

# THE KITEFLIER

## NEWSLETTER OF THE

### KITE SOCIETY OF GREAT BRITAIN



**NOW WITH S.T.A.C.K.**  
**MIDLAND KITEFLIERS NEWS**  
**AERODYNE**

**ISSUE 37**

**OCTOBER 1988**

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The front photograph shows David Clements and Tony Cartwright, winners of the Team event in the British Stunt Championships held in York this Year. Tony is also Chairman of S.T.A.C.K., whose first newsletter appears in this issue.

Membership fee for the Kite Society of Great Britain is £6.00. This membership fee covers four issues of "The Kiteflier" and five issues of "Update" an interim newsheet produced during the summer months. Also available is a reduced subscription rate of £4.00 which covers the four issues of "The Kiteflier" only. In addition production of the membership card entitles the holder to a discount at kite shops around Britain as well as several in Europe. Finally members are permitted into the twice annual national kite festival held at Old Warden in Bedfordshire and other selected festivals free of charge.

Supplementary membership is also available to people living at the same address. This cost £2.00 and entitles the holder to discount and free entry to Old Warden.

Samples of newsletters are available from the address overleaf. These cost 1.00 each including postage.

If you wish to join The Kite Society please fill in the form below and send it to address given. All cheques, Postal Orders or Money Orders should be made payable to The Kite Society.

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# EDITORIAL

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Dear Reader,

This issue of The Kiteflier is special in two ways, firstly it is the first issue to have thirty two pages, and secondly we welcome another new edition to the pages.

The British kitefliers are just discovering synchronised team stunt flying, and a group of keen fliers have created S.T.A.C.K. to promote this form of kiteflying, anything that exposes kiteflying to a wider audience must be good for all kitefliers, and hopefully as the sport of team stunt flying is seen by more people, they will be encourage to have a go, who knows even those die hard single line kitefliers out there might be tempted, once they have seen teams in action. So we wish Tony, Paul and Mike every success with their venture and hope that you will support them in this new and exciting aspect of kite flying.

Onto a new subject, with this issue you will find a leaflet describing the activities of Youth in The Air, they need as many groups of young people to take part as possible, as response to the competition has been slow, if you are interested do please contact the address in the leaflets, this seems a worthwhile cause, so please support it, if at all possible.

Next year promises to be a very full year for kiting . It also marks the Kite Society's tenth Anniversary, and as such we hope to hold a convention style meeting at Bristol over the August Bank Holiday, details are few at the moment, but look out for more details in the coming issues of the magazine. We would welcome any thoughts you might have on the convention, and of course volunteers for talks, workshops, etc are especially welcome.

To mark the tenth Anniversary , each issue of next year's newsletter will have special features, so don't forget to renew your subscription, you might miss out on something special ! Special tenth Anniversary button badges will be available in 1989, and hopefully cloth badges too.

See you in 1989

Gill and Jon Bloom.

THE KITE SOCIETY  
OF GREAT BRITAIN  
31 Grange Road,  
Ilford, Essex.  
IG1 1EU

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## Events for 1989

Blackheath Easter Festival 26th & 27th March  
Old Warden Aerodrome 7th May  
Brighton Kite Festival 20th & 21st May  
Cofton Park, Birmingham Kite Festival 3rd & 4th June  
Shrewsbury Kite Festival 1st & 2nd July  
Kite Society Convention and Bristol Kite Festival 26th, 27th and 28th August  
Old Warden Aerodrome 1st October

Stop press Petworth Kite Festival 2nd July !

# CORRESPONDENCE

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*From Roy Oakhill regarding the Bristol Kite Festival*

I have just returned from two delightful days at the Bristol Kite festival with my family. Not only was the weather good, with fair winds on Saturday and intermittent winds on Sunday, but the standard of organisation by all concerned could not be faulted. Special congratulations to the announcer Andy King who kept everyone informed throughout and who worked so hard; he must have been exhausted by the end of the festival.

Judging by the number of people who visited the Festival and brought kites to fly there must be hundreds of converts to a superb activity for the whole family. Many thanks to all concerned for an excellent weekend

*From Paul Chapman with his comments on Jim Rowland's book.*

I've been reading the discussion of Jim Rowland's book in Kiteflier with a great deal of interest - particularly so as I corresponded with Jim on the parafoil part. First of all a comment on Clarke Y. It was originally designed as an 11.7% thick aerofoil in the 1920's and it is possible, just, to find wind tunnel data describing its characteristics. Other variants eg 18% thickness are described in a book by Reigles on aerofoil section although I have yet to see aerodynamic data. These variants have been developed by taking the original camber line - the centre line locus of the aerofoil section, and by scaling the thickness distribution about the camber line. Clarke YH has a reflex camber and is more appropriate to a parafoil. The paper by Lingard, The aerodynamics of gliding parachutes, is quite readable, good and was given at the Royal Aeronautical Society's Symposium on Aerodynamics at Low Reynolds numbers. You have to draw your own conclusions on its applicability to kites; the aerofoils are based on Clarke Y except that they are open at the front and so the Clark Y characteristics are no longer relevant. A more appropriate paper is John Nicolaides in Journal of Aircraft 1970 on "A review of parafoil applications" as he describes kite applications.

*From Ron Moulton responding further to the comments published regarding Jim Rowlands book:-*

If anyone has cause to criticise Jim Rowlands' book it must be myself and Pat Lloyd whose sketches are reproduced. Infringement of copyright without acknowledgement of source simply isn't 'done' today without resultant litigation. But in what is supposed to be an amicable hobby world, where technicalities are freely exchanged, even the righteous are tarnished if they challenge a fellow enthusiast. The hassle isn't worthwhile and the compensation does not cover the offense.

When Sr. Olivera lifted sketches and descriptions wholesale from 'Kites', my publishers both in the UK and West Germany were far more upset than myself. Italy is renowned for use of material published elsewhere and a gracious apology settled the matter most amicably.

Conversely when Guy Aydlett chose to sue me for infringement of his rotary kite article in Kite Tales by publishing a condensed extract sketch in

# CORRESPONDENCE

Aeromodeller ten years ago I was obliged by law to settle for \$1000 plus £174.60 legal fees. Although these facts have not been exposed before, it is my belief that Aydlett's own character was not enhanced by those who knew about his action in the USA. Particularly as the claim was that my quarter page illustration would negate a whole chapter in a forthcoming book and he calculated this would result in substantial economic loss valued at \$6400.

I leave you to determine the moral values of piggy-backing from these instances and assure you that I fully concur with the book reviewer in the opinions expressed within Issue 35.

Any technical book which regurgitates established designs or technicalities in text or illustration will inevitably have its author/compiler and the publisher walking on eggshells. The essential skills of authorship are to research, assess and then report the past in fully comprehensive form which is digestible for present day readers, and acknowledges origins. Publishers are supposed to be sufficiently professional to recognise restraints of copyrights and to exercise control over authors and illustrations for their own protection. If they don't, then they cannot complain if the product is slated.

*From Alan Jones with regard to John Spendlove's article on Polygon kites:-*

John Spendlove's article on the polygon kites. To simplify the formulae I give below a single number to 4 decimal places which is used as the multiplier of  $r$  or  $r$  squared to give the side and area of the polygon respectively.

No. Of Sides	Factor for Side	Factor for Area	No. Of Sides	Factor for Side	Factor for Area
3	1.7321	1.299	8	0.7654	2.8284
4	1.4142	2	9	0.684	2.8925
5	1.1756	2.3776	10	0.618	2.9389
6	1	2.5981	11	0.5635	2.9735
7	0.8678	2.7363	12	0.5176	3

I hope this will be useful to others who found John's article a challenge and may get the urge to produce one or two if not a complete train.

*From M Sawyer regarding this years Petworth Festival:-*

Regarding Petworth Festival. The most heartfelt 'congratulations!' to Joanna Mersey for the brilliance of the effort made by all parties to the Petworth Kite and Balloon Festival.

The atrocious weather, made more cruelly unkind by being 'encouraging' for the first half hour, before the day of downpour, aided by the weather forecasters who for an hour or two forecast a "bright spell coming soon", spoilt the flying but could not dim the spirit of the day. The ladies of the Church put on really super food all day and deserve medals for it. The steel band kids were terrific to hear and watch and great fun too. Those who flew their kites (perhaps a 100 in total sometimes 20 or 30 at once) in the pouring rain should be certified - with honorary membership of the Kite Society - but I hope they will recover to do it again. On behalf of all us who stayed out of the rain and still enjoyed the day just the same, "thank you folks!"

# CORRESPONDENCE

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*From Joanna Mersey (organiser of the Petworth Kite Festival):-*

Thank you all you brave people who came in such ghastly weather. It was a miracle that so many kites kept flying all day. Sadly the hot air balloons and model aircraft were grounded, but the town band and young Latchmore Steel Band (from Battersea) and the Teddy bears Picnic carried on regardless, thanks to the shelter of a huge Christian Fellowship tent.

Results of the Competitions.

The King and Chasemore Cup for flier of the day went to Roy Wright of Bristol. The Junior fliers cup went to Thomas Redshaw of Petworth. The Jim Hills Trophy for a flying object made on the spot went to Mr Valvona of Sunbury on Thames. £449 was raised for Driving for the disabled, Great Ormond Street Hospital and the National Trust. Thank you all you wonderful kitefliers for being such a help and staying so cheerful. Next time we must get sponsorship from a rainwear company.

*From Paul Jobin with reference to Stunt Kite flying in the U.K.:-*

It hard to believe that the British disease of putting down new ideas should rear it's ugly head in British Kiteflying.

Well, after reading the Kite Society Newsletter report from David White on the First British Stunt Kite Competition at York, I am afraid it has. The report was inaccurate and had a very Luddite tone.

Firstly, the competitions were not dominated by Hawaiian kites. In fact, Peter Powell mark 11 stunters came 2nd and 3rd in the individual competition. One of the outstanding performances of the day was performed on a good home made stunter kite. The reason that Hawaiian kites are so popular amongst experienced stunt flyers is because they are the state of the art and particularly agile for tight controlled turns.

His second inaccuracy was that you do not need to wear special gloves whilst stunt flying, it is just sensible when handling kevlar line. As for the names for stunts this is to make it more identifiable and to demonstrate skill and if anything they should be more difficult and challenging. They are only boring to spectators if they are not explained correctly.

David White ends his "report" by saying only standard stunters should be used. Well although I agree there is a place for stunt competition where competitors fly the same kind of kite I do not agree that open competition should be restricted to old fashioned designs.

The challenge has been made by top of the line, manufacturers of Hawaiian kites, for Britain to now produce a better stunt kite for competition than the Ultra light spin off. Britain contains some of the best designers in the world. So lets make the best stunter again, we once had the best with Peter Powell. I also hope the kitefliers newsletter can take some hints from the new American kite magazine on how to report stunt competition. If the sport of competitive stunt flying is to ever take off in Britain we need a more positive attitude and at least a mention in the editorial.

## CORRESPONDENCE

*(As a result of the above letter we have offered Paul Jobin and fellow stunt flyers two pages in each issue of the Kiteflier. See Pages 19 and 20).*

*From John Barker on the same subject:-*

I read with interest Dave Whites report of the York Festival, and wondered if I was detecting a touch of sour grapes. What for instance is a standard stunter, does such a beast exist and if it does, who has decided if it is a standard stunter. I assume by standard Dave, you mean a Peter Powell type kite, to me a stunt kite is any two line kite which is manoeuvrable. I know that the Hawaiian is flavour of the month at the moment, mainly I suspect as a thing of fashion, but to say that cos its noisy, needs gloves to fly it and hasn't got a tail, it shouldn't be allowed in a stunt kite Championship is a bit daft, the hawaiian is fast but I bet that they can be outflown by at least two other types of stunter in the right wind. The use of a tail on a stunt kite is really neither here nor there as any competent judge should be able to decide if a given manoeuvre is correct or not .

The use of names for manoeuvres is sensible as then everybody knows what he or she should be doing at any given time in a competition, but I'm not too sure about some of the names that are being given to various manoeuvres i.e infinity to a horizontal figure eight, maybe hori-ayt along with verti-ayt would be better. the same can be said of the manoeuvre called a brassiere, not many bras look like that and if the girls were forced to wear a bra like that they say " on yer Bike pal" but then I am Only nit picking. Maybe the kite society could lay some recommendations for stunt groups along the lines of

1. Any single stunter with or without tails, junior or senior 2. Stunt trains of more than one but not more than 6 kites 3. Synch teams of two 4. Synch teams of more than two 5. Very important, all the above on flying lines of not less than 150 feet or more than 200 feet,

Re Jim Rowlands piece about several serious incidents which are not necessarily for public discussion, If they were that serious and you didn't think they were worth discussing why even mention them, after all things like that which are not brought out in the open only lead to rumours and ill feelings etc. We the British kiteflying community have absolutely nothing to think about if we don't know what it is we should be pondering.

*From Jim Rowlands telling us about next years York Kite Festival:-*

Having heard rumblings several Kite Society members have asked about the future of the York festival of Kites. To clarify the situation then, there are no plans to present a kite festival in York in 1989. There are good reasons for this decision and it was of course not made lightly, after a lot of discussion with other festival promoters.

Firstly, some of you may know that I have recently changed jobs, and will not be able to give my time to the organisation of major kite festival as perhaps I have in the past.

## CORRESPONDENCE

The festival this year was presented independently of York City Council. They provided much support but no money, which presented a major financial headache. Other unnecessary difficulties arose, some I regret to say caused by kitefliers, which became very irritating, and the final straw was the accident involving the public address equipment, the bill for which has landed for the moment on my shoulders, and I am now involved in a battle with York City Council's insurers.

I have to be very honest and say that it would be foolish of me to attempt to present a festival next year. My heart just isn't in it.

My thanks and best wishes to all of you who have supported festivals over the past three years.

Look out and see what 1990 might bring !

*From Ted Fleming in response to Jim Rowlands letter in the last issue.*

It was sad to hear the news from Jim Rowlands about the lack of safety and the serious injuries caused at the York Festival. I fear that it is to be greatly regretted that SOME kitefliers, even experienced ones cannot be trusted to behave sensibly, and refrain from flying in car park areas or where spectators and property can be hit and damaged. It seems to me that organisers of kite festivals must in future take steps to designate areas for the different kinds of flying activity, and more importantly to engage stewards to monitor and stop at once any unsafe flying.

In this respect the Washington Kitefliers Association must be congratulated on the very thorough safety arrangements laid on at the Washington State International Kite Festival. Areas are cordoned off with coloured tapes for various kiting purposes and I quote "each day safety monitors in bright orange vests will be providing assistance to fliers by directing them to the correct areas and providing aid for any emergencies...". All this is backed up by adequate loudspeaker equipment.

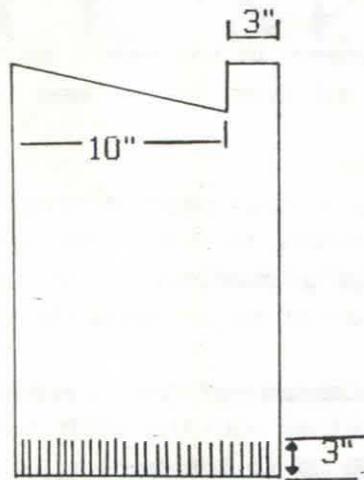
It follows of course that this scale of organisation means that the organiser will not be flying him/herself and in addition cannot be expected to do the job single handed and a band of volunteers is required whose authority will be respected by the kiting community and the public.

Although many kitefliers have expressed their concern about the safety aspects, lip service is not enough and all fliers should keep in mind their neighbour on the flying field and give adequate air space and protection to others.

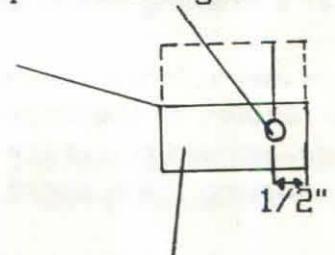
*(If you have anything to say on the subject of kites and kiteflying then send your thoughts to The Kite Society, 31 Grange Road, Ilford, Essex, IG1 1EU).*

# BANNER KITE by JOHN SKINNER

A simple plastic kite that flies well in light to moderate winds. Sizes shown are for a 30" span kite but this design has been successful in sizes ranging from 14" to 48".



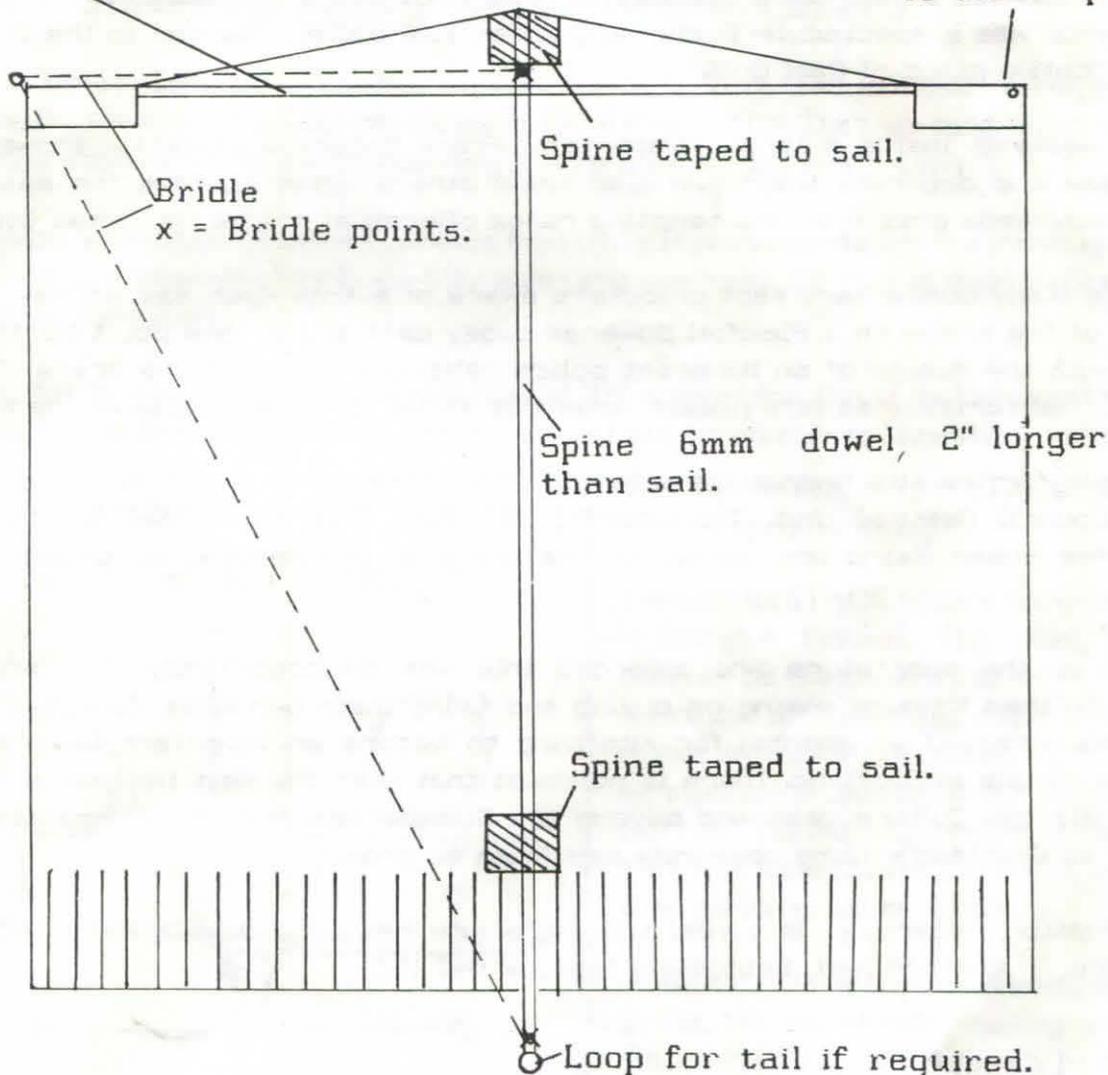
Hole for removing spar through.



Fold a 30" x 30" sheet of plastic in half and cut out wedge shape. Also cut fringe on bottom thus.

Spreader 3/16" dowel 1/2" shorter than span of kite.

Fold down and tape to make spar pocket



# GLASGOW KITE FESTIVAL

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This summer Glasgow has impacted the world of culture with renewed zest in hosting the enormously successful Garden Festival. So what better timing could there possibly be for staging the first Glasgow Kite Festival!

Over the weekend of August 6th and 7th Glasgow Green, in the heart of the city's East End, was transformed into an arena for kitefliers from all over the U.K who filled the skies with their creations.

High over the busy markets of the Barralands an enormous pair of lithe, sportily clad legs, were visible kicking and dancing and willing the citizens to "walk this way" and join the fun on Glasgow Green. These legs are the latest flying phenomenon to emerge from Martin Lester's drawing board and has featured at a number of major festivals this season.

The primary force behind the planning and organisation of the Glasgow Kite Festival was Peter Scoles of the Dolphin Arts Centre. Peter, together with the staff and assistants at the centre, worked round the clock in the weeks running up to the festival, co-ordinating events and enlisting the support of well known kite makers from far afield.

Kite artist Steve Brockett travelled all the way from Cardiff to run a workshop for children from local play schemes during which, with Steve's artistic guidance they produced a number of brightly painted paper kites representing birds, insects and flowers. The culmination of this workshop was a spectacularly choreographed kite ballet, "Garden in the Sky", performed to the evocative music of Carl Orff.

Over the weekend, inside a large stripy tent, Frank Macshane patiently showed youngsters how to make and decorate their own sled kites: others opted to take the easy way out by buying ready made ones from the tempting range offered at the Morgan Kites Stall.

Andy King's lively commentary kept onlookers aware of events such as Andrew Jones speedy traverse of the arena on a Flexifoil powered bogey cart and at one point Martin Lester was credited with the design of an itinerant police helicopter circling the arena. This caused a few hopeful enquiries. (readers please note: this model is not available at the Kite Store!).

Sponsorship for the Kite festival came largely from Strathclyde Regional Council and Glasgow District Council Festival Unit. The opening ceremony was performed by the city's Lord Provost Mrs Susan Baird who joined in the spirit of the festival by briefly flying a kite herself.

For many of the spectators who attended this was an opportunity to discover what is available to them through making or buying and flying their own kites. Glasgow's premier Kite festival has created an opening for kiteflying to become an important leisure activity for many more people in Scotland. There is no doubt that over the next two years, in the run up to 1990 - Glasgow Culture year and beyond the Glasgow Kite festival will continue to gather momentum as Scotland's kiting community continues to grow.

For information regarding next years Glasgow Kite Festival contact Peter Scoles, Dolphin Arts Centre, 7 James Street, Bridgeton, Glasgow G40 1BZ.

Sarah Kent

## LABRUGUIERE - A CENTENARY

---

After a long two day journey, we finally arrived in the early evening at the small town of Labruguiere. Just as you enter the town (in any direction) there is a sign proudly announcing that Labruguiere was the site of the first aerial Photograph taken by kite, by Arthur Batut in 1888. Set in a sea of maize and sunflowers Labruguiere resembles the many hundreds of small towns we had passed on the way down, but in common with most of the other small towns, if you take the time to stop and explore you will find many small gems hidden amongst the modern uniformity. Labruguiere has managed to retain most of its original buildings in the centre core of the town and the streets are a treat for those that are into 15th, 16th and 17th architecture, but what caught our eyes was the displays in the shop windows. The bakers/confectioners in the town had taken part in a Kite baking display so this being France there were elegant displays of kite shaped loaves, cakes, and in one shop Kite Chocolates - definitely too heavy to fly!. The main reason for the Event was to celebrate the centenary, but also to open the museum of Arthur Batut.

The museum is set just outside the main core of the town in a small building set back from the surrounding buildings and set in the path up to the museum is a impressive bronze plaque representing the first aerial photograph. The building is shared with the local tourist board (Syndicat de Initiative) and although the museum is small is well worth a visit. On display are some of Batut's original kite frame, reels and camera equipment, together with a display of modern kite aerial photographs provided by Kapwa. It also chronicles some of Batut's other interests such as chemistry and portrait photography. The first day of the Festival was heralded by a mass launch of balloons by the local children outside the museum, accompanied by the sounds of local musicians, drum and a whole inflated goat skin used as a sort of bagpipe (this we were told was very traditional black mountain music). The balloons were mostly released together and provided a perfect example of the lack of wind as they sailed up into that impossibly blue sky glittering like small jewels in the early morning sun. Next the whole Kiting delegation were herded into a column for the march to Arthur Batut's former home, the estate Lauren where there was to be a reception, and on the way renaming a street Rue Arthur Batut. Well we wandered around the town accompanied by the strains of the same tune for what seemed like hours in the hot sun before someone appeared to remember the direction we should have been going in, and finally we arrived at the Road sign (covered with kite) for the renaming ceremony. Of course there was a slight difficulty with the car drivers, french drivers not taking too kindly to people on the road, but the local police arrived and appeared to sort it out. The Sign post was unveiled by one of Arthur Batut's relatives, and it was on to the alfresco reception in the grounds of the estate. This being France, nothing much happened for the next three hours (lunch) but then a few people started to arrive at the flying sites. The first site, a small recreation field, was soon abandoned for the larger flying site - a rough pasture field complete with thistles and cow pats, steaming nicely in the heat. Of course you can guess the scenario - no wind or very little and that of course tended to blow towards the railway line and electricity cables running along the side of the

# LABRUGUIERE - A CENTENARY

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field. Still most kite flyers were making the best of it, and the kapwa people were busy trying to take photographs, usually with rokkakus.

The next day was to be the grand opening of the museum, and also there were talks in a local hall which was doubling up as an exhibition of kite and kite bits and pieces. The organisers had put on a good display, and someone had put together a marvellous display of kite post cards and pictures from around the turn of the century. The opening was attended by mainly local dignitaries, and entailed standing out in the hot sun whilst everybody had their say. Perhaps the most interesting person being a wonderful old gentleman of 91 who had apparently in his youth help Arthur Batut with his experiments, he was obviously a glowing recommendation for Gauloise which he appeared to smoke fairly frequently!

Then of course came another alfresco reception and lunch. After lunch the kitefliers slowly appeared at the site. Same scenario as before very hot but no wind, however during the afternoon we had a fine example of a thermal wind, the wind turing 360 degrees in approx five minutes, then dying and doing the same again. Of course most kite flyers were out there having a go but running around in the heat was no fun so most people had to do with a static display.

That evening the kitefliers were treated d to a meal of local specialities, first course gizzards, second course cassoulet, third course pastries, and as it was France they were all delicious, and maybe the choice of cassoulet was trying to be helpful?. Night flying was proposed but heavy rain put pay to that. The sunday was bright and clear, and of course the flying site now had the added bonus of wet cow pats, and for the first time there was wind. This was only to last a few hours but it enabled the kitefliers to display some superb kites. There were so many new or unusual kites, and it showed that the French kite fliers have a much more original approach to kites than do the British. My favourite was a fish skeleton kite with the head in a delta shape with the body being made out of drinking straws tied to a central string.

Unfortunately once again the wind died to nothing and people resorted to running. The prizes were presented by most diplomatic means. It appeared all the foreign kite fliers won something. The Brits came away with the best new aerial photography rig, most colourful display, the youngest kite flier and the best drinker! The event quickly drew to a close as most french kitefliers were heading home.

We would certainly encourage anyone who goes to the region to go to Labruguiere and see the museum. Labruguiere is approx 100 kilometres from Toulouse.

**GILL BLOOM**

# ROKKAKU CHALLENGE 1988 - RESULTS

This year the Rokkaku Challenge was held at 6 venues - Shrewsbury, Wroughton, York, Blackheath, Washington and Bristol. The number of entrants at each event varied from five in the Team Challenge at Shrewsbury to eleven at York in the Individual event. This only represents the scoring teams not those who just took part. In all the Challenge this year was far better than 1987 with both competitions running very close at the top.

(One challenge that occurred but was not part of the competition was the York Allcomers where 19 teams took part in a sudden death bout - this was considered the best match all year).

The results of both the team and the individual challenges are shown below.

INDIVIDUAL	1st	2nd	3rd
Shrewsbury	Denis Hawkes	Martin Croxton	Ian Peacock
Wroughton	Tony Cartwright	Jacob Twyford	Felix Mottram/ Ian Peacock
York	Oliver Webster	John Wall	David Drury
Blackheath	Ian Peacock	David Clements	Mark Peacock
Washington	Oliver Webster	Mike Ward	Paul Morgan/ Felix Mottram
OVERALL	Ian Peacock (24)	Oliver Webster (24)	Tony Cartwright (22)

(After Sudden death playoff).

TEAM	1st	2nd	3rd
Shrewsbury	A-Team (Geoff Adams)	Martin Croxton	Snowdon Yetties/ Paul Morgan
Washington	Snowdon Yetties	Chris Wainwright	Deptford Decorators
Blackheath	Deptford Decorators	A-Team	The Peacocks/ David Clements
Wroughton	The Peacocks	David Clements	Dongola Dons/ Deptford Decorators
York	Paul Morgan	Chris Wainwright	Snowdon Yetties
Bristol	Snowdon Yetties	Martin Croxton	Les Porter
OVERALL	Snowdon Yetties (25)	Paul Morgan (24)	Deptford Decorators (24)

(After sudden death playoff).

The winner of the Team Spirit award was George and Oliver Webster with their "Jazz" Rokkaku. The team spirit and gamesmanship shown by these two has been remarkable despite the odds they have kept coming back and joining in the spirit.

Many congratulations to all winners and good luck to all for next year.

*(The 1989 Rokkaku challenge will be held at a number of festivals throughout the country. The likely venues are, Blackheath (Easter), Shrewsbury (July), Birmingham (June), Wroughton (August), Bristol (August) and Washington (July). Details in the next issue).*

# KITE FLYING - MY LEVER IS NOT STIFF!

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I'm a kiting novice. At Wroughton I met two young men who looked like specialists. They were flying one kite at about 1500 feet and launching a small, beautifully made, winged box kite with drogue. This little kite wanted only to rise to about 15 feet, turn, and smash itself into the tarmac runway. Three attempted suicides was all I could bear to watch without making an offer to assist with launch. (The high flyer didn't seem to be participating then) But with line-out long at launch two more crashes followed. Bridle adjustments were tried to no avail. Now it struck me that the drogue was a mighty long way from the kite - as I remember the scene I'd guess it was on a line some 20 feet long. Remember, the kite never got to 20 feet before diving back to the tarmac. This was where I made my mistake - I ventured the opinion that shortening the drogue line might help. These two specialists wasted no time in telling me how a drogue on a long line gave more stabilization than a short line because, they said, a long line gave greater leverage. So I deflated and disappeared after two more failed launch attempts. Since then I've thought some more - I should have stood my ground and said "Poppycock!"

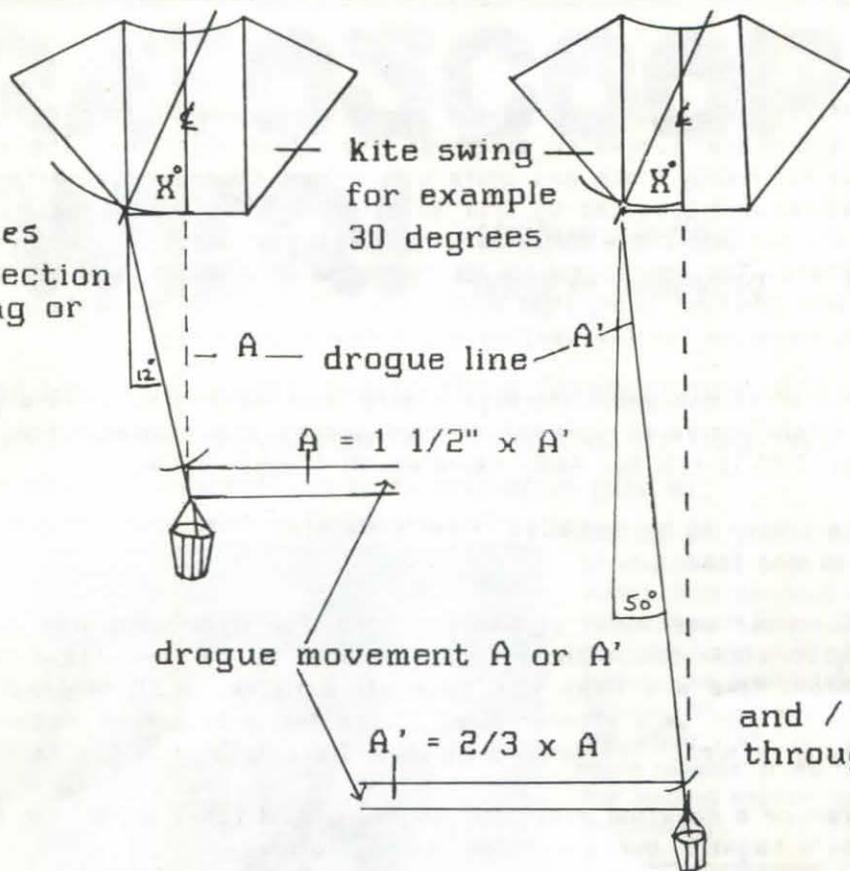
How can a string be a lever?. The only lever in operation here is provided by the spine of the kite with the wind working to rotate it about its fulcrum while the drogue line tries to restrain that rotation. The fulcrum will be, presumably, somewhere between the centre of gravity and the centre of pressure. Since any given amount of rotation will move the normally perpendicular spine in a horizontal direction at the point where the drogue is attached such rotation will draw the drogue 'toward' the kite. A short string to the drogue will result in more movement 'towards' the kite than will a long string and it follows therefore that a short string has a greater and quicker acting effect in straightening the errant kite. A very short line would work rather too quickly and would give a jumpy ride which is undesirable so it is agreed that direct attachment of drogue to kite is not good. But a long line is no good ! I estimate that a drogue line of about 2 spine lengths would be a good compromise starting point. To maintain the correction effect as the line is lengthened would mean increasing the size of the drogue about 1 1/2 times the increase in line length. This would not be desirable unless it has been decided the kite is lacking drag as well as stability.

When the geometry is plotted it is seen that the shorter line results in more movement of the drogue or, until the drogue moves sideways - following the kite - a greater angle of corrective pull, which is a more effective angle. Thus a long line to the drogue is not as effective as a short one.

Maurice Sawyer

# KITE FLYING - MY LEVER IS STIFF!

greater drogue movement and / or swing through 12 degrees means more correction for the same drag or just more drag



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# GENERAL INTEREST

## MAGAZINE NEWS

Two new kiting newsletters have appeared on the scene. The first is from America, called Stunt Kite Quarterly it is, as its name suggests, aimed at the stunt kiteflier. There a number of colour photographs throughout but mainly black and white with colour cover and adverts. The first issue runs to 48 pages, and is edited and produced by Cris Batdoff. Obviously this magazine has little appeal for the single line kiteflier, but for the stunt flier the first edition is full of hints and tips and flight tests of various stunters. The main drawback at the moment is that because America is at least 2 years ahead of the world in stunt flying that most, if not all, of the contents are American based, but we can recommend this magazine for the serious stunt fliers out there.

Subscription is 16 dollars for one year, (foreign drafts must be in U.S. Dollars payable through a U.S. bank or post office). Single copies of current or back issues are available for 3.50 dollars. Address of Stunt Kite Quarterly (SKR) is P.O. Box 468, Mainstee, MI 49660, U.S.A.

The second magazine is closer to home, called "Kiter's Magazin" it is a full colour magazine produced in Germany by Jens Jancke and Team.

This magazine is the European equivalent of American Kite. The first issue has 64 colour pages and is very impressive, with good, clear colour photographs. Included in the first issue is an excellent article on this years Washington, Tyne and Wear Kite festival, articles on illuminated night flying, splitting bamboo, a full size pull out plan of a stunter kite, a plan for a Sode Kite, reading weather signs, kite skiing, etc. The magazine is almost too good to be true. Its only fault is the fact that it is in German!

The editor plans to produce a magazine every two months and if there is enough interest every month!. We certainly wish "Kiter's magazin" every success for the future.

For subscription rates etc. write to "Kiter's Magazin", Nordendstrasse 44, D-8000 Munchen 40, West Germany. Tel no 089 271 7170. American Kite, as mentioned in the last newsletter, has appeared in its second edition. Just as good and as full of interesting articles as the first issue. Available from The Kite Store or by direct subscription 17 dollars per year, 480 Clementina Street, San Francisco, CA 94103 U.S.A.

We have recieved the second issue of The French Kan Kite newsletter - Kit and Kite - it is aimed again at the stunt fliers. This issue has full plans for a spinoff, tips on different line, reels, holders. Membership details are available from French Kan Klub, 2 Rue Hermann Lachapelle, 75018 Paris, France.

## KITE GROUP NEWS

Several New Local groups are trying to start up.

First, Roy Wright, 35 Burley Grove, Downend, Bristol BS16 5QB, would like to form a group based at Ashton Court (the site of the Bristol Kite Festival). He proposes to hold flyins at Ashton Court every second sunday of the month at the top near the golf course, from 2 p.m.

Mr A Gardiner (who used to be actively involved with the Essex Kite Group) would like to start a kite group in his new area mid Glamorgan. Contact address is A.F. Gardiner, 6 Penrhys Avenue, Tylorstown, Rhondda, Mid Glamorgan CF43 3AY.

Chiltern Kite Group. This new group is a group after our own heart - its formation was undertaken in a Pub. John Prior their secretary, writes as follows:-

Following the excellent response from local kite enthusiasts at the Woodburn Kite Festival this september it was decided that a meeting should be held to discuss the formation of our own local group. Although not every one was keen on the idea of a structured club it seemed that this would be preferable in view of future memberships, publicity, organisation etc. The Chiltern Kite Group was the name decided upon as the most appropriate for the area. It was agreed that a further meeting on November 1st in a

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# GENERAL INTEREST

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quieter venue, would be arrange to settle subscriptions etc. The founder members have agreed to pay five pounds for initial setting up funds. For further details contact Peter Metcalf, 9 Bowden Lane, High Wycombe, (0494) 28133.

We have already mentioned the formation of the Wyvern Kite Group in a previous issue, but we have been informed that the Group has changed its name to The White Horse Kite Fliers, they meet at 7.30pm on the first Thursday of every month at the Joliffe Studio, Wyvern Theatre, Swindon to discuss various aspects of kite flying. They also regularly fly at the Borough of Thamesdown's Lydiard Park on Sundays (afternoons in winter, mornings in summer) look out for their white horse banner. For further information contact R Gunter, 12 Glevum Close, Purton, Swindon, Wilts SN5 9HA.

## WORLD KITE MUSEUM

We recently heard from the Washington Kitefliers about the formation of The World Kite Museum and Hall of Fame. The brochure provided proclaims "The world King Museum and Hall of Fame has been established to preserve and promote all aspects of world wide kiting and to acknowledge and honour noteworthy individuals for outstanding contributions to kiting, either in their own countries or internationally".

There is a proposed museum newsletter and other benefits for anyone who wishes to become a charter member, we have written back asking for more details but have not yet heard. If you are interested in any aspect of the museum, write to World Kite Museum and Hall of Fame, P.O.Box 964, Long Beach, WA 98631, U.S.A.

## SPARE PARTS

It has been brought to our attention by Tony Cartwright that many arrow shafts are made of the material that is used in a number of modern kites (especially stunter kites) and are considerably cheaper than spare rods from kite shops. They are available in a range of similar diameters. One such supplier of glass fibre, aluminium and carbon shafts is Quicks, The Archery Specialists, 18-22 Stakes Hill Road, Waterlooville, Hants. Tel 0705 254114. On request they will supply a free colour brochure. They also provide a range of arrow nocks which are also very useful for kite making.

## MEDIA NEWS

A Kiteflier, who wishes to remain anonymous, sent us an advertising leaflet for Sanatogen vitamins. The art work includes a rather splendid box kite and, as the sender says, seems to imply that box kites are full of vitamins?

An Knitting and needlecraft magazine Anna in their August issue had an article on making kites with three kite designs, delta, conyne and, more unusually, a rather nice bird design. Their U.K address is Seymour Press Ltd, 334 Brixton Road, London SW9 7AG.

## NEW BOOK NEWS

There are quite a few new books on the market but unfortunately most are in foreign languages! Two of the best come from the Netherlands. There is a small jewel of a book by Harm Van Veen. Only 31 pages it is on small paper kites and has very clear diagrams for making a variety of kites - malay, serpent, box. The title in dutch is "Kleine Papieren Vliegers".

The other dutch book is called "Fotograferende Vliegers", basically aerial photography using kites. Written by Nop Velthuisen and Gerald Van der Loo, this is a hard back with many excellent and clear diagrams, and good photographs it runs to 120 pages and costs approx 12 pounds. Highly recommended by KAPWA (Kite Aerial Photography Worldwide Association) in their latest magazine. The diagrams and a dutch dictionary are probably enough for keen aerial photographers to use this book. Who knows we might even have an english edition one day. Both these books are available from Vlieger Op, WeteringKade 5a, 2515 AK Den Haag, Holland.

# GENERAL INTEREST

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As mentioned in the previous newsletter Wolfgang Schimmelpfennigs book is now available in English. We were told by the publishers that the launch date would be 27th September, but it has been delayed. We have a review copy and think that for £3.95 this book is excellent value. Copies will be available as soon as possible, if you are interested write to us.

## KITE FESTIVALS

News of a kite festival, which as the organisers KAPWA say will herald the opening of the International season of kiteflying for 1989.

To be held at Berck-Plage, France (site of many kite aerial experiments at the turn of the century) during April exact date as yet unknown. Organiser Michel Dusariez writes:-

"The third annual international meeting organised by Kapwa is open to all kitefliers. The organisers will take in charge a part of travel expenses and offer some accommodation facilities. Please let us know as soon as possible your intention to fly with us."

The address to write to is Kapwa Organisation Berck, c/o Michel Dusariez, 14 Avenue Capitaine Piret, 1150 Bruxelles, Belgium.

A festival is to be held at Cofton Park, Birmingham on June 3rd and 4th. The official name is The Birmingham Centenary Festival of Kites. Being organised by Bill Souton and Derek Kuhn, on site camping is being arranged. Further details will be given when they become available.

Kites for Kampuchea. Oxfam is inviting all Kite enthusiasts to come along on Sunday 30th October at 2.00pm to the Hornchurch Country Park to fly kites for Kampuchea.

The event is being held to publicise the plight of the people of Kampuchea (formerly called Cambodia) who have been desperately trying to rebuild their devastated country since Pol Pot and the Khmer Rouge were driven out of Kampuchea in 1979.

Many people in Britain responded magnificently in 1979 to Oxfam's appeal to send aid to Kampuchea after hearing of the terrible atrocities committed by the Pol Pot Regime, and Oxfam is trying to restore the water works system in the Country's capital Phnom Penh, which was totally destroyed during the occupation. It is hoped to fly two gigantic banners (13 metres and 8 metres) with the words: 'Cambodia 79' and 'Kampuchea 88' written on them at the event and the public are being asked to come along and fly a message of hope for Kampuchea. For further details please contact Linda Foord - Oxfam's Hungry for Change Co-ordinator on 01 590 9939. Hornchurch Country Park is in the Airfield Estate, situated off Suttons Lane down Squadrons Approach.

## FROM THE PRESS

A small snippet that appeared in Whats Up the newsletter of The New Zealand Kitefliers Association. From a newspaper article of December 4th headed Kite costs Israel \$2 million.

"A child's kite that strayed into northern Israel, three days after last month's hang glider guerilla attack in Israel, triggered a massive search operation which cost an estimated \$US 1.25 million, a security source said here today.

The incident occurred when an 'unidentified flying object' was spotted late Sunday over the northern Galilee region of Israel - site of the November 25 attack in which six Israeli soldiers were killed and seven others wounded.

On Monday morning the cause of the alarm was found - a child's kite which had strayed from the security zone, into northern Israel, the source added."

# WORLD KITING FESTIVAL, TASMANIA

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On March 3, 4, 5, and 6 1988, as part of the Australian Bi-Centennial celebrations, a World Kiting Festival was held in Launceston, Tasmania. Although sometimes advertised as a World Knitting Festival, the event succeeded in attracting a dedicated group of committed kitefliers from around the world, Australia, New Zealand, Japan, U.S.A., Canada, Singapore, Holland, and, from the U.K., a one man team of Martin Lester. (Perhaps we should include Icarus in the U.K. team too). Vying as it was with other official Bi-Centennial events such as Gumboot throwing (read Wellington Boot) and coal shovelling, the W.K.F. was none the less four days of fun filled flying, festivities, and a liberal dose of Australian hospitality.

On day one of the festival Shakib Gunn of Singapore (described in the pre-festival publicity as heading the commentating team - perhaps a little misleading, as once he gets going with his almost non-stop highly informative and entertaining patter, no one else could get a word in edgeways anyway) hands out skewers of onions and chilli peppers that are designed to keep the rain away, although it sounds to some of the participants like a sure way of attracting wind. The bamboo skewers work well, however - no rain for the four days of kiteflying.

After the official opening ceremony, the flags of participating countries are raised by kites. The Tasmanian box kite of David Chandler raises the Australian and Tasmanian flags and the New Zealand flag is wafted aloft by the Kiwi Flare kite of Anne Whitehead. Recently married, this is Anne and Peter's honeymoon, a fact that doesn't escape Shakib's attention for long as he launches into his often repeated 'love at the end of a kite string' speech. Peter and Anne met after tangling lines at a kite day.

With the assistance of the Governor General of Tasmania and the Mayor of Launceston, David Chandler launches the Bi-centennial star. This is the kite that has travelled the world for two years publicising the W.K.F. It has been flown in Singapore, New Zealand, Japan, Great Britain, and at international festivals throughout the world, being autographed by kitefliers in these countries.

The skies are now declared open, and a wide variety of kites take to the air. Martin Lester flies his Icarus (his alter-ego) and a flamingo kite - the first one he made. He also flies his yakko stack but every time he puts them up one of Peter Lynn's (of New Zealand) kites attack it.

Day two is children's day. Hundreds of children from in and around Launceston arrive by the bus load to watch, fly kites, and applaud the sky-diving bears. Michael Alvares from Western Australia, who teaches kite making to groups of school children as part of a community project, enlists the children's aid to assemble and launch the W.A. box kite. This is a large compound kite made up of 50 Hargrave box kites, each made by a West Australian school, decorated with symbols of Australia (teapots, Vegemite jars etc.) and joined together to make one huge kite.

Peter Lynn and Peter Whitehead engage each other in aerial combat high

# WORLD KITING FESTIVAL, TASMANIA

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above the flying field with their 6 metre Nagasaki hata fighters. Peter Lynn's kite is cut down and disappears towards the river, never to be seen again. An Australian kiteflier (who shall remain anonymous) spends a fruitless Monday in a borrowed dinghy dragging the river attempting to recover the kite so he could claim the \$100.00 reward Peter offered - having attracted some unwanted attention from the local police force, he needed the money to pay his traffic fines.

The Japanese contingent fly their elaborately decorated Edo Kites, some with hummers, and a variety of bird and insect kites. With their intricate designs the Japanese are a real asset at the festival. The Canadian team of Adrian Conn and Judy Michon fly a colourful range of Adrian's Flexwing kites, providing a spectacular of kitemakers craft in the sky. A man lifting attempt by the New Zealanders succeeds in whisking Peter Whitehead 10 metres into the sky, despite light winds.

The highlight of day three is the rokkaku Challenge. 13 teams, most sponsored by local businesses, (Myers Department store, Tamar Knitting Mills - is this a knitting festival after all) fly hexagonal Rokkaku kites about 2 1/2 metres tall. There are 3 rounds with the last kite flying in each round the highest scorer, the object being to cut the other kites out of the sky. At the end of the 3 rounds the points are totalled to find the winner.

The Japanese don't get off the ground in round 1, damaging their kite beyond repair. They come back strongly in round 2 and 3 though with a kite borrowed from American David Checkley. An international team of Simon Freidan, Adrian Conn and Jeremy Carson flying the V-for-Victoria Rokkaku are joint runners up and in round 3 share the honours with the Japanese after the time limit expires, both kites still flying, both teams of flyers exhausted. The Americans demonstrating superior tactics, (being allowed to lurk around the fringes of the action despite the urging of Shakib Gunn to engage them in combat) win having accumulated enough points in rounds 1 and 2 to compensate for their failure to launch in round 3. Martin Lester is judge, jury, and awarder of trophies and prizes. This is to be an annual event, but will the Americans return to defend the shield without redress to the New York Supreme court, shades of the Americas Cup? (Britannia rules the waves, but the new York Yacht Club waives the rules etc.)

The parachuting Miss Piggy has a tough time today - caught up in the tail of a 30 metre spinsock, she is finally ejected after many revolutions, only to be almost torn limb from limb by a mob of over anxious school children, pignapped by an enthusiastic fan, rescued in true rugby tradition by a tackling kiteflier (the kiteflier refused to accept the explanation of the errant child that he'd "found" Miss piggy) and returned shaken but unharmed to owner Dez Cross of New Zealand.

Martin Lester is awarded the coveted red Apple award for his efforts on day 3 being everywhere at once, helping people who needed help, and smiling a lot. Other Red Apple awards have been awarded to, amongst others, Lynda Jones, the festival co-ordinator, and to Michael Alvares for his efforts in

# WORLD KITING FESTIVAL, TASMANIA

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involving the children on children's day, and (to quote Shakib Gunn) for flying a kite, dancing with a woman, and drinking a drink - simultaneously at the indoor kite fly that was the closing event of day 1.

On Sunday morning, day four of the festival, the onions and chilli peppers conspire to keep the wind away as well. It comes up later in the morning, and the sky menagerie including our range of birds, bats, butterflies, and bees take to the air. Our untrained train of rampant bats is given the freedom of the sky. The Dutch team fly a 3-D fluffy bird kite from Bali, similar to those we stock. Beth Matthews from Victoria, Australia, is a master crafter of bird and butterfly kites. Her pair of bellbirds with tinkling bells on the trailing edges of the wings, fill the sky with music. Her lifelike train of seagulls have most spectators puzzled - are they real and her absolutely exquisite hand painted flapping butterflies adapt well to the light conditions.

After lunch, in more favourable winds, it's time for the tribute to Lawrence Hargrave, free flying of cellular kites in tribute to Australia's kite and flight pioneer. Jeremy Carson flies his red Hargrave with (festival sponsor) Qantas logo and Simon Freidan (after giving us some details of Hargrave's contribution to aviation, Australia and kite flying) flies his intricately jointed tribute to Hargrave. He uses standard hose fittings for the joints and fastenings.

Peter Lynn and the New Zealanders fly a selection of large kites that dominate the sky with their sheer size and drama. Peter's parafoil (aptly named "Bruce") at times develops a bigger lean to the right than Margaret Thatcher. It displays attributes more commonly associated with a flexifoil, but this only seems to happen when Shakib mentions Bruce by name. (Bruce is a sensitive soul deep down). James White flies his Hagaman parafoil to lend an air of stability to the sky, trailing the giant spinsocks behind it in a splendid display of colour. In the pocock event, Jim Millar of Chicago powers his trolley across the flying field behind a train of flexifoils, while Peter, James and Bruce combine in the kite-drawn event.

The Japanese team assemble and launch the huge tasmanian Kite festival living together Japan Kite Association Edo. At the closing ceremony ably performed by Masaki Modegi and the team, the J.K.A. Edo is presented to the kitefliers of Tasmania in a moving gesture.

In the evening, at the barbecue lavish helpings of superb Australian seafood and wine and the auction. Which well known N.Z. kitemaker took refuge in a tree and was seen frantically bidding on a pair of (unbridled) underpants?. The auction, ably conducted by James White, raises over \$2000.00 towards the establishment of an Australian Kite Trust for the promotion of kitefliers and flying.

Finally, thanks to Geraldine Lopdell for introducing the term "bear droppings" to international kite festivals and to the festival organisers for a great four days.

**COLIN MCKAY**

# KIRKCUDBRIGHT KITE FESTIVAL

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Well, now it's all over - with a sigh of relief at the moment, but no doubt, aching nostalgia in a month or so! It was our first Festival, organised (if you can call it that !) by two very novice kite flyers... and it won't be our last - we've even been promised some sponsorship for next year, so we must judge it a success.

The weather, of course, let us down... either the rain switched on just as flying commenced, or the wind switched off... except on one evening, when a great time was had by all and we forgot all about the programme and flew for fun. Our workshop sessions (we had three - two for nine to twelve year olds, a part of the school holiday playgroup programme, and one for all comers) resulted in a total of 32 UFO's in Kirkcudbright skies, with their bottom ends at assorted locations including the churchyard!

Best fun was immediately after the playgroup sessions when we had the use of school playing fields and were blessed with balmy breezes. We chose to make the bin-bag box kite (see 1988 - Spring 'Kiteflier'), though I must confess to several hours spent in cutting and assembling kits of parts. It's a very forgiving kite and quite warped specimens flew well - we offered a prize for the best decorated, because a black bin-bag is a drab thing. The results were so good that we had to find some consolation prizes in a hurry... and despite what must have been anything up to 30% payload in decor, the black beauties still flew and continued to give their owners satisfaction.

We also developed a sort of jig thing which came in mighty handy when sellotaping the longerons into the plastic sails. It is just a piece of old timber about 1/2" thick, 1 1/2" wide and 15" long, with a channel 1/4" routed out along its whole length. Press the plastic into the groove, using the dowel, then sellotape over the plastic dowel plastic sandwich.

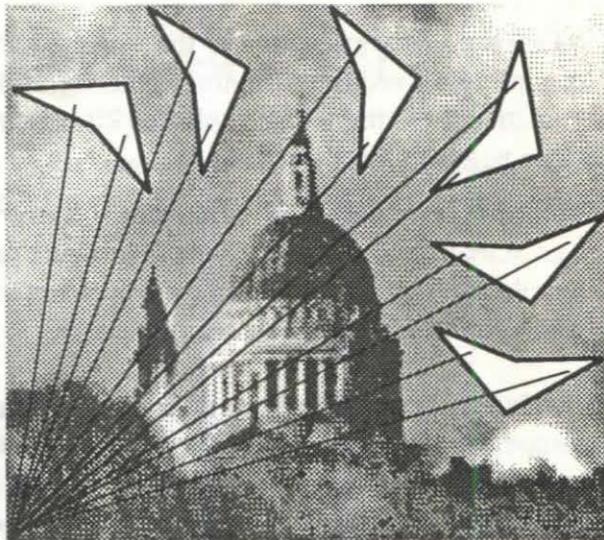
It occurs to me that this jig could be useful in assembling sled kites, and it may well be worthwhile to rout out several grooves of varying widths, to cater for different thicknesses of dowel or other rods.

What did we learn? Enough to re-shape the Festival next year and make it wholly a childrens' Festival. To ease out some of the competitions (in several cases, no entrants this year) and to make the flying session a moveable feast ("Monday afternoon or the first fine afternoon thereafter"). To spend more time and money on publicity. What the kids enjoyed was the easiest thing in the world to provide - an opportunity to fly as many different types of kite as possible. So, if we do no more than create an interest, we shall succeed.

Wilf Proctor

# STACK NEWS

Issue 1, September 1988.



Today, I fly stunt kites at every opportunity even in minimal winds.

My visit to the A.K.A convention in Washington D.C. in October 1987 changed my attitude to stunt competitions. The precision and skill was stunning. The simple conception of wrapping lines opened up a new dimension; team flying.

It was at the Easter Blackheath meeting where Dave Clements and myself introduced Paul Jobin to team flying. Soon Paul teamed up with Mike Ward, a fellow colleague of his from university.

In May, the British Stunt Kite Championships were held in York. The individual event was a good competition, Paul won with Mark Powell second and Paul Powell third. The team competition was really a demonstration with just the two teams competing, but the response was very positive.

In the following weeks Paul, Mike and I practiced team flying at every opportunity. It was during an evening practice session at Parliament Hill that the Blitz team came into being, the view of the illuminated London scene being the inspiration.

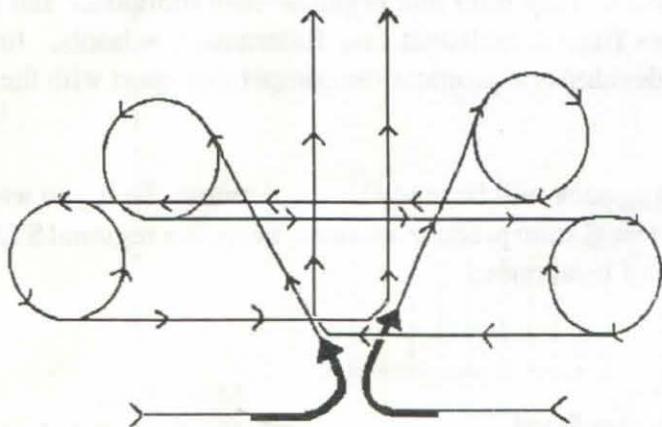
We decided that the Blitz Team would be 90% fun and 10% competition. Out of the laughs and discussions came the decision to form an association to promote and focus attention on to Stunt flying in Britain.

This was the beginning of STACK; Stunt, Team And Competitive Kiting.

The need for STACK became apparent during the Washington Festival. The team event was between the Greens who had not flown together before and the Blitz team. Again it was another chance to give a demonstration and on the Sunday we managed to team fly with 6 members for the first time. The individual event was won by Paul, Mike with his attempted 360 degree in a 15 m.p.h wind got close, and I crashed out.

At Bristol 1988 we hope more teams will be competing. We are already making sure that at Bristol 1989 there will definitely be more teams competing and the event will be an International competition.

## The STACK Challenge



This figure is called a V-pass and is for a 2 man team.  
We challenge you to fly this!!! It can be done.

STACK's prime objective is the acceptance of Stunt kite flying as a recognized sport. Like all sporting disciplines it requires training, practice and above all dedication. STACK will assist with training and guidance, working with established kite organisations such as the Kite Society who have generously offered these pages in the Kiteflier.

The Blitz team gather at Parliament Hill every Wednesday evening, where we welcome all-comers to have a go at team flying. Team flying is growing rapidly. Neil Wills and Kevin Flanagan are the latest Blitz team members. If you want to join the Blitz team then all you have to do is devote a lot of time and never say sorry when you cause the whole team to crash.

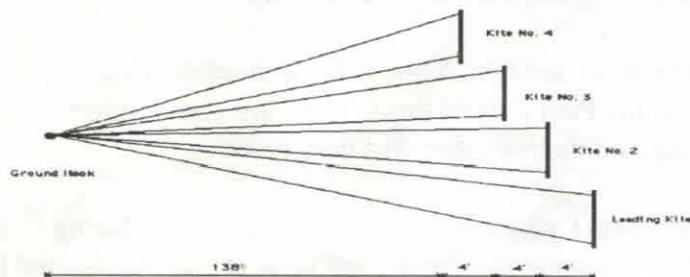
The International Blitz team consisting of Martin Lester, Andy King, Mark Cottrell, Paul and myself will be competing at this years A.K.A convention in Chicago. The American competition is far more advanced with over 150 competitors expected in the various individual and team events in Chicago. We might be two years behind the Americans, but with your time and effort we can catch up fast.

Be warned, Team flying is addictive!

Tony "Kev Kevlar" Cartwright, Chairman of STACK.

## Team Flying Tips

When Team flying the lengths of the individual lines are staggered so that the following kite does not stall in the turbulence from the kite in front. The Blitz team normally sets the lead kite on 150' Spectra. Number 2 (i.e. the person following the leader is set 4' shorter at 146'. Number 3 is set at 142' and number 4 is at 138'.



To set up and measure the lines, screw in a ground-hook and run the lines downwind and attach the kites. Then adjust the lengths so they are set out as in the diagram. Using Peter Powell heavy-duty handles allows the line lengths to be adjusted very accurately.

## STACK NEEDS YOU ....

The sport of Stunt Kite Flying will only happen if we can get your support and above all your active participation.

STACK is looking to recruit regional representatives to help train and organise both individual and team flyers. We are looking for enthusiastic stunt flyers from established kite fraternities, schools, further education societies and local community groups to develop and promote the competitive sport with the help and the organisational support of STACK.

Membership details and a very comprehensive joining pack will be ready by the Autumn. So if you want to compete in individual or team competitions, organise local stunt practice sessions, become a regional STACK representative or just join STACK then contact one of us at once:

Tony Cartwright,  
78 Dongola Road,  
Tottenham,  
London N17 6EE  
Tel: 01-808 1280

Paul Jobin  
115 Tottenham Road,  
Islington,  
London N1.  
Tel: 01-249 8200

Mike Ward  
132 Westbury Avenue,  
Wood Green,  
London N22 6RT  
Tel: 01-889 6123

# A E R O D Y N E

The Newsletter of the BRIGHTON KITE FLYERS

## PARHAM PARK.

24th July.

This year the weather, apart from a brief shower at the start, was quite sunny - if a little breezy. The grounds of this 16th century manor house still bore the signs of the ravages caused by the 'Great Storm' - stacks of tree trunks lined the route to the lawns in front of the house; the west wing of which was still shrouded in scaffolding.

John Barker made the trip down from West Drayton and it was his Strat that was unfortunately treed behind the Church as the wind grew stonger and more blustery with quite a bit of disturbing turbulence due to the ridge and trees.

Clearance for the day was 1500 feet but the wind direction meant that gliders from the nearby Southdown Gliding Club were launching towards us and an upper limit of 1000 feet was the used for safety.

Ray Oakhill, Tim Swanwick, Dave White and Geoff Sanderson also came along and an assortment of kites were flown but there was a noticeable lack of bears coming forward to take the plunge - possibly due to a change in the event organisation. Dave White, however, had at last, both the space and wind to put the Yellow Arrows through their exacting paces.

## HANGLETON & KNOLL CARNIVAL.

6th August.

It was almost too hot and too windless to do more than sup ale; so it was a welcome break to have to make the launch run with only a few bears of reasonable weight in demonstration. The other events filled in the rest of the day quite pleasantly; catering for all tastes and including an excellent people circus, even if the cost of beer was somewhat high.

## RUSPER TEDDY BEAR DAY.

7th August.

Ray Oakhill, Peter Jones and Geoff Sanderson came along to the postage sized field surrounded by trees. Clearance was 800 feet since we were only 1.6 Km south of Gatwick's runway approach and the initial light airs prompted the rigging of a cable between two trees - just in case ! The light wind persisted but proved to be around 7 knots at 800 feet and a Flare, with a littl bit of help, did stalwart service in lifting a constant stream of bears to make their first jump. The whole operation went like clockwork, with Ray and Geoff joining Di in packing 'chutes while Peter led the eager dare bears out to Greg to clip on and launch.

## DIEPPE - Its easier by ferry.

By the time you read thi& Adrian Fenton, Geoff Sanderson and Greg Locke will either have been or are on their way to Dieppe - on an 18 foot catamaran. They will be doing it in a blaze of publicity, organised by Peter Avis, and conforming to all the safety and statutory rules and regulations in order that posers who risk rescue services personnels' lives will realise that honesty within kiteflying is part and parcel of the British way. No fudged reports that stretch like rubber dinghies - no huge, commercial cargo vessels having to take two to four hours to slow down and turn to rescue hershy bar eating lunatics - by the way, did anyone ever realise the superb feat of seamanship that the skipper of that Great Lakes Bulk Carrier displayed when he picked one lone man out of 16 to 60 square miles of sea - and what about the poor wife whose husband is all but threatening suicide ?

With, or without the record under their belts, they will at least know that what they do is indisputably and honestly done.

The aim is to use highly accurate Satellite Navigation to plot the entire trip and to have at least three independant observers ensuring that they do not swim, paddle with their hands or blow at the kite and that the plot IS accurate. For those of you who do not not know the Dart catamaran - it has no engine or propellor, and this one does not even have its mast or paddles!:

The course will be south from Brighton, tacking upwind during the early part of the evening and then turning in mid channel - at the end end of the separation zone, and heading for Dieppe: hopefully to arrive at the harbour entrance at 10 o'clock local time on the Saturday morning. So those on the late ferry will have little chance of seeing us at work until the Saturday afternoon when it is hoped to make a few demo trips off the beach.

One thing that has stood out during the mounting of this project is the almost apathetic lack of support by British companies in sponsorship or the loan of equipment - a major proportion of prime items or costs have been supplied quite readily by French companies; and indeed, without the help of these, Dieppoise companies and Max Gaillard at the Centre d'Action Cuturelle this attempt would have probably had to wait until 1990.

South Midlands Communications at Chandlers Ford have agreed to loan us the Waterproof Marine Handhelds, Batteries and charger for the project and Southern Boat Centre at Heathfield are assisting with equipment and of course the Dart hulls and bits.

The official Mayoral send off will be at 0900 on the Friday but we may stooge around for awhile since, if the wind is reasonable, we could do it at an average speed of around 20 Knots and a good guest just does not arrive early!

#### UPCOMING DATES LIST

Legend :- F - Festival  
 F-I - Fly-in  
 D - Demonstration  
 W - Workshop  
 B - BMISS Display  
 P - BMISS Public Dropping  
 RP - Record Project  
 \* - ALL Together Now!

DATE	TYPE	GRID REF	CLUB	HEIGHT	VENUE	NOTES
02/10	F		KS	2000ft	OLD WARDEN AIRDRROME, Bedfordshire	
09/10	F-I*	198/TQ285083	BKF	1500ft	The Red Hill;BRIGHTON.	FLY FOR PEACE
23/10	F-I	198/TQ100043	BKF	1500ft	Highdown Hill, WORTHING,	West Sussex.
06/11	F-I	198/TQ285083	BKF	1500ft	The Red Hill;BRIGHTON.	
13/11	F-I	199/TV592963	BKF	1000ft	Beachy Head, EASTBOURNE,	Sussex
27/11	F-I	198/TQ391017	BKF	1000ft	Telescombe Tye,PEACEHAVEN,	Sussex
11/12	F-I	?	BKF		IDEAS ?	
01/01	F-I	198/TQ285083	BKF	1000ft	The Red Hill;BRIGHTON.	FLY IN THE NEW YEAR!
15/01	F-I	198/TQ100043	BKF	1500ft	Highdown Hill, WORTHING,	West Sussex.
29/01	F-I	198/TQ391017	BKF	1000ft	Telescombe Tye,PEACEHAVEN,	Sussex
12/02	F-I	198/TQ285083	BKF	1500ft	The Red Hill;BRIGHTON.	
26/02	F-I	?	BKF		IDEAS ?	
12/03	F-I	198/TQ285083	BKF	1500ft	The Red Hill;BRIGHTON.	
26/03	F-I	?	BKF		IDEAS ?	
09/04	F-I	198/TQ100043	BKF	1500ft	Highdown Hill, WORTHING,	West Sussex.
23/04	F-I		BKF			
07/05	F-I		BKF			
20/21/05	F *	198/TQ289089	BKF	3500ft	Waterhall Playing Fields, Patcham,	BRIGHTON, Sussex

# BRIGHTON KITE FESTIVAL 1989

- SATURDAY 20th & SUNDAY 21st MAY 1989.-

WATERHALL PLAYING FIELDS - PATCHAM , BRIGHTON, EAST SUSSEX.

Signposted from A23/A2081 & A27/A2081

Height clearance to 3500 feet AGL - Competitions, prizes and trophies.

Night Flying to 1000 feet AGL.

## COMPETITIONS.

- Fastest kite to 3000feet. SAT AM.
- Most Impressive Kite Made from supplied materials. SUN PM.
- Greatest Load Lifted by single kite. SAT PM.
- Single Line Fighting Kite Challenge. SUN AM.
- Rokkaku Team Challenge. SUN PM.
- Rokkaku Solo Challenge. SAT AM.
- The Mystery Night Flight Challenge. SAT NIGHT.

## TROPHIES

- Best Kite of the Fest.
- Young Kiteflyer of the Festival.
- Best at the Fest.
- Brighton Kite Flyer's Trophy.
- Best Parachuting Teddy Bear Display of the Festival.

There will be a 20p entry for each competition. These monies will go to 'The Festival Fund'. This Fund will be used to support that charity or charities that is most recommended by all the kitefliers at the Festival.

Entry and competition details - SAE to Greg , see next issues of Aerodyne, or obtain on the day at Fest.

Limited camping facilities will be available on a first come first served basis upon return of application. (Should suit everyone!). Sunday Morning Breakfast and newspapers available. Full English Sunday Breakfast £1.50 in advance. £1.75 if booked after Friday 19th May 1989.

.....

### NAME \_\_\_\_\_

Type-Mobile Home /Double Decker Bus /Coach(sans horses) /Dormobile /Coach with horses  
/Caravan /Caravanette /Frame Tent /Tent /Pup Tent /Igloo(limited stay) /Fly sheet  
/Groundsheet /Rubbish sack /Bin Liner /Carrier Bag /Paper Bag /Other(Specify) .....  
Delete that which is not applicable and enhance that which should be applicable if all OK.  
Number of Persons to be showered ..... /to be lood ...../staying ...../possibly .....

Please reserve ..... Breakfasts @ £1.50 each. I should like the .....  
newspaper delivered.(one only per person having Brekky is FREE!).  
Newspapers are delivered free of charge before 0800 hours on Sunday Morning.  
A small donation to 'The Festival Fund' would be appreciated from campers.

If you require concrete and absolutely final confirmation of acceptance of booking please send SAE capable of enclosing a half inch square piece of paper with YES or NO on it. NO JIFFY Bags or canvas sacks that you have 'just run up' or bags to run away with.



# MFEXTRA

MIDLANDS KITE FLIERS NEWS

29 BRADBURY ROAD, SOLIHULL, WEST MIDLANDS, B92 8AE.



## WASHINGTON FESTIVAL OF THE AIR

The third Festival of the Air was held at Washington (Tyne & Wear, not D.C.) on 30-31st July 1988. As in previous years, there were numerous activities going on all weekend, but the emphasis was definitely on kiting. Some notable features were Gerard Van der Loos' collapsible non-manlifting Cody train, Kite-borne fireworks, and a successful attempt at the world record for the most kites flown at a festival in one go.

The meeting was well attended by kite fliers from all around the U.K., and several from France, Holland, Germany, and Switzerland. The Japanese community was well represented by Takeshi Nishibyashi, Eijii Ohashi and his charming wife, and Seiko Nakamura. These tireless kite masters had been occupying the entire under-10 population of the North-East for the previous few weeks, but managed nevertheless to entertain the record crowds with breathtaking displays of traditional (and not so traditional) kite flying.

Martin Lester appeared with his latest creation - the bottom half of a jogger complete with shorts and running shoes, all about 20 ft from waist to toe. Didn't fool me for a minute - I knew it was a parafoil the minute it landed.

Gerard van der Loo's gigantic man-lifting Cody train was operating from a separate arena, and used a 4-ton truck as a ground anchor. The first kite to go up was a magnificent red Cody, about 20 ft wingspan. At 2000 ft, it simply sat there as if it was nailed to the sky, giving a steady reference point to the clouds scudding past. The crowds started streaming towards the arena from all around the festival site. Three lifter Codys followed each other up the line in quick succession, all three locating on their respective cones at around 1000 ft. The main lifting kite was placed in position under the main line, and one of the helpers went scurrying off to the kitefliers display marquee to fetch the manlifting basket, which had somehow been overlooked! The crowds were now ten deep around the barriers. The clouds started to build up on the horizon as the final preparations were made. Van der Loo took one last look around. The sun went in. He placed his hands on the side of the basket.....

The squall hit us with such fury, small children had to cling to fenceposts, and a granny or two went bowling across the flying field. The line tightened and tightened until there was no catenary, then slowly, almost gracefully, the lifter kites folded their wings one by one and started to fall towards the earth. As the rope parted, the pilot kite, now freed from its unwanted link with the earth, shot away to join the passing storm. It was only after two hours that all the equipment was finally returned to the display marquee, forlorn and broken, but with everlasting memories of that one brief moment of precious freedom.

The firework display and night-flying were something else entirely. The idea was to attach as many fireworks to your largest kite as you dared, then try to get it at least off the ground before they all went off. The main problem was that you needed to fasten the pyrotechnics on and fly while it was still daylight, but only let the fireworks off when it was dark. Kinda difficult with a twenty second fuse, and we all know how reliable the wind is just around dusk. Anyway, my big old yellow delta got pressed into service as a



# MKFEXTRA



MIDLANDS KITE FLIERS NEWS

29 BRADBURY ROAD, SOLIHULL, WEST MIDLANDS, B92 8AE.

platform for two evil looking tubes which turned out to be Roman Candles. Nearly blew the kite's bum off, poor thing. Looked great in the air, though. The enterprising organisers scored another major hit by laying on a spotlight which lit up kite after kite to a background of spectacular fireworks.

Sunday dawned fair and windy, promising excellent kiting. And so it was up until the guest kitefliers were all invited into the main arena to do their respective things. Well we huffed and puffed up and down a bit until, thankfully, the record attempt was announced. Apparently, the Washington Festival of the Air holds the record for the most number of kites in the air at one time, 826, which they wanted to beat this year. It took about twenty minutes of frantic scurrying around by the marshals to dole out 1,284 tickets to everyone they caught flying a kite or a train. Just for the record, I was no.14 on the orange tickets.

Congratulations must go, as always, to Simon Sherwin for an outstandingly successful festival. Special thanks to Adam and Kay Sutherland for all their hard work both before and during the festival, and for making all the kitefliers feel so welcome.

Derek Kuhn

September 1988

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" There's enough room in the sky  
for everyone."

3rd ANNUAL ONE SKY, ONE WORLD KITE FLY FOR PEACE : OCTOBER 9th.

"The purpose of the event, and of the organisation One Sky, One World is to promote the concept of global harmony and understanding between all peoples of the world through an expression of the universality of kites and the wind. Through sharing the wind, our worldwide connection with other flyers and all of nature is symbolically realised. The great air ocean has no respect for dividing boundaries, ideologies, and human conflict. It is much more the prerequisite for our existence, a catalyst in the chemistry of life, supplying our every breath. Through the wind, the great air ocean is kept in movement so all of us can share in this universal experience. The International Kite Fly for Peace is an attempt to let the wind lift our kites and our awareness so as to more fully understand the necessity for peace on our planet."

The MKF will be participating in the One Sky, One World event again this year. Sutton Park has been chosen for this event, and proceedings should start at around 11:00am. Please enter Sutton Park by the Streetly Gate, which is on Thornhill Road near the end of the B4151. The flying site is on the top arena field, next to the Jamboree memorial stone. If you still cannot find it, try the middle of the 2,400 acre green thing which is 7 miles North of Birmingham.

Derek Kuhn,  
Secretary, Midlands Kite Fliers.

September, 1988



# MFEXTRA

MIDLANDS KITE FLIERS NEWS

29 BRADBURY ROAD, SOLIHULL, WEST MIDLANDS, B92 8AE.



## THE OXFORD KITE FESTIVAL.

Once again the plea must be made to organisers of kite events to be more explicit in their description of the location of the event. When one finds the way to within, say, half a mile of the place, with luck some earlier arrival will have launched a suitably large kite to such a height to act as a "book mark". We all know our own localities so well we tend to expect everyone else to be as conversant, at least, I know I do!

So, after being at Oxford for half an hour or more, I found someone who directed me to the site at Headington. How could I miss such a place? It is a pleasant park situated at a crossroads, approximately one mile east of the town centre on the road which leads to the A 40.

There is a goodly selection of kite-eating trees but plenty of space to avoid them. The real criticism of the site is that it is in a hollow, so until a kite has been worked up into the wind at tree-top height it is rather too sheltered, but most suitable as a general park.

The organisers had arranged for portable toilets-  
Congratulations!

Goodly company had travelled distances from many places so a most enjoyable time was had. Ron Dell had the only trade stand and did his best to relieve folk of the weights in their pockets. Kiskadees were in profusion.

As is usual with a town location, the local population were wandering around, ducking and weaving as kites were launched. I like this sort of informality as the older folk generally say they made kites from brown paper and garden canes as children and are surprised to see us with our more sophisticated kites of ripstop and fibreglass and show considerable interest. I generally hand over my reel for a few minutes and watch their faces. It doesn't take long for the look of delight to come to them. So it was at Headington.

A veteran fire engine had its escape ladder at full stretch and teddybears were being hoisted for parachuting. About lunchtime it started to rain, fortunately only a shower and not the statutory downpour which seems to have been a requirement at many events in 1988. During the afternoon the weather improved turning quite warm which brought out more people and more kites. Thanks to the organisers the last day of July is a pleasant memory. When they hold another event I would recommend it to you.

Norman King

August 1988



# MFEXTRA



MIDLANDS KITE FLIERS NEWS

29 BRADBURY ROAD, SOLIHULL, WEST MIDLANDS, B92 8AE.

The following article is a continuation of Ron Reeve's reminiscences on how he became involved in kite flying.....

On the outbreak of war in September 1939 my Father had put his age back eight years and gone off to do another stint in the same Infantry Regiment in which he had served during the First World War. "It'll all be over by Christmas" - he said. Four years later he was discharged having lost the sight of an eye. In the meantime I had gone off to serve in the same Regiment. At a later date my two younger Brothers joined up, one to the Royal Horse Artillery and the youngest to 'work for the enemy'. Not strictly true, of course, but he joined the Catering Corps and we unfortunately, who found ourselves on the wrong end of their culinary efforts, used to swear blind that they had been sent over by Hitler to poison the lot of us! But, as with all things, it eventually came to an end and we who were lucky enough to survive came home to start our lives anew although for we Infantrymen, who had truly 'known the face of the enemy,' our joyful homecoming was somewhat marred by the unpleasantly vivid memories of those of our mates who would never return.

'And a hundred men who an hour before  
Had hopes and dreams of surviving  
Will see an autumn leaf no

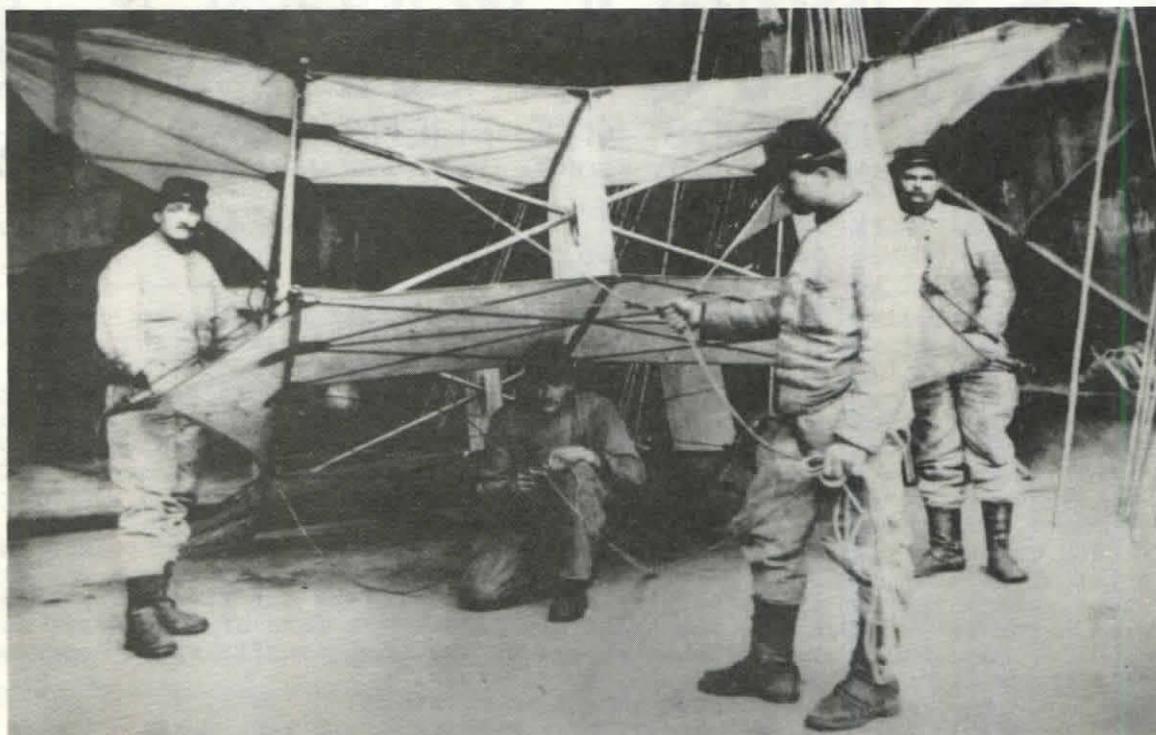
war  
more.....'

But we were young, time passes and most of us were courting, marriage, having the four children bring so much happiness. Although a strict disciplinarian I adored my children and used to spend every spare minute I had either playing with them or making them things to play with. One day I decided to make them a kite and made them a similar one to the one I had had as a boy (see the July issue of Kiteflier). On a rather cold and blustery day the five of us, myself, my Son and my three Daughters made our way to the nearest field where, after about an hour and many encouraging remarks from the children like - "Eh Dad, we're getting fed up with this. Let's all go home," - I managed to get it into the air. Then it happened. An extra strong gust of wind came along and snapped both the wing spars whereupon my dear, darling children, never slow to laugh at misfortune, (Dad's misfortune that is) fell about the field roaring their little heads off with uncontrollable laughter. When we got home I told the wife that the dowels which the man in the shop had sold me must have been rotten but Son Robert promptly scotched that excuse for me by piping up with - "Isn't it funny Mum how our Dad always finds someone else to blame!" At this point my eldest Daughter Yvonne really put the lid on it. Obviously determined to make the most of my discomfort and the consequent merriment it was affording them she said, - "I think you ought to give up kite-making Dad 'cause you're obviously no good at it. Why don't you just stick to your model boats? At least they float even if they don't go anywhere!" In this latter she was referring to the four working-model boats I had previously made for them each of which was almost as successful as the kite. But they were wonderful days and I'd give my right arm to be able to live them all over again. It was to be twenty years before I made another kite.

wounds heal. Soon ing and, in my en who were to into my life. disciplinarian I ren and used to minute I had either or making them things to I decided to make them a similar to the one I had had as issue of Kiteflier). On a y the five of us, myself, my r way to the nearest, suitable ny encouraging remarks from ing fed up with this. Let's the air. Then it happened. and snapped both the children, never slow une that is) fell heads off with nome I told the the shop had sold me promptly scotched that it funny Mum how our

Five years ago I was looking for a, not too strenuous, open air hobby when I spotted a copy of David Pelham's 'Book of Kites' in a bookshop. Little did I think all those years ago that I would one day take up kiting as a hobby. My first effort was the kite shown on this page. It wasn't a success. Recalling the snapped wing spars I made the whole thing far too strong and heavy. The spine, for instance, was made up of two pieces of 7/8" dowel joined together with a bit of brass tubing. However, given lighter dowering and perhaps a slightly larger wing area, I believe it could be a success. It was 7'-1" high and 5'-10" wide and the design was derived from the First World War tri-planes. If anyone is interested I'd be glad to help with a more detailed plan.

# KITES AT LE BOURGET



These two photographs are part of a collection of photographs which are on display at the Musee de L'Air et de L'Espace at Le Bourget Airport near Paris. The photographs show a Sacconey man lifting kite (top) and aerial photography experiments with kites (bottom) . The museum has a renovated launch vehicle on display (similar to the vehicle below) and a renovated Sacconey Kite and man lifting basket. Also small models of other turn - of - the century French kite designs. Apart from the kites the museum has a marvellous display of all aerial activities from balloons to space rockets, well worth a visit if you are in Paris.

