembled a remarkable array of flyers to keep the crowds entertained throughout the week. For those that have attended over the years, this has been the major change in the Berck festival. In the past, the five weekdays were very low key, but of late they have become as popular as the weekends. Again, the arenas stretched the full length of the beach and the entire promenade was taken over for trade and concession stalls and for the first time ever closed for the whole 9 days of the festival. Two huge exhibition halls had been erected on the car park for an eco exposition, with daily conferences. With the non-stop sunshine for the entire event and school holidays, the crowds were incredible, with traffic and parking providing the normal level of chaos. French organisation is remarkable compared with the UK, never officious, never apparently efficient, and yet totally effective. Parking for the flyers, hospitality, lunches, drinks, entertainment and everyone involved working towards one end, the success of the festival. We cannot speak highly enough of everyone we had contact with from the gatemen to the digger drivers and the staff of the Tourist office and CFPA training establishment. A special thanks goes to Alain who seemed to be responsible for solving every problem that came to light on any front.

The dominating feature of the 24th RICV was the same one that was to cause so much aggravation towards the end of the festival and beyond, the high-pressure system centred over England. This was to bring strong and cold northerly winds down the beach for the entire first week. The sand found its way into

every possible orifice, and I do mean every orifice, as one Belgian lady pointed out in the most delicate of terms. Out of the wind, sunburn was likely, yet the factor 25 and sand proved to be a good substitute for grinding paste. I admired all those with very expensive cameras being subjected to this continuous onslaught. At one stage a sound just like a rifle shot had everyone looking until we found the 500lb line on our crab had snapped, which gives an idea of how strong the wind was. Seriously secure anchors were the order of the day, and some were patently not as the kites headed downwind testified to.

On the kite front it was very much a repeat of previous years with most of the major display teams groups and individuals represented. Amongst the acres of inflated ripstop one piece gained maximum attention for two very prominent features. This was the 'mermaid with the big boobies' by McConnochie. The design is not new, but this version had definitely undergone enhancement in the chest department. A flight of fancy, or modelled from life, Phil was not letting on, but in due deference to those of a nervous disposition he had a system for attaching a bikini top to preserve her modesty. The veteran festival goers amongst us recognised the wind as a true 'Skunk Wind' as described by Aimee and Olive Barsalou from Canada. It was lovely to see them both in Berck again, but they had left the skunk train at home, allowing some of Aimee's other wonderful 3D creations to be flown and these relished the stronger winds. Jurgen and Thorsen from Looney Tunes had their usual collection of characters along with a giant 'Marvin The Martian' that was new to us. Another 'fully loaded' team are Berg Adler. Dirk and Sonja Kruger are best known for their 'marriage bears', but Pedersen and Findus are a new departure and represent my 'kite of the festival' choice. Pedersen is an old woodchopper and Findus his cat. The size of these two pieces is mind boggling, yet the modelling of both is superb and another example of the amazing kite making that goes on in Germany.

As usual, it takes a while for everything to get underway on the first day, and as more and more equipment has to be transported across the sand, so it takes longer. By early afternoon everything was in the air and the non-stop flying display in the main arena underway. It was clear that some of the teams had to up their game before the competition started. The lack of competition did show, while the strength of the wind did not help with precise flying. As the routines become more complex, so the errors become more noticeable. The Rev teams continue to advance four line flying, with FLIC producing an amazing piece of choreography to Beethoven's 5th. The high point to my mind was the seven kites in two groups of three, with the odd man (woman) rotating with each group in turn. Quite mesmerising! The two-line 'megateam' definitely needs some choreography; as each day was a long session of 'follow the leader' with the odd collision thrown in. The quad megateams were a different kettle of poisson entirely and I will return to these later.

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What was most obvious this year was the total lack of the day trip or short-term visitors from the British kite scene. The Longbottoms, Blowers', Bindons and Bob (sex for hire) Cruickshank kept the flag flying in the arena, augmented by the Penneys, Blooms, Bakers and Johnsons for the second half of the week. At the far end of the site the Thomas', Deardens and Sue Storey were doing their bit. In the display arena, Decorators and Flying Squad members ebbed and flowed, while the two sports kite teams had their minds on something more serious.

Something different was provided by the so-called 'special relationship', which resulted in several 'accidents' and two cases of drunken driving. Before anyone jumps to too many conclusions, the cars involved were the latest ground inflatables from Peter Lynn Kites. Designed by Australian Jan O'Loughlan and now produced by PLK, these 12ft long sports cars have a cockpit in the middle that allows for one normal size or two small passengers to actually sit in them. This was the first time that these new toys had been seen in Europe, and by raiding David Gomberg's shed; Lynn was able to add two more to the one supplied by courtesy of the Penney's. These were a constant source of amusement with numerous photo sessions for children and consenting adults. Unfortunately they continued to bring out the worst behaviour with crashes, pedestrians run over, drunken driving and general mayhem, and that was only the adults. Incriminating photos are available at a sub-



stantial cost.

After the weekend we settled down to something of a routine while the teams prepared for the competition. Mornings were for figures and 'technical routine' while afternoons were for ballets. With just 8 teams the figures did not take long, and according to British Chief Judge Andrew Taylor, they were of very good standard. No doubt Keith Griffiths of STACK will report on the technical stuff, so these are just my observations. Incidentally it was lovely to see Keith and Vee making the transition from the 'dark side' at times. The competition was so much closer this year, with none of the teams headed into the distance as previously. Some were definitely struggling as they admitted that they were not yet in the same league. Freaks from Argentina deserve special mention here. Competitive sports kite flying is unknown in their country so they are entirely self taught and arrived having never taken part in a competition, yet were not disgraced. Flame, with Zoe Hancock re-mustering after several

seasons, suffered several bits of bad luck and misfortune that left them lower than they should have been. Kite Force and Scratch Bunnies were vying for first, but quite capable of being beaten. Previously, Scratch Bunnies had shown fantastic individual flying skills that did not quite gel as a team, but this year they were on a different level. For me though, there are too many long interludes with kites on the ground and not much happening in the air, but then I am an old 'greybeard' that enjoys routines where the landings come at the end. Yes it is clever, but is it entertaining?

The scoring system is slightly unusual for this competition with three goes at everything with the best two scores for each being averaged. The final days scores are not revealed until the gala, but after day 2, Scratch Bunnies looked to be in with a shout. For their final ballet, they really did 'go for broke', and seemed to hit very element spot on, including the trick bits. There seemed little doubt that they had done enough and knew it, but it was down to the judges and 24 hours to wait to see if James and Carl Robertshaw were once again to be members of a 'winning team'?

All this was going on to a constant background of Rev teams grouping together either for practice or the enjoyment of flying. One notable absentee this year was Ray Bethell who has called a halt to his punishing overseas schedule, but the Revs under the guidance of Steve Hoath provided an equally spectacular alternative. Portsmouth and Bristol set the standard, and this year 36 Revs worked their way through a very complex series of manoeuvres. Steve admits that voice control of that number of flyers from different countries is fraught with difficulties, yet the concept continues to develop and amaze. It is a great deal of work for all those involved and as Steve Matchett described to us, you cannot afford to look at the large picture, you must concentrate on your own kite. If this is the case, then 36 flyers will not appreciate just how fantastic the Rev megateam display was. Well done and thanks to you all. A feature of Berck is the non-stop arena programme of sports kite demonstrations. Every team has to work hard throughout the afternoon, yet it was an individual routine by Richard deBray that appealed to me. As a man that once managed an axel, although probably by accident, I really appreciated the total control he displayed, with every move matching the music exactly, including the trick elements.

The festival really does cater to the needs of flyers, but this year had gone one stage further. Conscious of all the hard work being done on the beach, the management had engaged a masseuse for the duration of the festival. Zara was available for neck, shoulder and back massages, which was a lovely way to unwind after a hard day. The only odd factor was that it was all in public and one had to withstand the taunts and rude remarks of ones fellow flyers. Not too bad until the end of the treatment when Zara would

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start beating you all over with a bamboo brush. It must have been good as it was rumoured that Bob C went back 14 times?

One of the most remarkable kites of the last few years has been the dragon from Rolf Zimmerman. No stranger to getting complex shapes to fly, Rolf has persisted with this amazing design and now has it flying with its head held high. His latest version in wine, red, gold and black flew majestically and one evening we were treated to the site of three of these lovely dragons flying together with hardly a flame in sight. With Rolf, No Limits, AWITA, Phil McConochie Peter Lynn, Andrew and Kathleen Beattie and the Al Farsis all sharing the same arena, space, anchors and patience were at a premium. The tangles observed from the relative tranquillity of our arena reminded us of why we were stationed where we were. Having seen the mid sized Centipede last year, Andrew brought his maxi version, and that is an impressive beast. Perhaps we are into a period when kites from the past will be making a comeback. Many people have not seen some of these older designs, and they are no worse for being a few years old.

On the subject of older designs, I was particularly impressed with something that Karl has recently produced. Many years ago, and here we are going back to the 19th Century, Dart Kites of Gunnersbury produced a very realistic folding Hawk Kite for 'sportsman'. Made of spruce and silk it came in its own wooden box with three conical drogues. George has one, I had one, and a customer of Karl's wanted a replica made of his that he could fly. Karl has produced a number of these, some with wood spars and the one he was flying, an all carbon version in black. It really did look good in the sky and almost persuaded me that I did need a 'Longbottom kite'.

Friday night is Gala night and with the Kursaal being gutted, the organisation did a wonderful job in seating and feeding everyone in the hospitality tent. It was difficult to believe that just before the festival started, a 10 metre tide had the sea right into the tent. Festival dates on the north coast of France have to be chosen carefully. Remember the year at Hardelot when the beach never appeared? As usual, there were some high spirits that resulted in some instant retribution, but strangely the perpetrators seemed to escape unscathed. Sara Longbottom received a very well delivered and neat 'clip round the ear' although entirely innocent (well that time at least)! The film of the festival was greeted with the traditional cheers as each kite or flyer was featured, but that was nothing compared to the cheers every time the Mayor mentioned grand fromage Gerard Clement. It has now become a custom to award a gold medal of honour each year and this year it was given to the Al Farsis for their contribution to kiteflying, mmm! Following the eating, the results of the team championship were announced and it was no surprise to hear that Britain once again had the World Champions in Scratch Bunies



For two days, the huge digger had been ferrying lighting units, cabling and generators around the beach ready for the night fly, which begs another question. Could you leave tens of thousands of pounds worth of hi-tec gear on a beach in Britain and still expect it to be there two days later? Well, just to prove a point, France 3 TV set up a mobile studio on the beach just behind us, which they left there ready for a very long live broadcast on the Sunday. The morning after the gala is always a bit jaded as it is a very late night and for the first time in 8 days, the wind wobbled about and did not do much until after lunch either. The afternoon proved to be the best flying conditions of the week with a rock steady wind coming of the sea allowing virtually everything available to be flown at the same time. The only blots on the landscape were Peter Releit's gigantic Premier flowform which proved why flowforms are best left to skydivers, and Bernard Dingwerth who always wants that bit of sky you are flying in! What was worse was that I only had two cans of beer all week and both ended up getting spilled through the above incidents. A word of warning was given to all, that if we were flying in the night fly to beware of a very large hole in the arena. As yet this did not exist, but the arrival of a very large excavator indicated that Berck would again be providing something very different during the Vol de Nuit.

By the time we had finished eating, the bright sunny day had been replaced with a starlit night and new moon and a very gentle breeze. The famous blue pilot AKA the b*****y blue pilot by certain members of the Longbottom family, well all of them actually, was finally persuaded into the night sky after a brilliant long launch courtesy of Lynn and June Johnson. After working it up to something over 350ft it was time for the sea star and all its reflective trim. For the first year ever the wind was in the right place for the spotlights so that it would be shown to its best. Curses, thwarted again, the control system packed up and all the lights went out around the arena, so our star remained a dark shape in the sky again.

It was plan B as the hand operated spot concentrated on aforementioned hole from which a large globe emerged supported by a number of white clad ethereal figures. A number of white wraiths (actually FLIC in white decorators overalls) wafted kites around as the sepulchral tones of the commentator told a long

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story about something, presumably the fragile earth as it was an eco event, all interspersed with bursts of fireworks. Not so much excitement with kites getting in the way this year, although one pilot did look very vulnerable. A direct hit was observed on a bird the seemingly got in the way, but this turned out to be one of Karl's pterodactyls. Anyone want a slightly singed prehistoric bird?

The grand parade always confirms that kiteflyers need little excuse to enjoy themselves. This year the route had been extended and almost doubled in distance. A band and majorettes led off, but the flyers and attendant drum group were a little more tardy and arrived at the casino just as the lead group set off on the second half of the route. We all regrouped and were now in the lead of parade part two, much to the bemusement of the police and amusement of the Berck population, not to mention the frustration of motorists waiting behind us. Eventually we all arrived back at the beach where a collective madness seemed to overcome everyone, or a desire to get to the toilet, depending on your age.

After 8 days of wind, it was inevitable that the TV put on their live broadcast in very marginal conditions. It was a very 'French' production with just two high chairs and a table on the beach, taped off from the public. During the course of the programme, most elements were featured, with Gerard Clement spending a long time 'in the studio'. The person I felt most sorry for was the girl with the steady cam. She must have walked miles with this device strapped to her and that sand takes it out of you at the best of times. Mind you, when you are in the background of a live TV broadcast for something like 3 hours, you do have to be a bit careful

Sundays are beginning to look like the Von Trapp family leaving the stage one by one as people headed for home. Even the wind decided it was time to leave, and this year there was the added complication of the ban on flights. There was a great deal of toing and froing as foreign guests tried to figure out what on earth they were going to do for their onward or

homeward trips. Kites and gear was farmed out and deals done, but ultimately, there were a number completely stuck with little prospect of getting away for another week. Travel arrangements apart, it had been another superb festival with not so much as a single drop of rain. The sand has left its usual legacy in kites and bags as well as the normal level of physical exhaustion. It is the 25th running of the event next year, and hopefully, the pound will have recovered sufficiently to make it viable and affordable for us all to attend again.

No volcanic ash over Rougham

The weather gods have not smiled kindly on the Suffolk Kite Festival of late, and the forecast leading up to the weekend did not look all that encouraging either. It did seem to change on a daily basis and promised everything from no wind to strong wind and heavy showers to cloudless skies. In short, not a clue as to what we were likely to experience. Martin Corrie and the Suffolk Kite Flyers deserved a bit of luck, and happily, the 2-day festival enjoyed the best bits of the forecast and missed out on the worst bits. As an added bonus, the wind was relatively constant in direction and almost perfect strength. There were odd occasions where it dropped to nothing, but soon came back, and from the same direction, which is unusual. Both days it performed this trick at exactly packing up time, so the hauling down process was avoided. Except for Andrew and Kathleen that is, who had to haul their manta and pilot down from a very long way up early on Sunday morning!

Rougham airfield is privately owned and used throughout the year for commercial events, of which the kite festival is just one. After the weather had affected previous festivals, the landowner had combined two events so that we were sharing the site with 4x4 off roaders. This did not diminish the space available to the kite festival, but did change the layout of the site, which did not work to our advantage. The campers now occupied what was the car park, while the public car park and concessions were removed to the far side of the field, effectively isolating the kite festival. It also meant that it was a seriously long walk for a cup of tea or a visit to the toilet. It really was a case of setting out before you needed to go. The kite traders found themselves in a sort of limbo, not being on the route to anywhere. Worst off were the Rougham Tower Association, co-promoters of the event, who had all their stalls and catering arrangement established in an area totally devoid of public.

The one thing Rougham is not short of is space, and again there was an arena for the exclusive use of STACK, a club arena, public flying area, display kite arena, powerkite area and the main demonstration arena, where a full programme had been arranged for each day. As usual, the Suffolk Kite Flyers had worked exceptionally hard to mark out all the areas and provide named spaces for guest flyers, yet something was lacking. Ah yes, kite flyers! For reasons

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many, various, and in most cases quite understandable, the Stack competition was poorly supported, with the officials nearly outnumbering the competitors. The competition consequently did not last long and so officials, flyers and all concerned joined together to provide some of the best flying of the weekend with an impromptu megateam.

The display arena featured the usual culprits, with the Beatties, Penneys, Blowers' and Kuhns, enjoying the space and wind to get the combined Italian and French sand out of their kites. It was lovely to see Jerry and Carolyn Swift making a return visit, especially as they had picked up Ernest Barton and George Webster along the way. It was Georges avowed intent, not to commentate, organise or do anything else, other than fly. It is always a joy to see what George pulls from his kite bag as he has probably the Country's finest collection of historic and forgotten gems.

Talking of forgotten gems, Paul and Helen Morgan had brought some more of the late Tony Slater's items for sale, including several built up examples of kite planes from Stratton Air Engineering. Not only were they delicate when built up, being mainly balsa and tissue but they were also notable for their total lack of transportability unless boxed up as these were. They do take up a bit of space, especially the Wright Flier or Ghost Clipper. Jerry and Carolyn, apart from their predilection for dropping unsuspecting fauna (not forgetting flora) from a dizzy height, have also assembled a remarkable collection of art kites, featuring nubile ladies in various states of undress. Must be the influence of flying at Furtaventura?

At the other side of the field a contingent from Brighton, led by Simon, and a corral of Great Ouse Flyers were able to enjoy their own air space. Clearly evident, were a new group calling themselves the Kite Weekenders, although a closer inspection revealed them to be regular festival goers that had remustered. From amongst them came a string of well-modelled inflatable Polar Bears and congratulation to the maker of these. It is refreshing to see home built inflatables competing with the plethora of PLK and Rolf Zimmerman offerings. Much in evidence was Suffolk Club's own Peter Lynn Teddy Bear flying happily near the main arena.

It seemed a shame that with all this space and plenty of wind, there were not more kites. From the extreme upwind side of the festival it was obvious just how little there was in the sky at times. One of the MKF members wandering past questioned why there were so few, when the camping area was packed, which does highlight an ongoing trend unfortunately and here I will head off at a tangent for a while.

It is a particular hobbyhorse of mine, but does reflect the views of several organisers and a considerable number of committed flyers. We all enjoy kite festivals for whatever reason, and that is why we go, but in a classic Catch 22, if there are not enough kites fly-

ing to satisfy the public, organisers, sponsors, council etc, then there will not be festivals for us to go to to enjoy. As put to us by two members of a well-established club "our club needs to decide if it is a camping club or a kite club." Would it be too much to expect each registered flyer, camping unit or recipient of a car pass to fly at least one kite?

Having got that off my chest, it is back to Rougham and straight back into the same controversy but from a different direction. The festival usually provides something different, and this year it was to be an 'Edwardian Kite Contest' as seen at the Wirral last season. Open to all and any kite, it rewards the kite that is stable, flies at a constantly high angle and does not fall out of the sky. It does not require any special skill or a period kite and was intended as a fun diversion for all, with the bonus of a lovely glass trophy donated by the BKFA. Total entries, zero, so it was a somewhat dejected Jerry, Carolyn and Ernest who trudged back from the arena having tried, but failed, to engender some enthusiasm into the kite flying fraternity. Perhaps it was lack of publicity or lack of penetration of the PA, but their efforts should have been better rewarded. Sorry chaps and chapes!

Like Blackheath a couple of years ago, we were somewhat disconnected from the demonstration arena, so could only observe the programme from a distance. With Ray Bethell now restricting his activities to North America the UK finds itself in the luxurious position of having three extremely skilled practitioners of flying three kites simultaneously, and two of these were at Rougham. Carl Wright and Bryan Cattle always attract an appreciative audience for this seemingly impossible display of hand, eye and waist co-ordination.

From the mastery of three kites and six lines it is a considerable jump to one kite and one line, yet the control that Stafford Wallace has over his fighter kite is equally remarkable and he was in constant demand from people wanting to learn to fly these kites. Away over the other side of the site a Rev mega team were working hard, but sadly no idea who was involved. Carl and James Robertshaw again demonstrated why they are the best in the world and still flying to the same very high standards several years on from their first success at World level.

For two days the weather had cooperated. There was almost unlimited space and a spooky reminder of where we were flying came from a B17 Flying Fortress that fled low over the site on Sunday afternoon, returning slightly further away some while later. Martin Corrie had again brought in an extensive list of guest flyers, but the new site layout spoiled what could otherwise have been a perfect festival, at least from the flyers point of view. At Rougham though, it is the paying customer that dictates, and how successful it was in that respect, we will just have to wait and see.

Tuning a Peter Lynn Pilot Kite—Peter Lynn

Judging by how some of them fly at kite events, it seems that almost nobody out there (or at the PL Kite Factory for that matter!) yet knows how to tune Pilot kites. I've attempted to describe the process in previous Newsletters but clearly haven't connected.

This is my fault entirely; I've been explaining it too technically, using too many words, and trying to cover too many exceptions.

It's easy, and even the why of it is simple:

Here's the essential:

To pull a Pilot kite to the right, shorten "B" bridle on the right. - End of story!

A's are the set of bridles along the leading edge, B's are the next set and C's are the ones nearest the trailing edge. (on later model 8 bridle Pilots there's no C in the centre span.)

OK so I've lied a little, not quite the entire story: the kite will be sensitive to this adjustment to within a few millimetres, but only when the B bridle length is already nearly correct. Often it will be necessary to pull in 50mm or so before it gets into this critical range. I think this is why it's so confusing. If you shorten a side B by 50mm and nothing seems to have happened, then it's completely reasonable to expect that another 10mm won't make any difference either. And if you then shorten it another 50mm and that side of the kite folds in half and won't even stay inflated, then the conclusion might reasonably be that changing B lengths doesn't work at all as a tuning system. But it does. You just have to find the critical length range within which it works. Somewhere in the middle between the extremes will be a +/-25mm length range that will enable any Pilot I've met so far to be centralised.

But isn't this rather a brave statement of the 'Bring me your sick and dying and I will heal them' sort? Well yes, I am a bit nervous.

Realistically I expect there are some Pilots out there that are so asymmetric (from angled weft, manufacturing inaccuracies, asymmetrical stretch or a combination of these things) as to be beyond help. But for some years now I've been taking the Pilots that have been rejected as un-flyable/unsalable by Peter Lynn Kites Ltd, fixing them by the above (and below) techniques and using them at events, - and haven't yet had a failure.

But what about stability?

What to do when your Pilot starts weaving around all over the sky then crashes out in a series of loops (taking other kites in the vicinity along for the ride). This cure is also easy:

To stop Pilot kites zooming around, shorten the cen-

tre span B bridle. End of story.

But by how much should you shorten centre B?

By just enough to stabilise the kite, because too much will eat in to light wind performance.

And the reasons for why these techniques work? This really is simple:

The more lift (upwards force) that a kite generates, the less stable it will be, but the more drag it creates (horizontal force), the more stable it will be.

Shortening any B bridle reduces the camber (lift creating curvature) of that section of the kite, which decreases the amount of lift and increases the drag generated there.

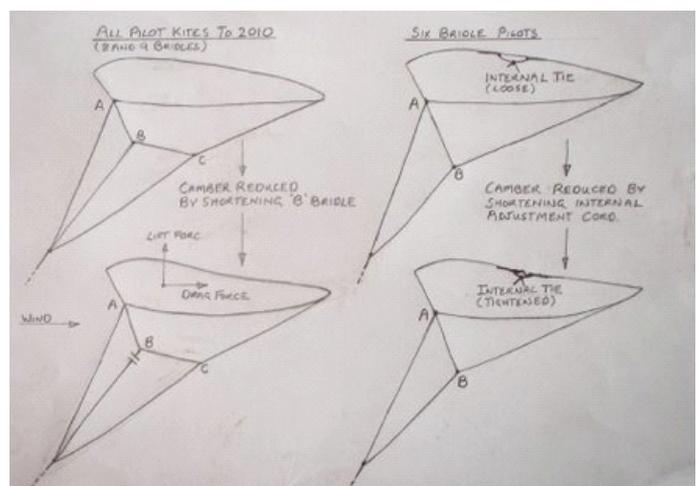
When B bridle on the right side of a Pilot kite is shortened it reduces the lift and increases the drag from that side of the kite, allowing the left hand side of the kite to dominate and push the kite to the right.

When the centre span B bridle is shortened, the camber in the centre of the kite is reduced so the amount of lift generated is reduced and the drag increased, so the kite becomes more stable.

Sure there are forms of instability that this adjustment won't cure, but the zooming around sort is by far the most common, and this is a complete fix for it.

These techniques work for every size and every model of Pilot kite produced by Peter Lynn Kites Ltd so far.

For the next (probably 6 bridle, but not yet finalised) models, rather than changing bridle lengths, there is to be an internal adjustment that accomplishes the same effect. This is neater, more predictable in effect and even simpler to do. It can even be retrofitted to earlier 8 and 9 bridle Pilots if you have a mind to.



A Tribute to Tony.....Paul Chapman

Telephone: ARChway 3444



Brookites Ltd.
FRANCIS TERRACE
JUNCTION ROAD
LONDON, N.19

RETAILERS' PRICES

"Brookites"
Double Box Aeroplanes
This kite is popular with enthusiasts and flies to a great height in a moderate breeze.

IN 3 SIZES	Selling Price
No. 1	18/-
No. 2	28/-
No. 3	40/-
No. 4	60/-

WAR KITE
An extremely attractive and quick selling kite, combining the stability of the box and the flying power of the wing.

IN 3 SIZES	Selling Price
No. 1	26/-
No. 2	34/-
No. 3	48/-
No. 4	68/-

"The HAWK"
A most fascinating kite - when in flight the wings rise and give the appearance of a bird in flight.

IN 4 SIZES	Selling Price
No. 1	18/-
No. 2	26/-
No. 3	38/-
No. 4	52/-

BLUE BIRD
This is a most beautiful kite made in blue and white materials and one that will attract great attention when in flight.

IN 3 SIZES ONLY	Selling Price
No. 1	18/-
No. 2	26/-
No. 3	38/-

CUTTER KITE
The "Cutter" design has for years been regarded as a standard kite.

IN 5 SIZES	Selling Price
No. 1	12/-
No. 2	18/-
No. 3	26/-
No. 4	38/-
No. 5	52/-

*** SPECIAL BAYON DIAMOND KITE (Without Fin)**

Per doz.	Inc. P.T.
No. 1	18/-
No. 2	26/-

OCEANA KITE
This is a copy of the old Chinese Kite and is highly recommended for light winds.

IN 3 SIZES	Selling Price
No. 1 (Paper)	12/-
No. 2 (Satin)	22/-
No. 3 (Satin)	32/-

BOX KITE
These kites are made in assorted colours.

IN 4 SIZES	Selling Price
No. 1	26/-
No. 2	34/-
No. 3	48/-
No. 4	68/-

AERO
18/- Per doz.
Selling Price inc. P.T. 18/-

DODO
21/- Per doz.
Selling Price inc. P.T. 21/-

SINGLE BOX
21/- Per doz.
Selling Price inc. P.T. 18/-

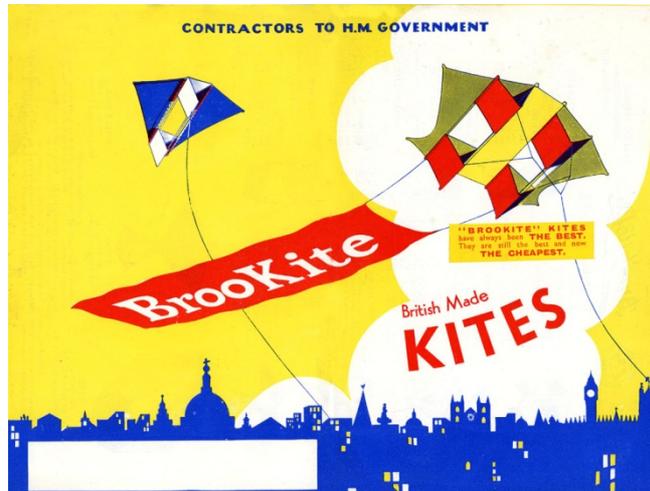
OCEANA OUTFIT.
Containing Oceana Paper Kite in box, complete with tail, string, parachute and release. A complete kite outfit.
18/- per doz. Selling Price inc. P.T. 18/-

BROOKITE TWINE 4.8 gu.
Selling Price P.T. inc. 18/- each (approx. 70 ft.)

When ordering please state name of kite and number. Orders over £10 Carriage Paid. Free Delivery London Area. Prices subject to P.T. Samples sent at Trade Prices. WHOLESALE & EXPORT TERMS ON APPLICATION

I flew a few kites the other day; well, the weather was good, the wind pretty well perfect and it was a while since these old kites had flown. Most of them came from Tony Slater who, sadly, left us a year ago for his own space in the sky. While Tony knew a lot about fighting kites, he also knew a lot about every other kite that there was. So I flew the kites in silence and let Tony do the talking.

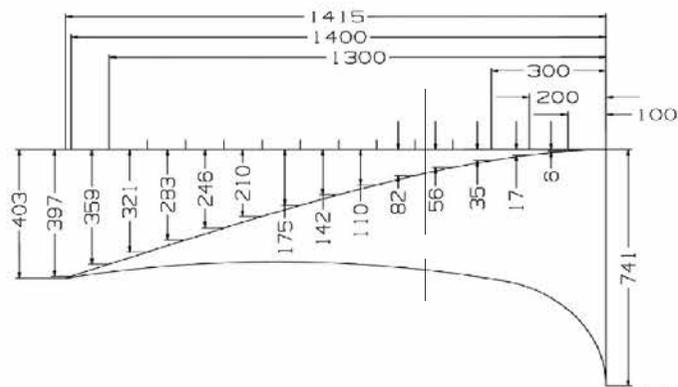
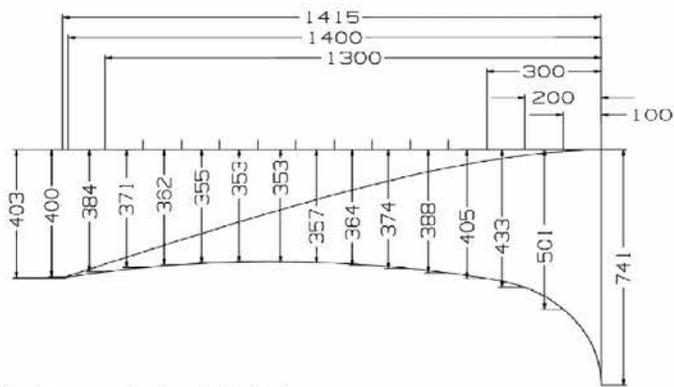
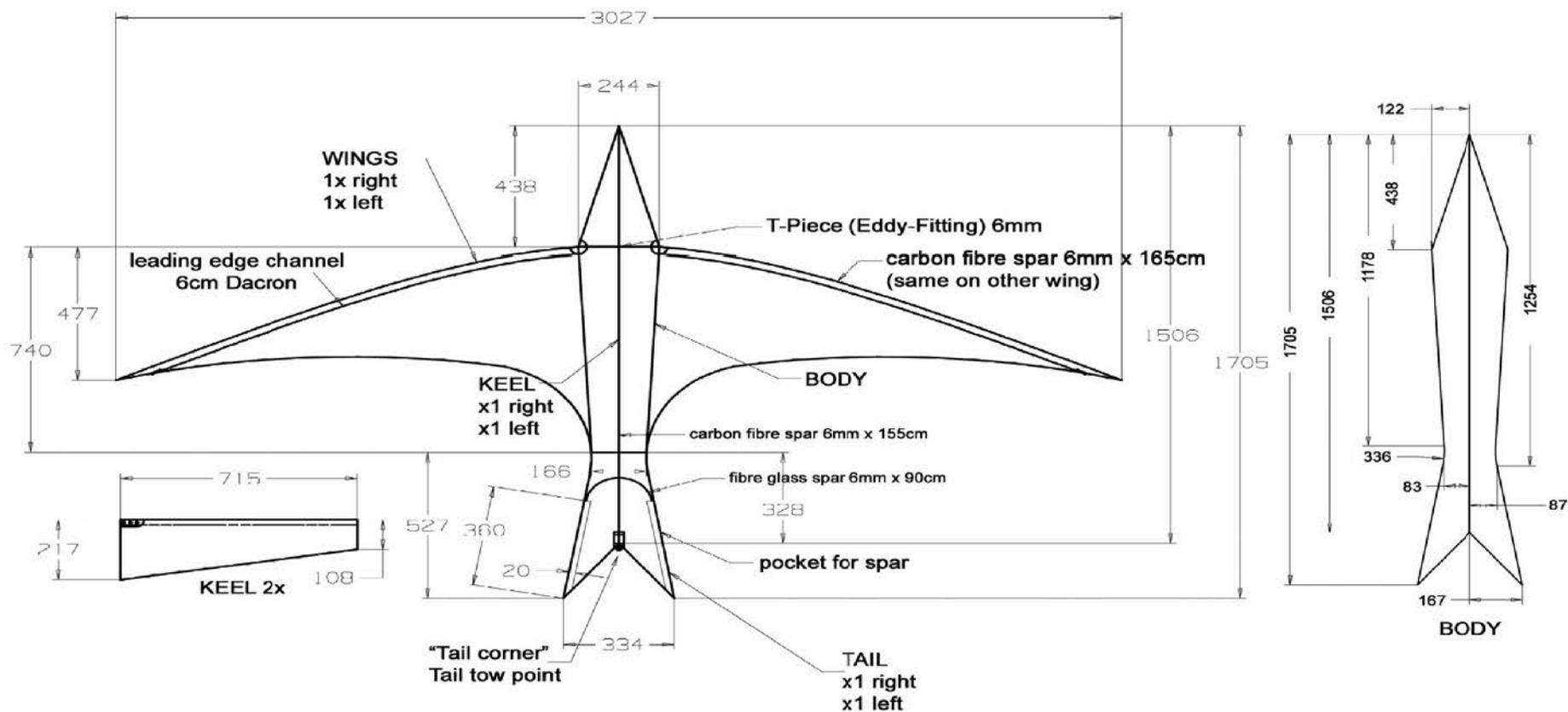
The kites are, of course, Brookites. They were made in the days when everyone flew a Brookite since these were virtually the only kites that you could get hold of. Cotton of course. They were turned out from a manufactory in a place called Francis Terrace, somewhere in London.



Tony's Brookites fly pretty well, but are not pretty and have been 'Slaterised' in his unique way. I had momentarily thought of rebuilding them to their original state. But then they wouldn't be Tony's Brookites would they?



"Feuervogel" The Firebird by Peter Schmidt



All measurements in millimeters except where indicated

(after Peter Schmidt, 1997)

Bits & Pieces

From Wordsworth's Prelude (a secret kite-flier?).

The heart is almost mine with which I felt,
From some hill-top on sunny afternoons,
The paper kite high among fleecy clouds
Pull at her rein like an impetuous courser;
Or, from the meadows sent on gusty days,
Beheld her breast the wind, then suddenly
Dashed headlong, and rejected by the storm

From the Saturday Morning Breakfast Cereal Web Site (via Kite Builder).



Of course, not every moment made its way into the gospels.

Summer break means cultural activities around Taiwan

Taipei, July 2 (CNA) Several cultural exhibitions and activities covering a wide range of themes are available around the country during the ongoing summer break.

An exhibition featuring kites decorated with the national characteristics of various different countries will open Saturday in the arrivals lobby of Taiwan Taoyuan International Airport Terminal 2, according to event organizers -- National Hsinchu Living Art Center and the Jioufen Kite Museum.

The exhibition is designed to allow visitors to gain a better understanding of the art and history of kites, which were invented in China more than 2,300 years ago and involve structural mechanics, aerodynamics, principles of flying, design, painting and sports.

From the Telegraph Web Site The world's strangest commutes

With petrol prices surging, and warnings of sharp

rises in train fares, commuters are increasingly employing unorthodox methods of transport to get to work. Here are ten of the most innovative, dangerous, and wacky ways to commute. *[Only number 1 is relevant to us].*

For four years now 37-year-old IT manager David Grimes has beaten the rush-hour traffic by kite-surfing along the south coast from Shoreham to Brighton. Once he arrives at his offices Mr Grimes simply changes into a shirt and jacket. The bracing commute certainly beats "sitting in traffic jams and breathing in petrol fumes" says Mr Grimes, "and it's environmentally friendly."

For your iPhone

iKite—Get your summer fun started early with iKite, a fun and relaxing game for the iPhone and iPod Touch. Just grab hold of the strings and go!

Sit back, relax, and watch your kite soar and fly gracefully through the air. With skilful manoeuvring you can pull off some amazing dives, loops and tricks to impress your friends. It's fun, simple and easy.

iKite includes six different kites, each with different flight characteristics. Some are slow and easy to control beginner kites while others are fast pro kites that require a skilful finesse to control and master. You can also select from three different locations: High Kite Park, Salt Wind Beach and Dust Cloud Desert.

See how long you can stay aloft before you hit the ground and, we almost forgot, watch out for the birds!



For the World Cup (a bit late)

Kites flying off Kolkata shopping shelves as WC fever takes a grip. Kites with images of the 2010 World Cup trophy and flags of countries like Brazil, Denmark, and Argentina are selling like hotcakes in Kolkata. Kite makers here have come out with a World Cup special series of kites, which they hope will spread the football fever.

"Business is good because of this football fever, we started making these kites and customers are coming to buy these kites, we have made kites of various soccer teams inscribed with images of world cup flags, trophies of various teams like Brazil Argentina, France England," said Ajit Dutta, a kite maker.

"The customers are coming and we are charging Rs five to eight for these kites," he added.

Shopkeepers have stocked up kites inscribed with

different images of all teams that have qualified for the World Cup.

"I plan to buy some kites. I am cheering for Brazil," said Rijit Sarkar, a Brazilian supporter.

America's Got Talent

For those who do not know of this Connor Doran, a 17 year old kite flier auditioned for the show with his indoor display of Revolution flying. The video can be seen on Youtube. He got through the auditions but failed at the next hurdle. However, there is a wild card option that may get him through.

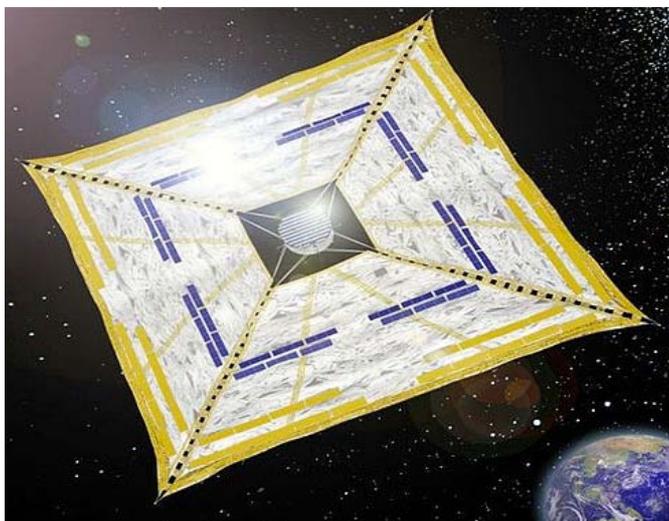
Solar Powered Space Kite

Japanese scientists are celebrating the successful launch of the first solar powered "space kite" dubbed the 'Ikaros.' The 200m² solar membrane connected to a small disc-shaped spacecraft was blasted into orbit late last month by a Japanese H-IIA rocket.

The Ikaros has been developed to demonstrate the possibility of using sunlight as an efficient propulsion system in spaceflight. The technique has long been touted as the future of Solar System exploration with the use of no chemical based fuels other than in the launch process.

The Ikaros was deployed last month with its sail wrapped around the central spaceship, the idea that by unbuttoning its four weighted corners it would allow the membrane "kite" to extent flat as the spacecraft turned. A mounted camera on the central hub has confirmed this theory has worked.

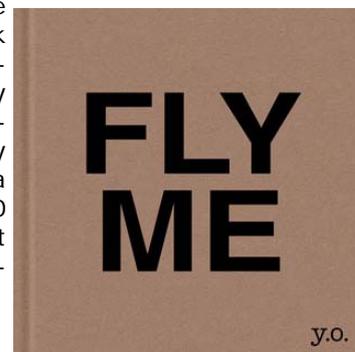
Japanese scientists will now hope to control this huge spinning "kite" as it travels through space building up energy from the sun. If instabilities develop in the sail, it could start to bend or fold, ruining the experimental project.



Yoko Ono Book—on Amazon.com

Sky people, that's what we are, Yoko Ono sang, in the 1985 song "Sky People"; "One day we'll fly and leap through the sky/To look for a good land hand in

hand." Now, through the auspices of Ecstatic Peace Library, Yoko Ono has fulfilled these words and devised a book to fly in her stead. Published as a limited edition, Fly Me is a hand bound book that unfolds to become a kite featuring seven pages of individual messages or instructions composed by Ono. These messages are designed to be read by all, in the sky on a windy day. You simply unfold the page you wish to fly and attach the paper to the bamboo frame included to construct a massive (30 x 36 inch) diamond-shaped kite. Including such characteristic Ono advice as "Imagine Peace" and "Fly," these messages are printed with soy-based inks on 100% recycled paper. The kite frame itself is made of hand-carved oak from a sustainable forest in New York state. A marvellous addition to Ono's already classic oeuvre of innovative bookmaking, Fly Me is published in a limited edition of 2,500 copies, and is without doubt an instant collector's gem.



A snip at \$200.00

Fun Fair Ride

New at the new Coney Island Luna Park is the Zamperla Kite Glider Ride. But the company also makes the Kite Flyer—First introduced in 1999 and winner of the Best New Family Ride at the 2000 IAAPA convention, the Kite Flyer has quickly become one of Zamperla's most popular rides. The signature lay-down 2 passenger gondolas let the riders experience the sensation of free flight with a wave-like oscillating motion.

From the New York Times

Taking On the Gulf Oil Spill With Kites and Cameras

For over a year, Jeffrey Yoo Warren, a fellow at the Center for Future Civic Media at the Massachusetts Institute of Technology, has been messing around with kites, balloons and cameras. The goal is to come up with tools that can be used to take aerial photos without the use of expensive equipment.

Now the project, known as Grassroots Mapping, is recording the devastating effects of the gulf oil spill using cameras attached to kites. They say these photos can then be used to assess and respond to the damage and to support possible "litigation following the spill."

The kits used to take the images are extremely simple and incorporate garbage bags, an inexpensive kite and digital camera and a small helium canister. The kites are flown to around 1,500 feet where they snap images of the area below at regular intervals. After the pictures are collected, Mr. Warren works with Stuart Long of the aerial imaging service Gonzo

Bits & Pieces

Earth to stitch the images together on a map.

There are of course other aerial images of the spill, but they are largely in the hands of the government or private satellite companies. Mr. Warren's goal is to give citizens access to technology that will let them document the effects of the spill themselves. He is putting the kite images into the public domain so they can be accessed and used by anyone without paying a fee.

Mr. Warren said his approach to taking photos offered a more human view of the devastation. "My favorite part about this project is that it really does make more sense to fly a kite with a camera on it than to try to take pictures of where you are all the way from space," he said. "You're literally holding the camera thousands of feet in the air with a string — it's a very visceral experience."

G8/G20 in Toronto

During the G20 conference recently Transport Canada released details of the restricted airspace during the G8 and G20 summits in Huntsville and Toronto. Amongst the list of prohibited activities within 15 miles was kites (we assume it meant kite flying).

New perfume for Kite Fliers?

ISSEY MIYAKE
Colours in the Wind

Discover the coloured universe of the new Issey Miyake Summer Eau De Toilette at South Court, Mid Valley Megamall from 31st May - 6th June to embark on a bright journey this summer.

Get captivated by the art of indoor kite-flying on 5th - 6th June from 12pm - 2pm or 7pm - 9pm, and get creative by painting your 'Colours in the Wind' kite to win great prizes worth RM5,000!

First 50 MJ Cardmembers to purchase Issey Miyake fragrances worth RM350 & above will receive an exclusive 100ml perfume.

*Terms & conditions apply. Judges decision is final.

Kites were used approximately 2,000 years ago in China, where materials used for kite building were readily available. Kite flying is popular all

Christies Auction—Pocock Book.

The Aeropleustic Art or Navigation in the Air by the Use of Kites or Buoyant Sails. [London: W. Wilson ?

for the author, 1827]. 4° (315 x 245mm). Engraved title by A. Adlard with hand-coloured aquatint vignette by P. Roberts, 3 hand-coloured aquatint plates, 2 signed by Roberts, one after T. Butterworth, the other after S. Colman. (Two plates detached, text leaves loose, spotted and occasionally dust-soiled, tear to margin of F2.) Original paper-backed boards with printed cover label (spine worn). Provenance: J. Whittuck 1828 (inscription on label).

Estimate £700—£1000. Sold for £2,250.

Aerial Photography

WOKIPI (www.wokipi.com) is a web site aimed at the "Promotion, practice and development of video or aerial photography by kite and balloon, in all its forms, through trips on five continents. The choice of the environmentally responsible approach is to use a technology non-polluting, quiet and environment-friendly."

Take a look.

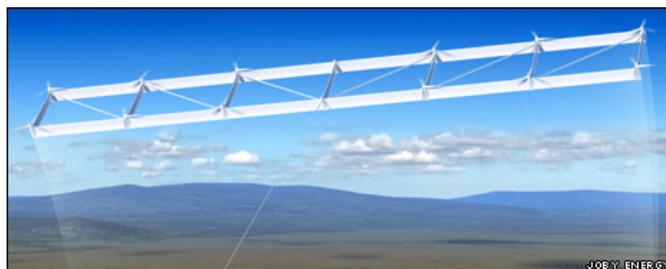
From the BBC

Wind turbines take to the skies By Lakshmi Sandhana. For JoeBen Bevirt, the future of energy production is up in the clouds.

The inventor is currently putting the final touches to a series of large kites, which he says will be able to harvest the fast crosswinds found at high altitude.

His airborne wind turbines will take off and fly to around 2000 feet (600m), where they will float, generating power that can be transferred to the ground via a tether. The notion of tapping into high altitude winds was first posed in the 1970s, but was not technically possible. However, recent advances in materials, computing resources and unmanned aerial vehicles have now made the idea viable.

Joby Energy's technology resembles a large multi-winged kite. The autonomous structures are computer-controlled and can take off vertically before navigating to the desired altitude. Flight is controlled by an advanced computer system and the harnessed electricity is sent down the tether to a substation where it is converted from DC to AC power which can then be routed to a power grid.



Birds over Bedford—Hugh Blowers

Bedford International Festival 2010.—Pictures—Lynn Blowers.

By way of apologising to the public for the relative lack of kites flying at various times during an almost windless day, George Webster commented on what he considered to be the three most vital elements for a successful festival. One is the site, two is the quality of the flyers and three is the wind. By the time Sunday was well under way, he was describing the wind as capricious, and here us Suffolk boys have to refer to the dictionary. 'Inconstant, irregular, unpredictable', and those it certainly was. I would add other elements to the equation, some serious, some slightly more tongue in cheek, but most importantly you need a bit of luck. Those of us who left the site just after the festival had finished and headed east, discovered just how lucky we had all been as a huge storm had come right across the country and missed Russell Park by less than a handful of miles. The short sharp shower we experienced was as nothing compared to what was happening close by.

Every festival has its own 'feel' and Bedford is no exception. It is very intimate, with the public and all the concessions in very close proximity on all four sides. The flyers are very well looked after and all of us realise that flying there is never going to be easy. New head man Sami Gingell and Malcolm Goodman had gathered together a goodly selection of experienced flyers from the UK and around the World. Not a huge number as the site is restricted, but sufficient to provide a superb display of very different kites to the public. For the first time, we had a Chinese contingent that represented the new wave of kite manufacturers that have sprung up, rather than makers of the more traditional Chinese kites. Certainly in terms of cheerfulness and enthusiasm, it would be difficult to beat Tan Xinbo of the Kaixuan Kite manufacturing Co in Weifang. (Spellchecker loved that sentence!) Ralf Maserki was making his first visit to Bedford, while the rest of us were willing returnees to what has become a thoroughly enjoyable festival.

So, to the birds in the title! In truth, there was so little wind on the Saturday, that not much else would fly, and here we include a prehistoric bird, as Karl Longbottom's Pterodactyls seemed to relish the very gentle breeze that wafted over the trees. Sara flew one of these for hours, troubled only by the continuous charge of puffing flyers running the length of the arena trying to get something into the air. The birds and deltas managed for a while, but by then it was only the Icarex or Mylar skinned versions that were holding up. One of life's little mysteries is why Chinese deltas and White Horse workshop kites seem to be able to fly in anything from zero wind to gale force? It has become something of a tradition at Bedford (reflecting the normal lack of wind on one day at least) that we all try to put on a display by pulling kites down the arena. All the flyers have the privilege of being able to fly pieces from other makers and it is quite illuminating the different wind speed (for this

read running speed) that is required to get different kites into the air. For some a gentle stroll is enough, while a more determined walk is required for others. There are those that still require a full-blooded run, which given the searing heat and high humidity proved just how enthusiastic (or mad) we all are.

After a session of charging up and down the arena (it did not seem to matter which way we went) some lateral thinking was brought to bear by Paul Reynolds. Like so many of us, he recalls the likes of Peter Releit and Dave Brittain who flew kites from bicycles, well in Dave's case it was a unicycle and he juggled at the same time. Unfortunately, two of our lady flyers were on crutches following similar knee operations and to give some mobility on the site Diety Verbeek from Holland had brought a folding bicycle with her. Paul promptly commandeered it and proceeded to cycle around the arena towing a variety of kites. What might be relatively easy with a kite proved not to be the same proposition when Tan tried to pull a bol around? It was definitely a case of 'more gears'. Things did start to get out of hand when George insisted that the bell be rung and that there should be a lady riding the bike as well. Diety obliged by combining all three activities.

All this left Wigsley's Wings and other flyers of large inflatables somewhat out on a limb, but Paul was up to this as well. Realising that a bicycle was not going to be up to the task of getting one of these into the air, he blagged a nice new Toyota town car off a dealers display. With Bryn sitting in the hatchback and the rest of the 'Wings' on inflation duties, several fast runs were made to give an idea of what might have been on display if there had been wind. All redolent of Peter Powell many years ago flying from the sunroof of a moving car. Kiteflyers are always up for a challenge. The Princess Helmi and Bagus from Bali making a welcome return visit faced a couple of challenges. Bagus was seen with a six-sided playsail that looked suspiciously like a giant Rok without a spine. It had started out as a giant Rok with a stunning image of the Juggernaut on it, but the tender attentions of Singapore Airlines had done for the



Birds over Bedford—Hugh Blowers



spine. By the Sunday a replacement had the kite looking as it should. The other challenge was another of their figure kites, which by nature are asymmetric. Some subtle bridling by Bas and a fluffy tail soon had this stunning full size 2D version of Helmi flying happily.

What about the kites then? Well, everyone was doing their best in the conditions and the public were treated to some short but impressive displays. Ludovico Bertozzi and Jayne Edwards from Italy have an array of modern art images on sparred kites augmented this year by a large 'quilt' type inflatable with a superbly appliquéd version of a Picasso. This was flown to better effect on Sunday when the wind did finally pick up. Jerry and Carolyn Swift, aided by a legion of helpers, managed to do several runs with the two dragons fighting over the pearl. It would be very tempting and understandable to leave this amazing creation in its box given the conditions, but it was on the verge of flying at several stages and thanks to them both for showing this spectacular piece. Ralf Maserski put together a Bell tetrahedron and a Cassagnes ring, both of which have a lot of carbon and not too much material, requiring some serious forward momentum to keep them in the air.

Michel Gressier's work is relatively rare in the UK, but one of his large Dagues made amazing height gains



in the hands of Jackie Penney on her trips down the arena. One of his Didier Ferment inspired Papillons found just enough wind for a 3D flying session that rendered yours truly gasping for a drink and some air. (Would it work on a unicycle?) There is some dispute over who originally came up with the Kinetic kite design, but the Chinese put up one of the most effective I have seen. Not only did it move more than most, the graphics and choice of colours were superb. I suspect very few of these will get back to China as one was seen to change hands very quickly. The Chinese also had two lovely Tigers, one the normal Hobes type and the other a white tiger. Again the graphics were excellent and the design had combined the normal flat cells with a solid vertical body and an inflated tail so it was recognisable from any angle. It has to be said that they also produced the most annoying kite of the festival. We can all take our minds back to the original Swallowtail sports kite that was not the quietest kite in the world (one member of the Beccles Bunch was escorted from the field at Washington by security guards for flying one at night and disturbing the residents?) This new version was made to look like a real swallow and was the noisiest thing ever, short of something with an internal combustion engine in it.

Talking of internal combustion (what a link, and it was actually external combustion on a grand scale) Anne Gispén from Holland had brought the ultimate no wind kite accessory with him. It was a perfect scale model, gas fired hot air balloon with radio control for the burners. Aided by Bas Vreswijk he laid out the envelope and connected the gas canisters ready for another Bedford first, but it was not to be, as a fault in the gas valve aborted the operation. Anne did manage to fix it overnight, but by the time it was ready to go, the wind was too strong, so he had to burn off all the gas to give us a taste of what might have been. This nearly did for Jerry and Carolyn's Spirit as it came within a whisker of having its balls singed as Jerry contrived to almost drop it on the burner on full heat. Bas' kites were much in evidence on the field as they are eagerly sought after both for their superb graphics and the quality of his kite making.

As usual, the organisers provided a first class sit down meal at the site on Saturday evening. I am renowned for my hatred of the 'cold collation' balanced on one hand while standing and trying to find somewhere to put a glass of wine to actually eat a plateful of unidentifiable brown 'something's or 'stuff'. Happily, Bedford is as far removed from this as it is possible to be and we were very glad of the marquee as it decided to tip it down as we were assembling. Something that did stand out was just how bad the litter was on the site that evening yet how clean it was by the following morning. Someone had done a great deal of work in the intervening period.

What about all these birds then? Well, just as Saturday proved perfect for bird kites, so Sunday morning

Birds over Bedford—Hugh Blowers



they were just about the only things that would fly. Martyn Lawrence, Karl Longbottom, George Peters, Sky Bums and many more, not to mention an Ostend Bird, just to keep George Webster happy. Having been deprived of his altitude sprint on Saturday perhaps George was feeling a little frivolous as he instituted what might have been the first ever bird kite only altitude sprint? Doug Richardson was inveigled into being the judge, which was something of a poisoned chalice given that every kite was a bird and many of them identical in design, not to mention colour. It was something of a surprise, but welcome that the wind had come up while George was getting all this organised and a normal kite festival had broken out on the field. The sprint went ahead but with just a one-minute limit to take into account the freshening wind and the 60m-height restriction. In some ways it was inevitable that a Longbottom kite would win, but Doug hedged his bets by awarding the winners accolade to Sara L.

The breeze soon had the arena filled, not least by the Chinese with a very large Sutton flowform suspending a whole field of rigid tulips and a shoal of clown fish. The 'Wings' had enough wind to hoist a selection of larger inflatables while Iqbal Hussain took his courage in his hands with Malcolm's Malay train. Paul and Natalie Reynolds have a wonderful collection of rare and exquisite kites that they flew a selection of throughout the two days, but it was a pair of Carl Robertshaw Serpents that grabbed the attention. Both were in a similar muted purple colour being flown off lines with alternate rectangles of purple and fuchsia all the way from ground to kite. Simple in concept but really spectacular in the execution, which adds an extra dimension to a display.

For kites that stand out it is difficult to beat those of Michael Goddard. Michael along with Fran kept presenting a succession of powerful images throughout the festival. The material and colours Michael uses are so bold and dense and mainly have black as a background or frame. Most of the images have their basis in modern art to give an additional dimension when explained. I just like the boldness and pattern of the colours. I well remember a fascinating discourse by Frits Jansma on the use of black in framing

a design and the different shades of black? It is a while since we have seen Frits at a festival so it was a pleasure to have two example of his equally bold and colourful design on show.

Fluffy tails are wonderfully benign devices for keeping kites stable until they come within tangling distance of anything else, and then the serrated nature of the beast turns any kite so equipped into the most malevolent of creations. Dazz and his good lady had a large spinner at the downwind end of the arena that had a magnetic attraction for Dutch fluffy tails and provided much 'unwinding' exercise. His neighbour on the field, Dave Holt kept coming up with a selection of interesting oddities that were all obtained commercially to provide an alternative view on how to participate at a festival. When the wind was suitable he put up one of his own versions of the Rolf Sturm Snoopy aeroplane and a two line inflatable butterfly that looked a fun kite for not a great deal of money. In the past, George has suggested either a slot in the programme for traders to present some of their more interesting kites, or even a 'packet kite' session to reinforce that it is not essential to have a stable of high end designer kites or inflatables to enjoy kite flying and participate in festivals. Would it work? Only one way to find out George.

After a hard couple of days, George Webster who had done a brilliant job on the commentary, which is not the easiest job in the prevailing conditions, summoned everyone for a final burst of activity. Just as the sky was at its most spectacular for the entire weekend some very dark clouds loomed over the trees and promptly deposited large quantities of rain on the assembled flyers, who showing true grit promptly ran for cover leaving Bryn Bagley and Hugh Blowers to keep the flag flying so to speak and close the festival. In the end, Bedford had satisfied all George's criteria for a successful and enjoyable festival and we look forward to next year.



Festival News

NORTH HANTS KITER'S JOLLY UP 7 July 31st/ Aug 1st 2010***

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!

***Another addition to the Festivities is the introduction of the Beer Lift. The rules are: One person per one kite and it Must be hand held-no tethering! The Beer needs to be aloft for a least one minute, and the winner gets the beer!

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.

Portsmouth International Kite Festival—28th— 30th August

Taking place Saturday 28th and Sunday 29th August, with Monday 30th August reserved for free flying at Southsea Common, Portsmouth. AA signposted from all main routes.

We have a wide range of kite fliers at Portsmouth this year—some regulars and several new fliers appearing for the first time.

From the UK we have Close Encounters, Team Spectrum, Airheads, Brighton Kite Fliers, Avon Kite Fliers, Tony Cartwright, The Beccles Bunch, The Flying Squad, The Decorators and Paul Thody, with Andy King and George Webster on commentary. The timetable will be published on the web site www.portsmouthkitefestival.org.uk.

New to the UK: John Pollock from the USA; Martin Blais from Canada; Jeltje Baas from Holland; Christian and Petra Harms, Sonja and Celina Kruger and the Nordhorn Kite Fliers all from Germany.

Other overseas fliers include Jos Valcke (Belgium), Bernard Dingwerth (Germany), Christian Kolz (Germany), Pedro and Estaban Gonzales (Spain), Fritz Groenhart (Holland), Albert Trinks (Holland) Jan van Leeuwen (Holland). From further afield we have Peter Lynn (New Zealand), Team Generation (France), Robert Brasington (Tasmania) and Robert van Weers (New Zealand).

As mentioned in the previous magazine we have a number of 'one man—many kites' sports kite fliers who will be displaying throughout the weekend. This includes Carl Wright of Team Spectrum, Holger Brandt from Germany and Graham Lockwood from the North.

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



Kitefliers Car Pass

**Portsmouth International Kite Festival
28th, 29th and 30th August 2010
Southsea Common, Portsmouth**

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

Festival News

and a craft tent.

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

Free parking is available for KSGB members and the pass printed here should be displayed in your windscreen. Please photocopy the pass as required. You will be able to unload your vehicle on the site but PLEASE, once unloaded, move your car to the car park. There is NO parking around the arena and this will be enforced. This year access to the site will be from **Clarence Parade**, through the gates opposite the Queens Hotel. We have been informed that the gate will be manned enabling kitefliers access. At least this is what we have been told so far. Watch the web site for any changes to details of access.

Camping is not officially permitted on site other than for trader security. However, it is recognised that many of you do camp and as such we have been requested to ensure that this opportunity is used only from Friday 27th August 10am until Tuesday 31st August noon and is more controlled.

Number are STRICTLY limited and passes will be issued based on date of receipt. Once we run out then you will be added to a waitlist and if anyone drops off then we will let you know.

Therefore anyone who wants to camp up at Southsea MUST request a pass from us. You need to send us an S.A.E. or an email together with your vehicle registration number. Security will then have this list and will move on ANYONE without a pass and outside of the dates above. Send postal applications to P O Box 2274, Gt Horkesley, Colchester CO6 4AY—email to portsmouth@thekitesociety.org.uk.

For details of local accommodation please contact the Portsmouth Tourist Centre on 023 9283 6722, www.visitportsmouth.co.uk. The University Halls of Residence, where the invited kitefliers stay, can be booked online at www.port.ac.uk/holidays or call 023 9284 4884.

Look at www.portsmouthkitefestival.org.uk for up to date information.

Bristol International Festival of Kites & Air Creations
Saturday 4 & Sunday 5 September 2010
12noon - 5.30pm, Ashton Court Estate

Introduction: Plans are going well for this year. Please note that due to the Bristol Half Marathon event taking place on the Sunday (early on) we are starting at 12 noon i.e a little later than usual. The centre of Bristol will be closed to traffic on Sunday for

the race so if you are arriving from afar you are strongly advised to follow signage and skirt round the city centre to approach Ashton Court from the M5 motorway/A369 direction.

A new feature this year is a craft marquee entitled **Crafts2Fly4**. This will showcase craft and handmade quality goods from Bristol and the surrounding area and should be a great new attraction.

Guests: We are still liaising with various flyers and clubs as well as looking to share costs of some long distance flyers with both Portsmouth and Dieppe.

So far we have got some great people confirmed so far including some new faces such as John and Diane Pollock from USA and Carol Jansen from the Dutch Caribbean island of Curacao and Rene Meier from Switzerland who will be coming with previous attendees Heinrich Hohmann and Eduardo Borghetti. Other familiar faces include Robert van Weers & Peter Lynn from New Zealand, Gerard Clement from France, Robert Brasington from Tasmania and hopefully Janneke Groen from Holland to name a few! Watch this space as there others in the pipeline line up and as the programme gets firmed up this will be posted on the festival website (www.kite-festival.org.uk)

From the UK we also hope to welcome back many of the usual suspects and one or two new faces. To name a few: Carl Robertshaw and the Scratch Bunnies who are now the reigning World Team Sport Kite Champions, Andrew and Kathleen Beattie/AI Farsi kite team, Karl Longbottom, Team Spectrum, Anne Harris, Kelvin Woods and Michael Goddard not to mention local talent of Nick James and the nearly local Martin Lester.

A special feature this year will be the role of kites in the celebrations to mark the 100th anniversary of the Bristol Aeroplane Company (BAC100). Paul Chapman has been involved in providing archive material for a major exhibition which will be at the City Museum later in September. We are talking to Tony Cartwright and George Webster about recreating the Kite History Pageant as an arena spot with a particular focus on the last 100 years of kites. Paul Chapman is also working on some displays in the Main Marquee.

Within the arena programme there will as usual be opportunities for flyers to contribute to items such as artistic kites, themed slots such as festival of the sea and of course the usual Rok battles both days, so do bring along your individual/club kites, air creations etc to join in.

Arenas: As space is always a premium at Bristol we are looking at the possibility of extending the single line arena and setting aside an area for the large soft/inflatable kites in order to encourage more stick kites/artistic kites to fly this year. We also plan to have a third arena again for sport kites.

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

Festival charity: This year we are supporting a new charity the **Great Western Air Ambulance** which covers North Somerset, Bristol, South Gloucestershire and Gloucestershire. This is funded entirely by voluntary donations and needs to raise over £1m every year to stay in the sky. Subject to operational requirements the helicopter and crew will be at the festival and the Appeal will have a stand and run various fund-raising activities. Plus we are planning a special charity arena spot with the backdrop of Eduardo and his spinning bols to reflect the spinning rotors of the emergency helicopter.

Saturday night party: As has become a tradition at Bristol there will be the on site kite flyers' Saturday evening party under cover in the large marquee with the usual excellent hot meal and bar which will be followed by the Festival auction. We are hoping within the ticket price to be able to offer a complementary welcome drink as well.

After two years of excellent Indian food we are ringing the changes and will be offering traditional hog roast (plus other meats & vegetarian option) Ticket prices for the meal to cover a choice of meat or vegetarian option and a desert have been pegged for the tenth year running at £10 per adult and £5 for a child (under 12 please!!). To help with numbers please pre book if you can!!

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

Those not eating are more than welcome to come along and generally join in the party and make use of the bar and don't miss the Festival Auction which is vital in terms of raising funds for next year.

Hotel Accommodation: We have again negotiated a group rate at Redwood Lodge and ring fenced an allocation of 30 rooms. This is the nearest hotel to the site and the car park can take vans, cars with top boxes etc. These rates will be held for reservations made before 31st July 2010 or until they run out!!

Costs are £68.00 for 2 people sharing a double/twin room B&B and £54.00 for a single.

Bookings should be made direct with Redwood Lodge on tel 01275 393901 or info.redwoodlodge@bespokehotels.com and you MUST

mention you are booking as part of the Kite Festival to get the reduced room rate.

If we get any other hotel deals offered these will be posted on the festival website www.kite-festival.org

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

Camping We are again hoping to run with camping at the Cotham Park Rugby Club ground. This is literally a 5-10 minute walk from site (depending on your speed!). The Club can accommodate camping for tents and/or caravans, and provide secure parking, showers and real toilets! 'Above ground' BBQs are also permitted, as are pets (as long as you clean up after them – this is their playing field!).

The Club groundsman is away at the moment so I am waiting to confirm costs and any other details but last year the cost was £15 for 1 night, £25 for 2 and £30 for 3 nights. I am assuming it will be the same. You **must** pre register so if you are interested please either email your details to kites@abc-pr.co.uk and put 'Rugby Club camping' as the subject or send a letter to festival office , 5 Lilymead Ave, Bristol BS4 2BY confirming your arrival and departure dates/times, name(s) of camper(s), contact email, phone and address, number of tents/caravans. Payment will be made to the Rugby Club directly and will be collected on arrival. (see www.cothamparkrfc.co.uk)

On site car parking To help cover costs, such as our site fee and event licence, we are again asking flyers for a contribution to car parking. On arrival any flyers displaying a valid festival pass will be asked to pay just £3.50 per day, (instead of £7 for general public).

To get your car pass please apply in writing with SAE, **BUT SEND NO MONEY to: Festival Office, 5 Lilymead Avenue, Bristol BS4 2BY** Passes will be issued by on a first come first served basis up to a maximum of 200. (Any kite flyers who are AKF members will have received details in the recent AKF Newsletter asking their members to reply separately) The Festival will also be running a system of dropping off passes for those with particularly heavy loads of kites and kit so again mention this in your car parking request.

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

Any queries please contact Avril Baker or Lynn Gibbons at:

Festival Office, 5 Lilymead Avenue, Bristol BS4 2BY. Tel: 0117 977 2002 Fax: 0117 977 4255 www.kite-festival.org or e-mail info@abc-pr.co.uk
e-mail: info@abc-pr.co.uk or festival@kite-festival.org

Festival News

Margate International Kite Festival—2nd & 3rd October

Taking place on the 2nd and 3rd October (tides and festival clashes pushing the date out) the skies above Main Sands, Margate, Kent, 10:00 am to 5:00 pm. Part of the main road will be closed to traffic with various craft stalls, funfair and kite stalls on site.

Organised as a joint venture between the Margate Town Partnership and The Kite Society of Great Britain, the kite festival promises to be a great day out with a vast variety of scheduled displays and free flying. Along with the spectacle in the sky, there will be a large selection of specialist kite traders where you can purchase a kite and make your own mark on the sky.

Guest Fliers

We have an impressive selection of kitefliers already confirmed for the festival from near and far. This includes:

From the UK—Team Spectrum, Andrew and Kathleen Beattie, Close Encounters, The Beccles Bunch, Paul Thody with his Flexifoil train, The Decorators, and Peter Bindon.

From further away—Rolf Sturm, Gerd Klaus, Nordhorn Kite Fliers, Rolf Zimmerman are all confirmed

Friday 23rd dawned, and Roy was in Jolly Up mode!! Up to the field to set up the Marquee, Bar and BBQ tents—a task made much easier by all the helpers that appeared out of nowhere. I guess it means the Beer tent is up and running sooner rather than later!?

By now there were quite a few campers pitched up, and a few kites were appearing in the sky. Fish and chips were then the order of the day (or early evening rather) Well received by all who joined us.

Saturday morning was a sedate start for us, so nice to relax, catch up with people without spending hours setting up a stall! We had Chalkie do the honours for us, as on previous Jolly Ups.

We were blessed with wonderful weather for the entire day, which continued into the evening. The BBQ was booked to capacity—Kevin catered for 60 hungry kite fliers! It all seemed to go according to plan and everyone got fed fairly quickly. We followed that with the Auction, courtesy of the “Dream Team”, otherwise known as Roy and Colin! Thanks to Alan who also helped, and Linda of course for keeping track of who had what, etc. It was the usual organised chaos, with some wonderful items being donated. A Big Thank you to all who donate and purchase, this helps a long way to keeping the field, and therefore keeping the event!

We had a short break to watch the Old Gits performance of the 1812 Overture. Lots of bangs and flashes! We had

plus Fritz Groehart from Holland. There are a number of others yet to confirm.

Returning for the second year U.K. are Walter, Conny and Stefan Bloem from Chaoskiter on Tour, Germany. Specialising in large inflatables some of his more notable creations are characters from Asterix the Gaul such as Asterix him self, Obelix and Cacophonix. His new character is Vitalstatix. He also has a number of superhero bears such as SpiderBear and SuperBear.

Car Parking

Car parking will be at Westbrook Promenade as in previous years. If you want a car pass you need to send us an S.A.E. with you car registration number or email the details to us at margate@thekitesociety.org.uk. We will send the car passes out nearer the date.

Accommodation

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

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

The April Jolly Up—Haley Gillingham

locals from the pub come up especially to watch and enjoy the spectacle! Well done again to the Old Gits!

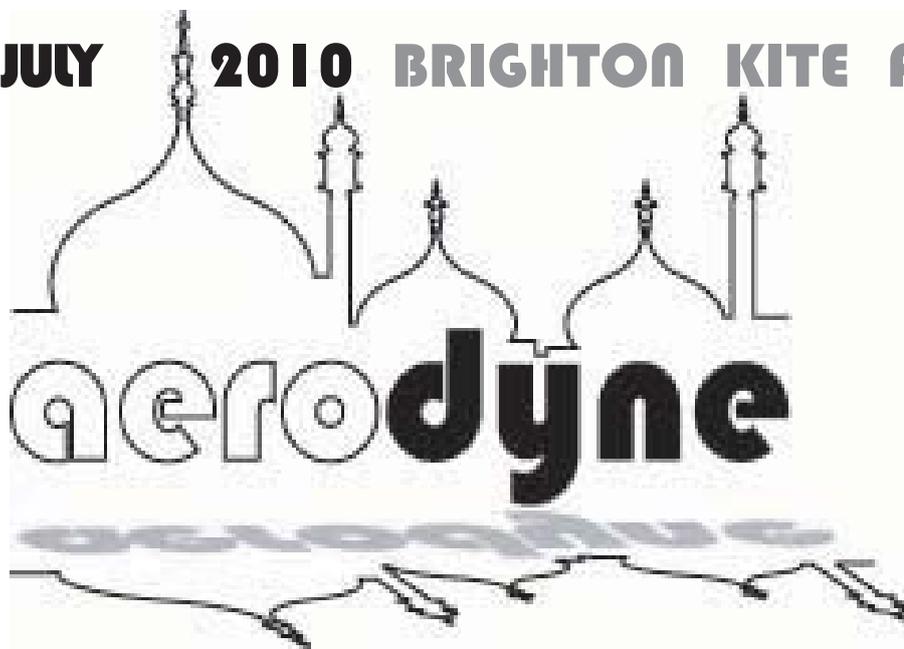
Back into the marquee for the end of the Auction, and then it was a case of chatting, drinking and some very impressive Night flying. We also had Roy's Big Cone inflated, and an amazing laser display going on inside it—thanks to Tim for that, it looked cool! As did the Sky-tracker, good stuff!

As usual, we were almost the last to leave the bar, well some-one has to lock up! Thanks to Tony for doing the honours and being the last to leave.

Sunday morning was cold and drizzly, but it soon bucked up, and again we were lucky to have a dry day, with sufficient wind to have kites flying for the day. Manic packing away ensued when the rain threatened again, but we were fortunate to pack in away dry. Thanks to All who helped us!

We'd like to say a MASSIVE thank you to all who turned up, help, contribute and so forth. Too many to mention, but you know who you are! Without this, the event would not be possible. We are always humbled by what is done to help make this event the success that it is, and we are really looking forward to seeing you all again on July 31 / Aug 1st! We've booked the good weather, but don't quote us on that!!

Hayley



Shortly after this photo everyone looks around to see what Dick saw, yes a kite flying at Teston

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

TESTON WITH BOTH WIND AND SUN

Teston Bridge June Kite Weekend was like none before, well almost none before, not only did we have good weather we had some wind as well. The wind was all over the place on both days but most people there had a go at flying kites at least once over the weekend.

We arrived late on Friday compared to others but were soon set up and cooking dinner in the ELF camp, It was good to be amongst kite flying friends again, Although not my first festival this year it was the first with all the family there as well. Still Corinne soon invoked the traditional

camping rules and insisted that I did the cooking, after all what better way to relax after a long drive where she tried hard to keep her eyes open but was soon snoring away in the front seat.

A few drinks were had a few people had a little too much and showed up their sons, we won't say who but the guilty know who there are. Saturday soon arrived and as with several other Teston's saw some great views for the early risers to see the sun come up through the mist allowing some great photo opportunities.

The sun soon burnt the mist away

giving the venue a whole day of sun shine and wind. Kite flying took place all day in some shape or form. The evening soon was upon up with the Go Gits performing their 1812 again, and Bow's collection on silly hats being used by anyone willing or in some cases being forced to where them. We have some photos to prove it as well, which will be published soon. Off to bed ready for another day, with wind and sunshine again. More flying and more fun with great friends, Teston is not so much a kite festival but a great weekend where kites are flown and friendships are confirmed, renewed and even new ones made. A great weekend roll on August if it's half as good it,s one not to be missed.



brighton
Kite
flyers

ROBBY GOES TO THE SEASIDE

It was Simon's fault that all this started. (*It always is*) There we were, a group of Brighton kite Flyers at Portsmouth admiring Bernhard Dingwerth's new Frog inflatables when who should come along but Bernhard himself. "Ah Bernhard", our esteemed Chairman says, "how easy is it to make your Frogs?" "Dead easy" replies Bernhard (in a German accent, of course). "Could we make them in a weekend workshop?" asks Simon. "Easy peasy" says Bernhard. "Would you come and lead a workshop?" continues Simon. "You don't need me", says Bernhard, "I will be putting the plans on my internet site, and you will be able to follow them, no trouble".

Now, thinks me, if Bernhard thinks that his plans are simple to follow, and you can knock up an inflatable over a weekend, then perhaps I will have a go at making Bernhard's seal after all. The plans for the seal had been published in Kiteflier and I had thought of having a go as soon as I saw the article, but it looked big and tricky. However, with Bernhard's encouragement, I decided there and then to have a go. Nothing ventured, as they say. As there is nothing like getting on with things once you have made a decision, I immediately went over to the Kite Society stand to check in the Kiteflier for the amount of material needed, then shot over to Roy and Hayley where, with John Lancaster's assistance, purchased yards and yards of suitably coloured material. Once back home with my purchases, I checked Bernhard's web site to download the plans which I could blow up to a larger size easier than copying the plans in the Kiteflier. My approach was to make full size paper templates to use to cut out the material. I had used heavy duty lining paper in the past successfully, and looking at the sizes of some of the templates, this seemed to be worth repeating. I started with the smaller pieces, and gained a false sense of wellbeing which evaporated somewhat when moving onto the sides. Not only did I have to start off with a piece of lining paper over twelve feet long, it soon transpired that it was nowhere near wide enough, and second twelve foot length had to be cut and sellotaped to the first to get a piece of paper big enough for the template. I was starting to get a feeling that I had embarked on quite a big project.

After completing all the templates, I had to make sure that I had all the other bits and bobs needed for the project. A long zip was needed. I was adamant that it had to be the right blue to match the rest of the seal, but also wanted plastic and chunky so that it could be flown at Weymouth and not get clogged up with sand. Eventually I had to compromise on the chunky, but was otherwise

satisfied. Hilary unearthed some gauze for the front vent from a now long discarded tu-tu from her ballerina days, and a trip to a chandlers at Lymington while on a late autumn holiday in the New Forest provided the needed black line (although this proved to be unnecessary after the first flight).

There was a bit of a pause after this as I needed time to work up a sufficient head of steam to cut out the material. Eventually, I grasped the nettle one evening, and dragging out the bags of material and the templates, started trying to match up the two. Next problem: even with a lounge / diner, with the amount of furniture in the room there was not enough space to lay out the larger templates on the material to mark it out, and doing so on the carpet wasn't the best idea either. The next attempt used the kitchen, at least here I could get most of the template down in one go, and the hard lino floor made marking out much (or at least a bit) easier. Several evenings later, all was cut out and stored in



a large Wilkinson's box kept in the lounge so that I could not forget that it now all needed sewing together. Everything seemed ready, and the only real mistake so far was not to reverse the template for the second side so that I had two 'right' sides - not a real problem at all, but since Martin Lester's Spirit workshop, I have tried to follow the master's advice and make sure that the 'right' side of the ripstop was always on the outside of my kites.

Eventually, sufficient courage had been drawn up to commence sewing. Not just sewing either, not only had I brought matching blue thread, but the black bits were sewn with black thread and the white bits with white thread. Professional or what! OK, it didn't last quite to the end when different colours had to be sewn together, but at least I made the effort, and I know that the colours mostly match, even if you can't see it from six inches, let alone fifty feet in the air. At this point in the proceedings,

ROBBY GOES TO THE SEASIDE

it is worth reflecting on Bernhard's "easy peasy" comment mentioned earlier on. All the templates did match with the one exception of his bag for the kite. I checked the sizes several times, but sorry Bernhard, there is no way the kite will go in a bag that small! Apart from that, even the instructions that didn't seem to make sense when reading them through did so when you had the relevant pieces in your hand. Only once did I really get stuck, and that was right near the end when the tail had to be attached to the body. Eventually, I worked out that more of the body needed sewing together, after which the tail fitted easily. The kite does not need any internal supporting lines, but many of the seams are reinforced with lines in them, and this broke four needles during the sewing. This was not entirely the fault of the line, it was also due in part to the sheer amount of material being sewn and manipulated at some stages causing needles to be bent far beyond their design tolerances. What about making a seal in a weekend workshop? Even if you were given all the pieces ready cut out, the amount of sewing, let alone the bridling I think would make it tight to say the least for the moderately competent kite maker to complete in a weekend. Not that it is difficult, just time consuming. Perhaps the frog is smaller?

Anyway, I digress. The sewing done, furniture was moved out of the lounge, and Hilary's hair dryer pressed into action to inflate the kite for the first time. Not only did it inflate, but it looked generally OK, and not a lot different to the pictures on Bernhard's web site. Bridling took several evenings, but I was taking it slowly and measuring carefully. If you are making any sort of kite with multiple lines, it is worth looking at the method used by Bernhard which I had not come across before. Essentially, each section is joined to the next using larks head knots, which makes adjustments and replacements very simple indeed.

It was now Easter, so Weymouth was not that far away, and Robby was - at last - complete, and stored in a bag bigger than Bernhard's ready to take to the seaside. Saturday at Weymouth was a good flying day, in fact, like many of the previous few years, the best flying day. Fortunately, John Lancaster was the third Brighton Kite Flyer at Weymouth and ready to help with test flying (Hilary was the second, but shopping takes priority at Weymouth). The seal needs a lifter, so a Rok was attached to it and Robby launched a few feet off the ground. The face was completely wrong, and the joint decision was that the whiskers attached to the bridle were not helping (this is where the black line came in). Taking the whiskers off the bridle helped a lot, and the whiskers flying free looked pretty

good (I had used Dacron for the whiskers, so perhaps them being a bit heavier than nylon meant that they did not need tying down). Robby was launched for real, and looked pretty good, although it did look like he has a lemon in his mouth with the face a bit pinched. I was chuffed that it flew, and looked like a seal, so I was well pleased.

After lunch, we decided on a different approach. The sled was launched and put well up into the sky. Rather than tie the seal to the lifter, it was hooked onto the lifter line using a carabiner, and then using the seal flying line, simply slid up the lifter line until a suitable height had been reached. This time, Robby looked much better, so tying the lifter line to the seal was slightly distorting it. The afternoon was spent admiring my new creation, and the only down side was when my flying companion was not quick enough to prevent the sled from dropping into the sea late in the afternoon as the wind dropped. So, a winter very well spent, and I can see Robby getting a lot of flying time in the coming months and years. The only decision now is whether to make a second seal (John's preference, and Roy thinks he may be able to get two shades of grey ripstop to make a grey version), or do I have a go at Bernhard's parrot or frog? For these two, Bernhard has template plans on his web site for A1 plotters, and I am trying to get my son who has access to such a beast at his office to print them off for me which has to be better than scaling up and drawing out on lining paper.

The rest of Weymouth? Wet on Sunday and blowy on Monday, and although Dave MacArthur, John and I flew quite a bit on Monday, it was too fierce for a lot of kites, including Robby who stayed in his bag for the rest of the weekend. So thanks Simon, for asking Bernhard about a workshop and Bernhard for sharing his creations on the internet. I enjoyed making Robby, and enjoyed even more seeing him fly.

Peter Jackson



A CAPITAL DAY OUT

It all started at Jolly Up 6, Thank you Hayley, Roy and Colin for a fantastic weekend, thank you for letting us indulge in an 1812. Thank you to all those who helped set up the performance and a very BIG THANK YOU to all the other wonderful people who made Jolly Up 6 so much fun. I must apologise on behalf of The Grumpy Old Gits for the pathetic BANGs. We'll make up for it next time and make Jolly Up 7 truly memorable.

Imagine my surprise when I saw Marla walking up the field on the Sunday morning. I knew Marla was going to be at Weymouth and Swindon, but had no idea she was going to be at the Jolly Up. It was fantastic to catch up with her and to chill for a while in the Sunshine.

As usually the weekend was over far too quickly and while driving home,(well, crawling along the M3) an idea was taking shape. Once home, The Grumpy Old Gits and the Apprentice were e-mailed. As you may be aware, The Grumpy Old Gits organise GDO (Grand Days Out). The Idea: we need to take Marla on a surprise GDO. Several ideas of events and places were rejected as being far too Git.

But as is the way of things, Betty Sawyer (The Master's wife) suggested a boat trip to see the Thames Barrier. What a brilliant idea. Plenty Git. The Master has always wanted to see the barrier and what a wonderful way to see London from a different perspective.

Thank you Betty. You saved our bacon. Now there's an idea - can we fit in The Full English?

Made some phone calls, sent some TEXT messages and e-mails, eventually tracked down Marla. It's very difficult to hit a moving target.

It was eventually agreed. Tuesday 4th May (Star Wars Day) was the only day Marla was free.

An interesting twist whilst talking to Marla - she told me Cliff and Barbara from America would be staying with Don, so of course they had to come too. A few of you will know Cliff from the WHKF's Marconi workshop. Over the next few days the GDO was prepared with Military precision. John (the Apprentice) would travel from Winchester to Waterloo. Don with Marla, Barbara and Cliff would travel from Thatcham to Paddington. The Grumpy Old Gits would travel from Beaconfield to Marylebone. All planned to arrive at Parliament Square between 11.30-12.00. What could possibly go wrong? - Road works at Thatcham!

The Gits and the Apprentice arrived as planned, having enjoyed our various modes of transport. Maurice could not remember the last time he was on a bus and this was the first time for him and Alan on a Bendy Bus.

Then we got the phone call. The Wiltshire

contingent were going to be an hour late. Never mind, what shall we do?

What's that building over there? After braving the Parliament Square traffic, we asked the very nice security guard. The Middlesex Guildhall, home of the Supreme Court of the United Kingdom and of the Judicial Committee of the Privy Council.

"Can we have a look and how much is it?" "Yes you May and it's free". Just the right price for GoG's.

After surrendering our weapons (two pen knives), we were allowed in. So we spend a very pleasant hour in the warm, learning about our heritage.

Eventually Don phoned,

"We're outside Westminster Underground". "Stay there; we're on our way."

Here was a wonderful surprise for the Gits as the Barbara was none other than Barbara Meyer, The President Of the AKA. What an honour for The Gits.

We had a wonderful afternoon, seeing the sights along the Thames. The captain was very knowledgeable; pointing out many places of interest. We had lunch at Greenwich and agreed we must do a full GDO there. Lots more to see.

On to another boat to see the Barrier. A very impressive piece of engineering. Back to Greenwich to catch the Docklands Light Railway. Another new experience for everyone - the tight turns really are something. We caught the underground at Bank, then on to Covent Garden for some shopping and Dinner in an English Restaurant, complete with spotted Dick and Treacle Tart.

We were all very tired, but we have lots of memories of our fantastic day out.

A very Special THANK YOU to Don, You worked wonders getting our America friends to and from LONDON, it really was appreciated and for being our photographer for the day.

I can't wait to do it again. To see our exploits go to http://grumpyoldgits.org/A_CapitalDayOut.aspx

Keith Boxall with help from John aka The AA



CHILLDON FESTIVAL

Well we have had some very different Swindon kite festivals over the past few years. From torrential rain that all but ruined the event (Swimdon) as few years ago, to festivals with no wind like last year (Stilldon). This year was going to be different again, only a little rain on one day and some wind, all-be-it very little, on both, this year the weather again made its mark on the festival. There was quite a chill during the day but over night it was close to freezing which was OK for those in their normal night time accommodation but not for those under canvas rather than in a caravan.

Matt and Dave had arranged to travel down with Charlotte and myself on Friday, once Dave had finished work and Charlotte had got back from school. We were just about to pack the car and head off when the phone rang and Bonefish asked when we were leaving as he was on his way home and felt like heading down. A few changes in plans and a little later set off time, a detour to collect the fish on route and we were off. Arriving a little later than expected but we were soon pitched and heading off to Malmesbury for Fish & Chips.

We asked a local for directions and were please to hear that he had just dropped his son off to get Fish & Chips and to follow him to the best one in the town, Weather it was the best we do not know but it was good.

Once back on site we all huddled in to Alan and Marian's awning along with Andrew and Sandra and chatted the evening away with hot drink and good company before heading off to bed for the 1st cold night.

The morning was soon with us but as with most campers under canvas we were up early so headed off site to see what we could find in the locality, Lyneham seemed a good place to head to and see what was going

on. It was all very still so we headed back to Wotton Bassett and found some traditional Lardy cake to take back for supplies during the day. A little worried that Marian would be cross that we brought cakes, we needn't of worried she was soon tucking in like the rest of us.

As the wind was iffy and not many people were there flying in the arena near the camp site we stayed down there and flew a good range of kites both club and our own throughout the day. Marla the ticket chick was there selling raffle tickets and breaking the odd arm. Several of our members won some great kites, Alan a large Rok, Dave a Waus and Bonefish a no wind kite, you should have heard the cheer and seen the smile on his face. We then headed back to Alan and Marian's awning for dinner a pasta feast only venturing out in to the cold to see the 1812 bangs by the GOGITs. Another evening soon came to an end and we headed off to another cold night, some with extra Blankets to try and keep the the cold out.

Another days flying was in order first drying of the kites that had got slightly damp in a shower the day before then a good array of many others as well. The day soon came to an end and we packed up and headed off home. Again the weather has given us the name for the festival, so this year we opt to call it "Chilldon". OK so it was cold, and it did rain a little on the Saturday but there is nothing the organisers can do about that, all in all the festival was great fun, would we do it again I expect so, maybe just maybe next year we could have "Sundon" or "Windon" (although Matt tried his best to do that this year). Thank you to the White Horse Kite Flyers for making us feel welcome. Keep up the good work and see you at your festival I hope.

Simon Hennessey

RECIPES FROM MARIAN'S KITCHEN NO.5 ROCK CAKES

These are always popular, and are also known as "Thud Cakes" (drop one of mine on a hard surface, and you'll find out why!)

Ingredients: (to make about 12)
2½ oz. Stork (or stores own make) - used to be called hard margarine, but we can't have that anymore!!

8 oz. S/R Flour

2½ oz. Sugar

4 oz. Dried Mixed Fruit

½ level teaspoon Salt

¼ level teaspoon freshly ground Nutmeg

1 beaten egg

2 tablespoons (ish) Milk (no "funny" milk- just cow-juice)

Method:

Sieve flour and salt into largish bowl. Rub fat into flour till it looks like fine breadcrumbs.

Stir in sugar, fruit and nutmeg.

Mix egg and milk and slop it into the dry mix.

Mix with a fork: hopfully it's not too "claggy".

Divide into a twelve hole bun tin.

Bake in oven (gas mk. 6, 200C) for 15 - 20 minutes - ish. (remember the tip about colour from previous recipes!)

Turn out onto a rack to cool.

You'll notice we're back with non-metric quantities (thank goodness).

I'm still waiting to taste other folks' examples from these recipes, and if you need an incentive, we won't be around the kite fields for a while, partly because it's the Traction Engine Rally season, and partly because I've broken a bone in my foot (no, no, I wasn't drunk, nor did I drop a rock cake on it). (I bet she was)

If anyone else has any recipes they'd like to share, let's see them!

Marian (aka cakelady)

JULY 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

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 Peter Jackson, Keith Boxall for articles and Sarah Longbotton and Marian Reynolds for recipes. I know we keep going on, but Aerodyne is only possible with your help, Come the club AGM the members are offered the choice of not continuing and supplying articles for publication in the club magazine and each year it is voted to be kept and that articles will come in. So please do write an article as we can not keep the publication going without them. So thank you again to those who help and keep the articles coming and those that haven't if you want to keep aerodyne going put into action the good words said at the AGM each year.

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

IMPERIAL VANILLA FUDGE

What you need:-

2lbs Granulated sugar
4oz butter
½ pt each Evaporated milk and milk or large can of evaporated milk made up to 1 pt with semi skimmed milk
Few drops of vanilla essence

What you do:-

Grease a swiss roll tin or other flat tray.

Place the sugar, butter and milks into a large heavy based saucepan and heat gently until the sugar has dissolved and the butter melted.

Bring to the boil and boil steadily to 116°C (soft ball stage), stirring occasionally.

Remove from the heat, place on a cool surface, add the essence and beat the mixture as it cools until it becomes thick and creamy and 'grainy'.

Pour immediately into the tin, leave until nearly cold then mark into squares with a sharp knife using a sawing motion.

Once cold, turn out of the tin and cut into squares.

What you get:-

Makes about 3lbs

What you do next:-

Bring it along to kite festival and share it out with fellow kite flyers.

Next Issue

As well as our festival, we are in the festival season and lets hope some of them, with luck, would have been good and someone will write them up for Aerodyne.

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

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



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 kites festivals, but the fly-ins are still on.

See you there



ROMAN CANDLE 97.



The Journal of the Bearly Made It Skydive Squad, the International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. As ever, mindless drivell content exceeds 100%. Capable of getting up more than a few Noses, but do we give a toss?, and lets face it neither do you, that is unless you are a miserable git.

Bear on rampage in Italian mountains divides nation

SO ITS BEAR THIS AND BEAR THAT AND TAKE HIM OUT THE BRUTE, BUT HE'S THE ECO CRED FOR HIS COUNTRY WHEN THE CAMERAS START TO SHOOT.....A BROWN BEAR HAS ALLEGEDLY GONE ON THE RAMPAGE IN THE ITALIAN DOLOMITES KILLING DONKEYS, SHEEP AND CHICKENS.

The male Bear which has been nicknamed Dino is suspected of killing six donkeys and several sheep as well as raiding chicken coops and stealing honey from hives, which as to be expected have prompted local farmers to calling for the bear to be killed. It is said that anxious residents of the town of Asiago, fear that the bear will attack a hiker or shepherd, and the way these things usually progress, its only a matter of time before the bear is accused of stealing cars or even the heinous crime of jumping by parachute from a Kite.

However be that as it may, brown bears are protected under Italian law, and 15,000 Italians have signed up to a facebook page demanding that the bear is not harmed. Things have also been a bit complicated as it is increasingly difficult to establish the whereabouts of Dino since he managed to shed a radio collar that had been fitted around his neck, part of the ongoing experiment to re-establish Slovenian born bears in the Dolomites where they were once part of the bears natural range that till decades of hunting, poaching and persecution by farmers made them almost extinct.

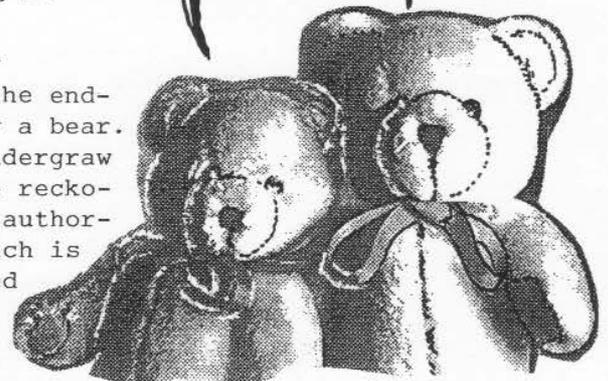
The whole affair is rather strange when you consider the fact that the Marsican subspecies of the Brown bear which is rather rare is living quite happily in the central Appenine range national park in the Abruzzo region of Italy, with nary a mention of anything along the lines of what they reckon is going on in ye olde Dolomites. Of course maybe them Abruzzo's are doing packed lunches of donkey burgers, roast lamb and honeyed chicken a la carte to keep these Marsicans from knocking off the local livestock. What you may ask has this got to do with bombing soft cuddlys from kites? A lot really, for although the BMISS/IBSPF are quite fixated on kites et al, we are a broad church and 100% bear. and the above sort of mirrors whats going on here with the Cattle, Badgers and TB. No winners, just pick your side in a real catch 22 situation.

Once upon a time there was a guy called Timothy Treadwell who wanted to be a Black bear so much, he ended up getting himself and his girlfriend killed by a bear. Now we have another amiable nut called Charlie Vandergraw who is doing pretty much the same, for 20 years he reckons, and now he is getting into hot water with the authorities in Alaska because hes feeding the bears, which is a no-no, as it encourages the bears to be attracted to humans, and emboldened bears are more lethal. So please Charlie stop the feeding before the inevitable happens.



SINCE WHEN HAS JUMPING BY PARACHUTE FROM A KITE BEEN A HEINOUS CRIME SO MUCH SO THAT THE CROSSHAIRS ARE NOW ON POOR DINO?

SINCE 2006, REMEMBER ITALIAN BRUNO BEAR, WHO WENT ON HOLIDAY OVER THE ALPS TO BAVARIA WHERE THEY PROMPTLY SHOT HIM DEAD



Fancy an Arctic roll?



WAY BACK, A FAMOUSE OR INFAMOUSE, ACCORDING TO DA CUT OF YOUR JIB, POLITICO SAID THAT OUT THERE WERE LOTS OF KNOWS AND DONT KNOWS THAT WE DONT KNOW ANYTHING ABOUT. BE THAT AS IT MAY, WE PREFER TO SEE THIS PIC AS DEFINITELY ONE OF THEM THAR DONT KNOWS, DONT GO ON ABOUT BEING AS CLEAR AS MUD.

And for that matter being unable to spell the word famous, is neither here nor there, when the word Jerry, would probably do the trick, yoo wot?

So its back to where we was. Purporting to show a mother Polar Bear playing with her cub and rolling around on the ice in the process, we think its proof positive that a dont know is actually a mother Polar Bear teaching her nipper to do the roll out, upon hitting the landing zone. Before you ever get around to strapping on a jolly old rag, even these days you need to master the shock absorbing roll out, long before you progress to the landings we see today which are quite amazing and range from the almost delicate spot touchdown to the graceful twofooted glide along landing zone (we have to give the hume parachutists a puff, keeps thier morale up) And as for that perpetual heckling voice at the back going on about Polar Bears not jumping by parachute from Kites, Its a dont know we dont know you dingbat. We reckon its whack up a Kite, a biggun, polar furry ascends, gives it large, chute deploys, target a Seals bonce, and viola, or voila if you're pedantic, lunch is served.....

HONEST HARRY ATTEMPTS TO ANSWER YOUR QUERIES.... AND FAQ'S....

Dear Harry, I am reliably told that a rattle and moaning noise in my 1996 Automatic estate Bear is probably a cracked Ale torque converter drive plate and will cost an arm and a leg to repair. The rattle and moan does occur in drive, but lessons considerably the closer we get to the Gun and Ferret and should we stop at the aforesaid hostelry it dies away completely. Otherwise I have been offered 27p for this old stalwart. I have other bears of a soft cuddly toy persuasion, but must confess that these are less loved. Should I move one of these on in order to fund repairs to old faithful?

HARRY REPLIES...

Are you in a quandry or wot? I dont do trixcyclical advice, but if you are fond of old faithful then by all means shell out the spondoolicks, though at 27p a pop for your bears, you will hve to shift a few to cover that. However, the day will dawn when it is no longer financially viable.



Dear Harry,
Can you help please? No matter what I do, I am unable to get my bears parachute to deploy and now I am at my wits end, Help!

Harry replies....I've thought about this for some time and the answer probably is one of the oldest solutions in bombing parafauna if you want your chute to deploy well first you've got to pack it.

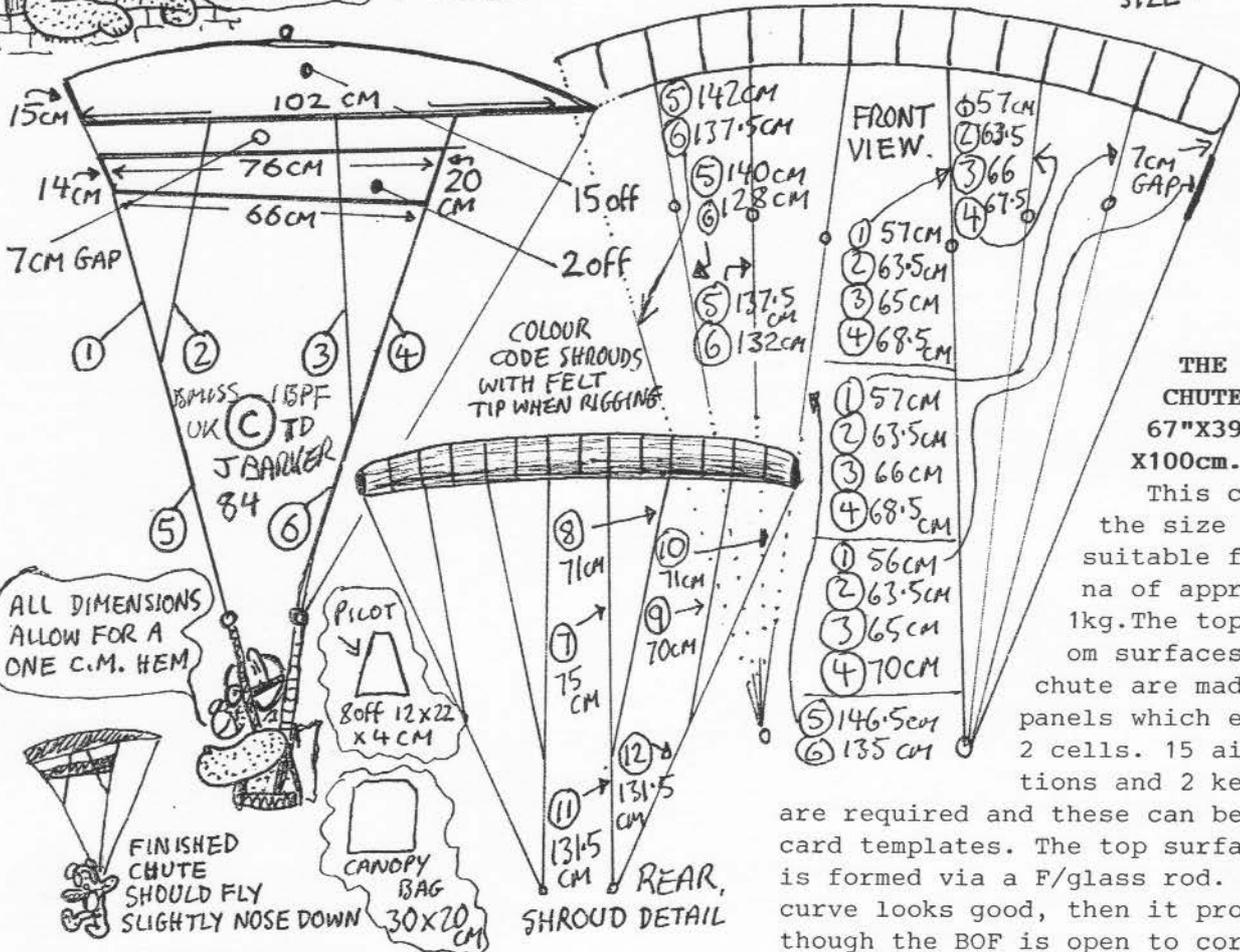
Dear Harry,
My Hume does'nt seem to be taking this fauna bombing caper at all seriously and persists in the maniacle belief that a 3ft6in Delta is the dogs sphericals as regards lifting a furry. any suggestions

Harry replies..... come now a nonny mouse fauna. Could be time for personal interspection. Are you a fat barsteward bear? do the 10 or so pints of wallop every night have a bearing on the matter? A delta of 3ft 6in or so could be just the job for hoisting a lightweight fauna, whilst yoo monsewer lardarse could require a 20ft parafoil to do likewise, go figure.



AF CELL RAMAIR CHUTE.

APPROX 1/4 OR .25 FULL SIZE



THE FINISHED CHUTE IS APPROX 67"X39" OR 170cm X 100cm.

This chute in the size given is suitable for a fauna of approx 21b or 1kg. The top and bottom surfaces of the chute are made from 7 panels which each form 2 cells. 15 airfoil sections and 2 keel section

are required and these can be cut from card templates. The top surface curve is formed via a F/glass rod. and if the curve looks good, then it probably is. though the BOF is open to correction

from any bonafide airfoil bods. This chute is not a faithful copy of any commercial chute, but is the BOF's take on various still photos and video snippets.

Made from unproofed ripstop the chute weighs approx 12oz or say 300grams and is stuffed quite easily into the canopy bag which works well and is an

aid to packing. The pilot chute is attached to the centre of the canopy via the usual ripstop

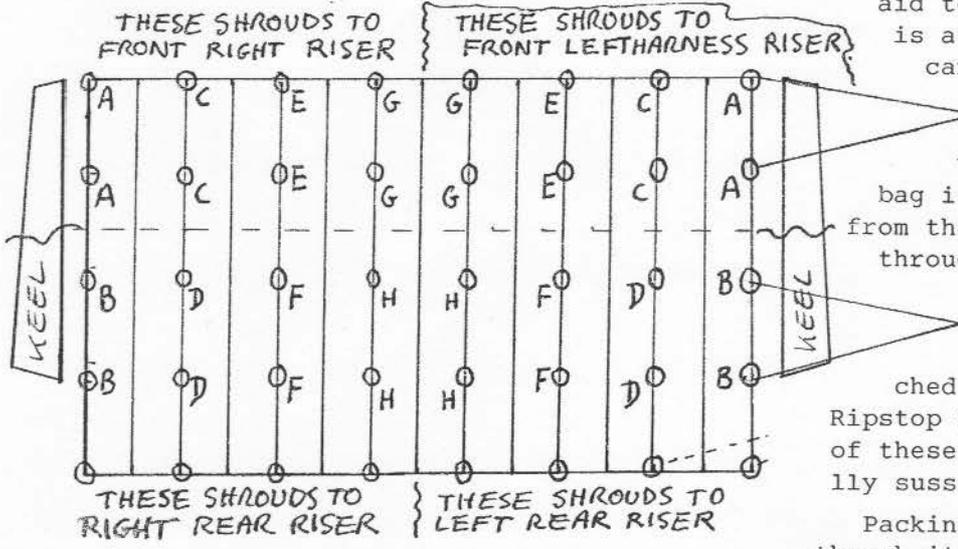
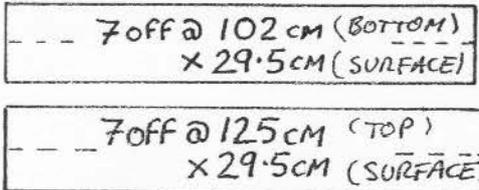
trapped loop and the line to the pilot chute is about 36" long, and the canopy bag is sewn to this line about 2'

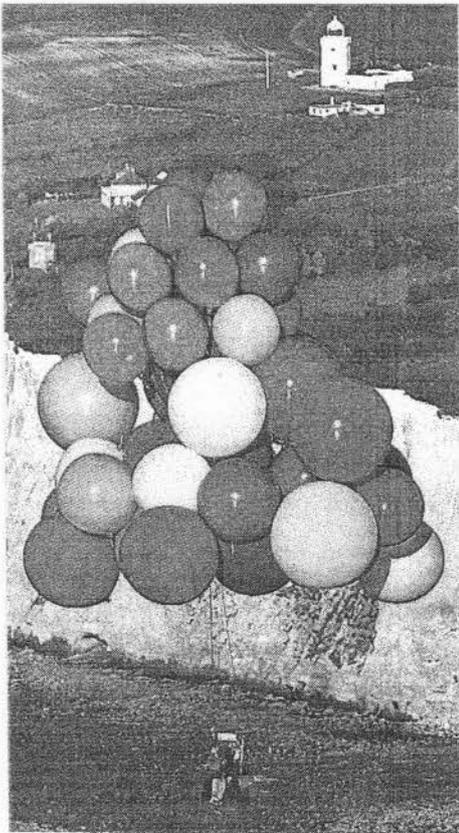
from the canopy with the line going through the bag. This of course enables the pilot to whip off the canopy bag smartly

The shroud lines are attached to the canopy via the usual Ripstop loops and you will need 40 of these, but you already had that fully sussed out.

Packing this chute is quite easy, though it comes easier with practice.

Lay the canopy on its side so it assumes roughly onr airfoil section, then fold down the top horizotally towards you, then carefully concertina the canopy and stuff it into the bag, making sure that no shrouds are wrapped around the canopy, finally tuck in the two keels. The shrouds are stowed in the pack as per usual and by now all you should have is the pilot looking a bit lonely, but of course you have already incorporated a pilot chute container via some suitable plastic container and attached it to the parachute pack (shampoo bottle?) where via the usual static line the pilot can hide till its required.....





Up, up and over the white cliffs of Dover... and beyond

AT THE RISK OF TURNING THIS ISSUE INTO AN OUT AND OUT PUFF FOR THE HUME LOONS, WE MUST MAKE MENTION OF THE RECENT CLUSTER BALLOON FLIGHT ACROSS THE ENGLISH CHANNEL.

They're coming to take him away Ha, Ha, who? he? yes one loony yank Jonathan Trappe, who had long dreamed of making this flight. Not quite as barmy as other recent cluster trips where the "pilot" sat in a deck chair and controlled the height of his flight with a BB gun, Mr Trappe used part of a hang glider harness to suspend himself under his 54 balloons for his historic flight powered by helium, just over a hundred years behind someone who used **KITE** power to tow his collapsible boat across the channel. The flight however was from Ashford gliding club and took 2¾ hours at a speed of roughly 17 mph, or should that be about 15 knots, and reached a height of 7,500ft. and yes he did file a flight plan with the authorities, both here and in France, so he was'n't chucked into a frog slammer for invading France.....

Mr Trappe claimed a new world record for cluster ballooning recently, flying 109 milles in 14 hours above North Carolina and although the channel flight was monitored by GPS and yes he wore a Parachute(hooray) we still cannot fathom how he controlled his height sans a BB gun

DO YOU NEED ELLECTRICKERY FOR TRIANGULATED FAUNA LOFTING.....

Not at all as the earliest versions of this method devised by Greg Locke way back in 1982 were strictly hand pulled, worked perfectly though of course compared to Electric Arfa's powered version it was slow. Nethertheless it obviated the need to bring the Kite down every time you wished to hoist another fauna, whereas when you have a screaming mob of anklebiters all wanting thier furry up and down PDQ the powered version is the only way to go.

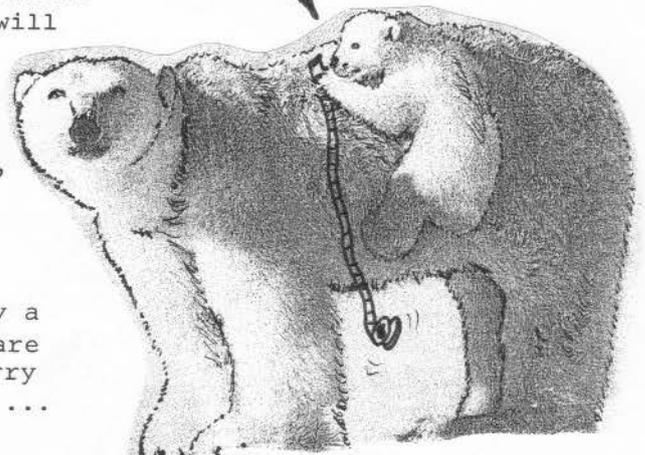
PARACHUTING MOGGIES?, YOU'RE HAVING A LAUGH. WHILST HAVING A DREDGE AS YOU DO FROM time to time we found this bit from way back when, which said that diseases led directly to the development of lifesaving drugs and parachuting moggies. Malaria was responsible for them moggies. DDT was developed to kill the bug, but when it got into the food chain it killed huge numbers of cats. The rat population began to increase bringing plague. The RAF is supposed to have solved the problem by dropping healthy cats into affected areas of Borneo by parachute. This sounds so daft, its probably true.

OO'ER ITS SLAPPED PAW TIME DONT'CHA KNOW....

Very remiss of us not to have mentioned that the Kite Society had also been scanning RC back issues onto the Internut as well as The Ted Berets, so assuming that is still so, if you access the KS website at or on <http://www.thekitesociety.org.uk> all will be revealed.

So as ever its the you know what to the you know where at the Teddytorial. c/o the Boring Old Fart. 48. Laurel Lane, West Drayton, Middx, UB7.7TY. In what will forever be **ENGLAND** no matter what the Traitors and running dogs have planned.....

Mind you, the way things are going its only a matter of time before half of the Yuro states are officially classed as sub prime, but not to worry Them English idiots will bail them out.....



Events List

July 2010		
10-11	Brighton Kite Festival, Stanmer Park, Brighton	Brighton Kite Fliers
17-18	Herefordshire Kite Festival, Berrington Hall, Leominster, HR6 0DW	Karl Longbottom
17-18	Eastbourne Extreme, Eastern Seafront, BN22 7PR	www.eastbourneextreme.co.uk
18	Dunstable Kite Festival, Dunstable Downs.	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.freereserve.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, Shrewsbury College of Art and Technology, London Road, Shrewsbury	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

History of the kite in Europe—George Webster

Following on from the article in April's issue regarding a book by Robert Fludd printed in 1619 which shows what is meant to be the earliest English illustration of a kite. Below is a reproduction of the picture depicting a Square kite.

