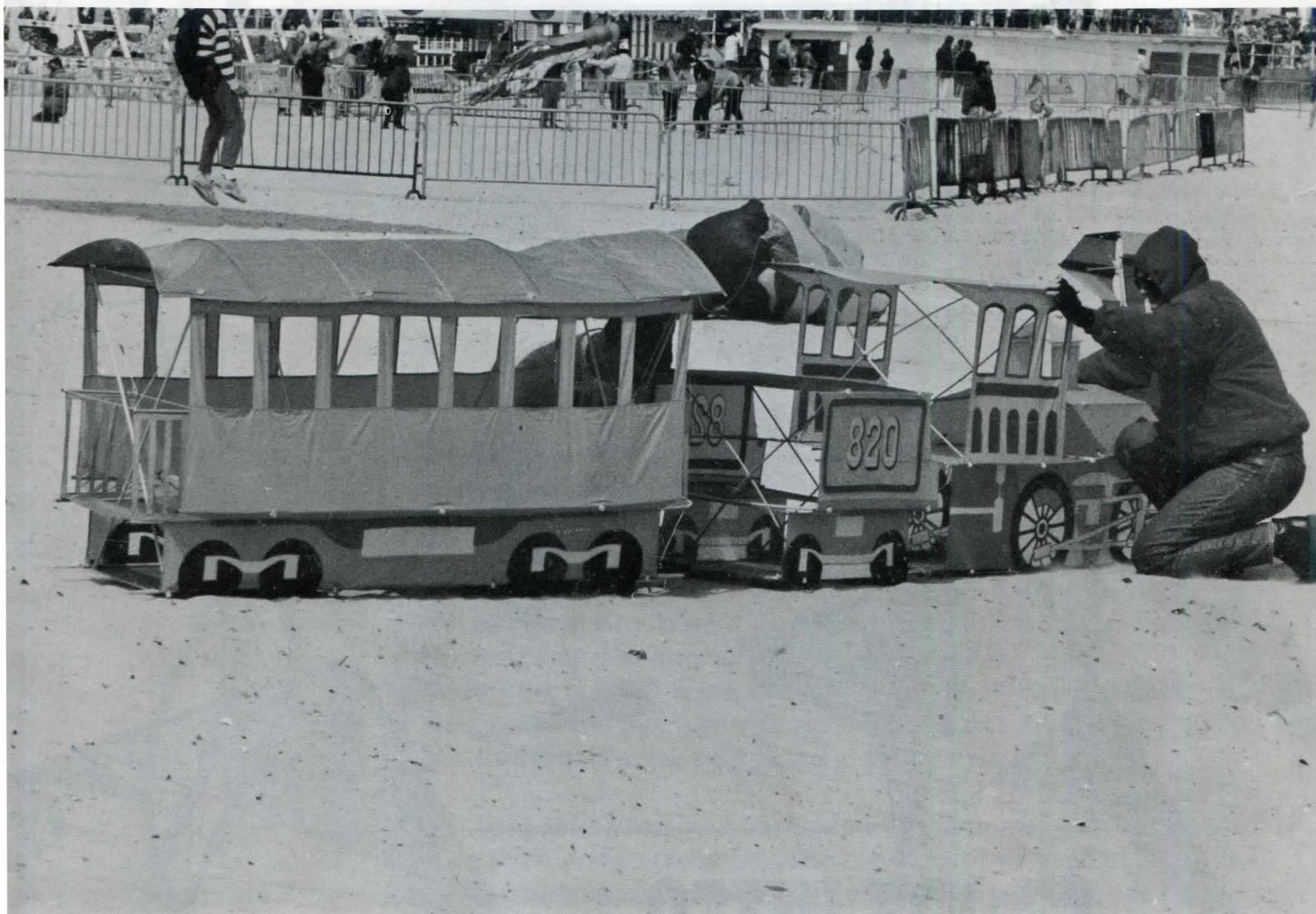


THE KITEFLIER

ISSUE 48

- JULY 1991 -

PRICE £1.00



NEWSLETTER
OF
THE KITE SOCIETY OF GREAT BRITAIN

HIGH PROFILE



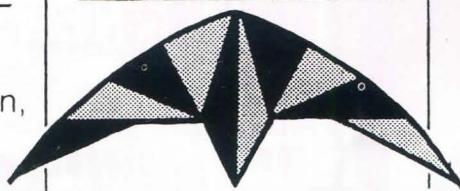
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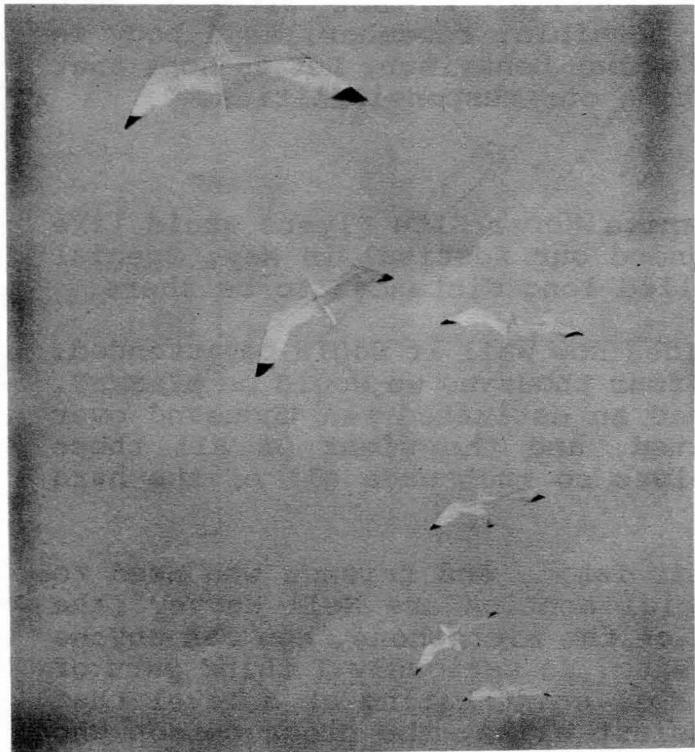
BUZZ
DESIGNS



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The picture on the cover shows one of Jan Pieter Kuils Locomotive train kites being assembled by Janne Van Nederpelt on the beach at Weymouth. Photograph by Ron Moulton.



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LETTERS

FROM CAROLE AND MARTIN THOMAS

On behalf of all kite fliers, traders, manufacturers and anyone else we have left out, may we take this opportunity to say a big thank you to all of the, often unknown, workaholics who have made the season to date even more enjoyable than ever before. Without wishing to really single out individuals for recognition we do feel that Gill and Jon Bloom deserve a special mention for their loyalty to the cause and we hope that they will want to continue with their roles for a long time to come.

Whilst we accept that there is always room for improvement there is no doubt that kiteflying is growing in popularity and stature. This expansion will of course bring its own share of challenges but let us not forget the people who make it all happen in the first place. Here's to you all and the rest of the season!

Whilst the single line/multiple line kiting debates forge on getting everyone absolutely nowhere, might we politely ask that every member stops and considers exactly where on their list of priorities the issue of safety comes. If not at the top then we seriously suggest you think again. It is the responsibility of each and every kiteflier to act with as much consideration and respect for others as possible. remember, as a body we are perceived and judged by the extremes of our behaviour. Let us hope that we never have to feel regret for forgetting our responsibilities.

FROM DAVID ROBINSON

Through the pages of The Kiteflier the White Horse Kite Flyers would like to thank all of the kiteflyers who attended our festival in May. Special thanks go to all those flyers who travelled long distances to be there.

This being our first festival we had no idea how well it would be attended, we thought that if we got about three or four thousand we would be pleased. When the park rangers told us that we had an estimated ten thousand over the weekend we were amazed and delighted, and the sight of all those enthusiasts and novices enjoying themselves so much made all of the hard work prior to the event worthwhile.

There are a lot of WHKF members and their family and friends who need to be thanked but two people who need special mention are Neil Harvey (the prat with the hat) for his sterling work on the microphone, how can anyone talk for two days without pausing for breath? No seriously I think part of the success of the festival was due to Neil commentating at a level that could be understood by novice and enthusiast alike, the other person who needs special mention is Ron Gunter who made 275 kite sled kits for the kite workshop. These proved to be so successful that they had all gone by Sunday lunchtime.

As a result of our fund raising efforts over the weekend we will be making a donation to the British Heart Foundation of £300, £80 to the St Johns

LETTERS

Ambulance Brigade and £40 to the Army Cadets for their car parking duties. Most of the money was raised by the Kite Workshops and the teddy bear parachuting. Special mention must also be given here to Richard Everett and Arthur Dibble and their helpers, including Doug Hagaman on Sunday, they dropped an estimated 250 pieces of fauna over the weekend.

All in all the weekend proved to be such a success that by popular demand we are going to do it all again next year - hopefully on the same weekend.

FROM ANDREW TATE

Firstly thanks for organising a marvellous convention and festival at Weymouth. This was the first convention I have attended, but not the first festival and I came away quite impressed. Should you get the credit for the fine weather too? It gave us a full spectrum of wind speeds from nil to blowing a gale.

Weymouth made me decide to make and buy yet more kites so naturally I started shopping around for prices. This unearthed a disappointing trend, already apparent in some of the newer suppliers from the pages of The Kiteflier, of the downward slide in discounts offered to Kite Society Members. Whereas previously 10% seemed the norm, some of the new shops are offering only 5% discount or no discount. It's not confined to newer shops either, some of the longer established ones which as recently as January 90 were offering 15% have now reduced to 5% when I recently enquired by phone.

The reason is not obvious, maybe its the recession and interest rates, but the solution is obvious - support the shops that support your membership of the K.S.G.B. by offering at least 10%.

(There are, in fact, 11 kite traders/shops which offer members 10% discount. A complete list of traders, together with discounts offered will be published in the next issue of The Kiteflier).

FROM N JONES

Gazumping in the kite world. Hardly creditable really is it. I feel compelled to write to you in my frustration and disappointment, there being little else I can do.

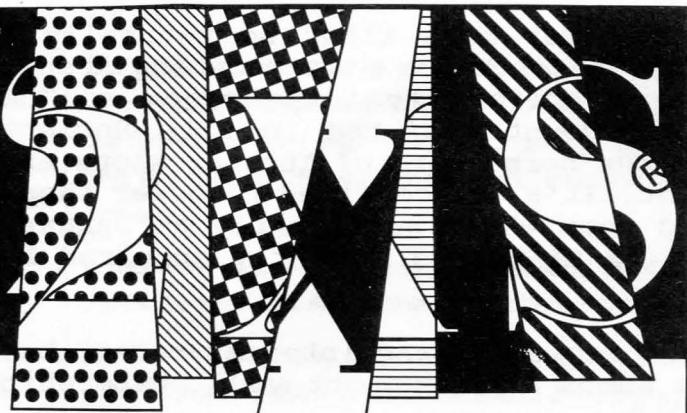
Having responded to an personal ad in the April edition of the Kiteflier and being the first person to telephone and offer the asking price for a Cody War Kite with radio controlled camera I have now been told that the kite "Has been sold, for a price that he'd be silly to refuse" charming!

I agreed to purchase the kite, and just arranged that my brother could collect the kite for me. I was told that the kite had been sold on ringing the "gentleman" to tell him that the kite could be collected. No change in purchasing arrangements had been left on my answer phone and certainly no

apologies.

I am particularly disappointed because I had hoped to take aerial photographs of a local "endangered" sand dune habitat which my primary school are trying to conserve. I had hoped to be able to show plant cover of the dune system over a period of time
I shall now have to inform my class that this aspect of the topic has been ruled out

I do believe that most members of the K.S.G.B. are sincere in their dealings, but perhaps fellow members who reply to private ads should be warned.



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Don Dunford died June 1st 1991.

To some of you Don was a friend, to others a legend, but to the whole kite fraternity he was a mentor, for it was Don's work in the early 1960's that led to the design of the first proper stunt kite. He always referred to it as a control line kite, called the Cotton Flying Machine but renamed in the 1970's as the Dunford flying Machine.

Born in Marlborough in 1920, one of several brothers and sisters, Don began his life surrounded on the one side by the open spaces of the family farm and on the other by the delights in the family Meccano box. These two threads never left him - always happy in the wide open spaces, never more content than when puzzling over an engineering solution to a practical problem.

Don's career in the RAF began at the Halton apprentice school and ended as a Squadron Leader in the engineering branch in the swamps of Borneo, where singlehanded he got a squadron of missiles into a state of active alert during the now almost forgotten conflict with Indonesia. I well remember his stories of that time, how the dehumidifiers designed for use in Europe produced so much water from the steamy jungle heat that the missile electronics were running in water; only skilful work with a Black and Decker managed to drain the system without weakening the structures.

After retiring from the RAF Don worked in Canada for Hawker Siddley and then for British Leyland. He then left the world of big organisations and settled down in

a small model shop in Oxford. he did this to devote more time to developing and perfecting the Flying Machine. Fifteen years in the design stage, over 90 prototypes and in the end a piece of engineered fabric set on a wooden frame that could knock the hat off a lady at 100 paces; as he demonstrated so ably with his wife Kathy as the victim in the now celebrated Newsnight clip. Stunt kites were well and truly born.

He once lectured on the basic aerodynamics of the Flying Machine which include aerofoils in tandem, convergent duct theory, increasing lamina flow, to the scientists at Farnborough who were then engaged in the Concorde design. The meeting concluded that there was more literature on the flow of air over aerofoils at mach 2 than at mach .02(-15mph).

In 1976 I first met Don and there began a long friendship that ended a few weeks ago; he was indeed due to come to my home/office to discuss new and old projects on June 3rd, but regrettably that meeting never occurred.

Don worked here for over ten years, he had his own workshop and the ideas came tumbling out of it. Always intent on doing something completely new or making a quantum leap in performance: why, he mused, are box kites cells always square in section when a rhombus would give more lift - hence his double diamond box kite: why try and prevent a kite spar from distorting when by juggling with sail tension and rigging you can get it to distort into the shape you want - hence the Stingray Stunter: why not

use aerofoils set vertically and use their aerodynamic forces to correct yaw - hence the Twin Keel Delta. These are but three of a stream of ideas that he produced and which were worked up into practical kites in the 70's and 80's.

Don was fiercely loyal to his friends, generous to a fault with his time and happy in the knowledge that through his work he has brought many people closer to an understanding of the elements. Kites only work in wind, but very few people understand it - he would set posts up in a field each with streamers and watch them blowing, he would sit by a lake and observe the gusts on the water - huge long sausages of air he would call them constantly barging in front of each other. He spent hours watching birds soar wondering what would happen if you tied a line to each foot and gave just one of them a tweak! He would spend weeks testing just one kite on the open hillside in the gods very own wind tunnel, often in freezing conditions just to check the effects of temperature on different materials.

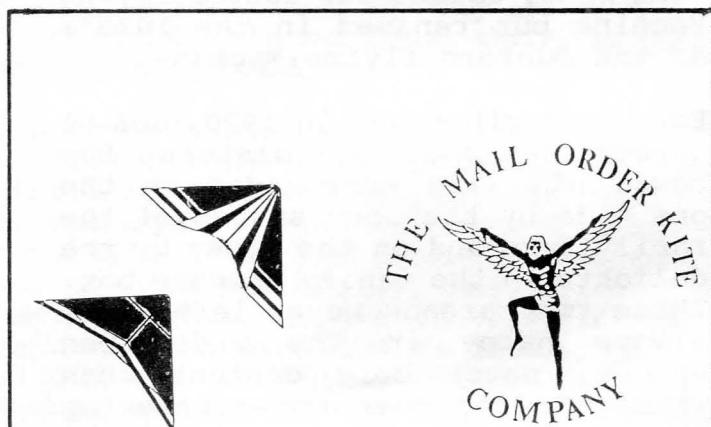
His wife Kathy died a few years ago and Don spent his years in Codford St Peter near Warminster in a house next to one used by Andrew his son. Tony his other son lives in Shropshire.

It would perhaps the best to leave the last lines to Longfellow, they were favourite lines of Don's chosen by him as a tailpiece to his little book on kites and read most movingly at his funeral.

I hear the wind among the trees

Playing celestial symphonies
I see the branches downward bent
Like keys of some great instrument
Oh heart of man! canst thou not be
blithe as the air and as free.

John Cochrane



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Wind is described by the Oxford English Dictionary as "a current of air occurring naturally in atmosphere or put into motion by passage" and as such no doubt wind is the most important part of a kiters equipment (and the only one you can't buy at the local kite shop) for without this "green" form of energy no kite, however well designed and made or no matter how good it looks in the hand without the essential ingredient it remains an inanimate bundle of ripstop and dowel, but supply the right amount of wind for that bundle of ripstop and dowel and it becomes a living, moving (too much sometimes) either functional or merely a beautiful object in the sky, to give pleasure to the kiteflyer and passers by alike.

So what governs this most elusive form of energy we kiters rely on so much for our enjoyment. Unfortunately for us who live in Great Britain our main winds and weather systems are governed by three main factors, the Atlantic Ocean, the Artic Ocean and the European Land Mass. In all of these instances weather from these areas has to cross water to reach our shores, and as the water temperature around our shores vary little over a period of a year (off Cornwall for instance a variation of only six degrees centigrade in the water temperature over the whole twelve months has been recorded at the Lands End weather station) and by contrast the Land mass of Great Britain is nearly several degrees cooler than this in winter and several degrees warmer in summer. This variation of temperature causes our winds to be more erratic than say the trade winds and oceanic winds of the southern hemisphere.

Although governed by these main factors generally local conditions and land contours (and if you live near the coast tidal conditions) can cause you to get (or not as the case may be) a pleasant flying day in your area when the general wind conditions over the rest of the British Isles are all against it.

Some of the more common local winds occurring over Great Britain that can affect a flying day are:-

The Sea Breeze.

Everyone who visits the seashore will be familiar with the sea breeze. A fairly common sequence of events along the coast particularly during a fine spell of weather is:-

1. The sea is mirror like until about 9.30 in the morning;
2. Then a gentle breeze will ruffle the surface, the onset is quite sudden and by early afternoon it will quite likely reach a force 3 or 4;
3. and then by early evening it will start to die away completely being gone by dusk.

The Fohn.

This is a mountain wind, and Britains fohn winds are by comparison with the Alps quite gentle affairs, nevertheless we do get them in Britain

particularly in the Aberdeen Area, the Moray Coast, Cape Wrath and the North Wales coast around Llandudno.

These winds are caused by the lee of the mountains in the areas having a higher temperature than the windward side and this causes the air mass to flow over the mountain in a very steady stream from the windward side to the lee side.

The Helm Wind.

The Northern Pennines in the neighbourhood of Gross Fell form one of the largest stretches of high ground in Britain over 760 metres. To the west is a steep drop into the Eden Valley, and beyond lie the mountains of the Lake District. These slopes, and the sky above the east of the valley, frequently display an interesting phenomena known as the Helm wind. It has been noted in many parts of the world, that when a wind blows at right angles to a range of mountains the wind speed on the lee side increases substantially, as also does the wind over the lowlands before dying away. The fact that a helm wind is blowing can be noted by the "Helm" or helmet shaped cloud (named for its likeness to a knight's helm) above the mountain affected and also a similar shaped cloud called the helm-bar several miles to the west.

City Winds.

There is no doubt that within or near any large city (unless in a very large park) is one of the worst places to fly a kite and experience turbulence. This is for the simple fact that all large areas of building creates its own weather pattern and associated winds, and any large building can create turbulence up to three times the height of the obstruction unlike woods, hedgerows etc which filter the winds and thereby gives a steady effect.

All solid objects within cities also act as wind breaks and force the wind to the side causing ground turbulence and adverse eddies, which before they can settle down to a steady pattern of flow strikes the next solid object and oscillates more, so in a large built up area winds can blow from any direction and at various speeds no matter what the prevailing winds outside the city limits.

Thermals.

"Ascending currents caused by the local heating of air" so says the O.E.D., no doubt if you are a delta or roller buff these are the most important air currents for you. Found particularly during the summer months (although a sudden warm spell can produce them in the winter) over large flat areas such as carparks, fields, the seashore etc.

These articulating currents of air caused by the large areas acting as storage radiators and releasing their latent heat to warm the surrounding

air can give hours of pleasure to the light wind kite flyer but beware of a sudden cooling of the large flat area due to a strong ground breeze setting in as this can cut the thermal effect dead and your kite will flutter to earth like a dead leaf in autumn.

Just recently I experienced a true thermal effect when flying a delta over a large area of playing fields, it actually performed true circles overhead climbing slowly all the time, although having read that it could happen it was the first time in all my fifteen years of kiting that it has happened to me.

The Beaufort Scale.

To add to my discourse on the wind I have seen plenty of versions of the scale of wind speeds published in kite books etc and they all give examples relying wind speeds to local items ie 1 = smoke rising (in the middle of summer in a smokeless zone?) and I thought that in these times of most people having their own transport and therefore good judges of speed in relation to moving objects the following information issued by the met office may prove to be of interest.

The comparative table below gives wind speeds and the beaufort scale and is based on the measurement at the internationally agreed height of 10 metres. the speed of wind relating to the Beaufort scale will be about 20 percent less at 4 metres above the ground and about 20 percent more at 30 metres above the ground. These standards have been in place since 1949.

Beaufort scale	MPH
0	1
1	1-3
2	4-7
3	8-12
4	13-18
5	19-24
6	25-31
7	32 -38
8	39 -46
9	47-54
10	55 - 63
11	64 - 72
12	>73

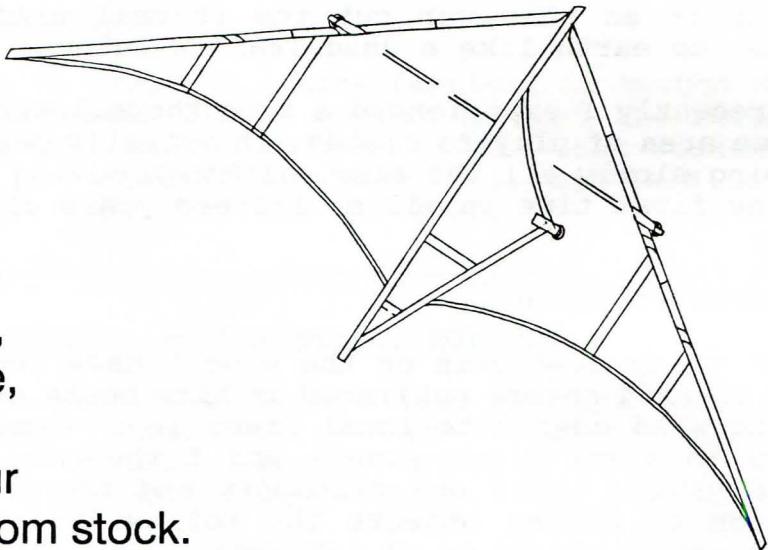
So to sum up if the scientists are right and the greenhouse effect becomes a reality followed by their attendant wind patterns, following the pattern of the past five years or so we should be able to look forward to lots of Delta springs/summers followed by stunner autumn/winters As they say its an ill wind that blows nobody good.

NORMAN REPPER

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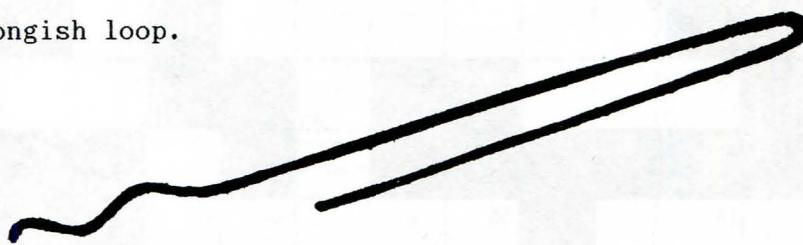
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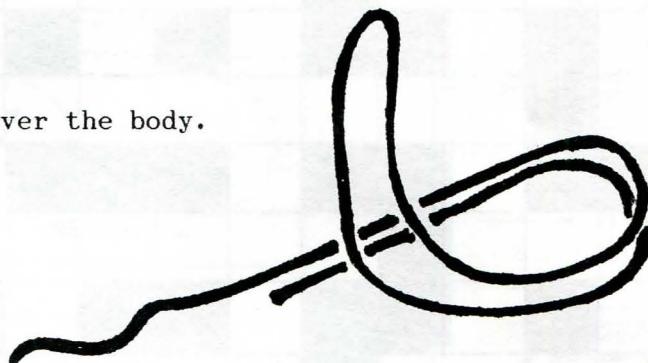
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Fax: 0684 - 566695

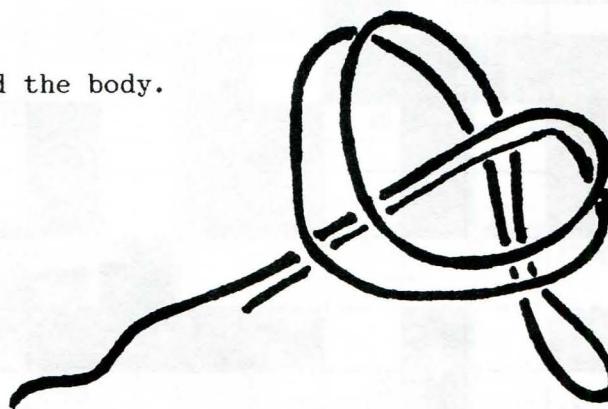
1) Make a longish loop.



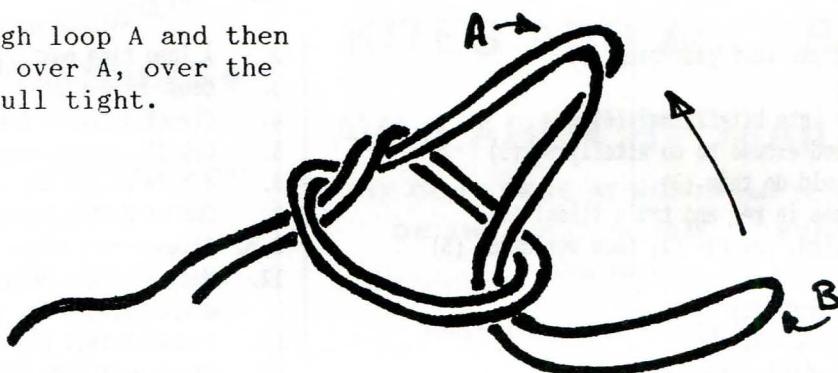
2) End of the loop goes over the body.



3) End now passes behind the body.



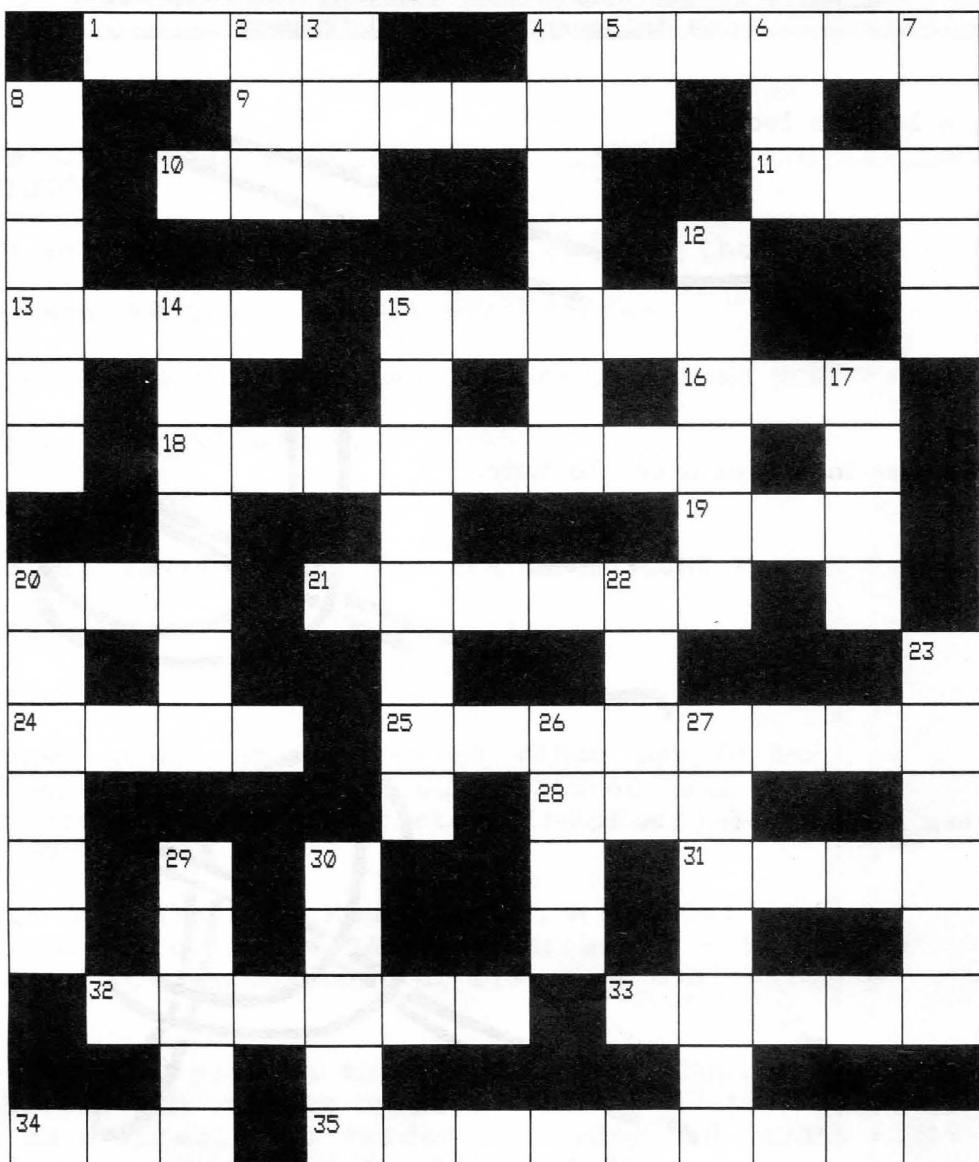
4) Pull through loop A and then pass end B over A, over the knot and pull tight.



5) Double headed knot spreads the load.



PRIZE CROSSWORD


Across

1. Can happen if you turn your back (4)
4. Conundrum (6)
9. Dancing girls into kiteflying? (6)
10. Could be a good excuse to go kiteflying (3)
11. Your kite should do this (3)
13. This kite comes in red and truly flies! (4)
15. Based in America, you can fly them worldwide (5)
16. Its a --- wind (3)
18. Alongside a sword? (8)
19. Definitely not in (3)
20. A --- Kite, could be green (3)
21. Could be described as a Rolls Royce of kites (6)
24. Part of a Kiteflyer's anatomy often seen sunburnt (4)
25. Improves stability (8)
28. Proves we are human ? (3)
31. Crowds at Kite festivals - we hope (4)
32. Useful for those curved kites (6)
33. Three of these to the wind - some kitefliers perhaps! (5)
34. Number One stunt kite (3)
35. Could be conductive this! (6-3)

Down

2. A long time past (3)
3. Could be a place to find bags for sleds (3)
4. Clever use of a double camber (7)
5. See 19. Across reversed (2)
6. A kite in the sky perhaps (3)
7. One of Martin Lester's Collection (5)
- 8,20 Silas ----- times two (6-6)
12. Many of these help to spread the kite across the world (6)
14. A dead arrest (7)
15. Could join Lucy in the Sky ? (8)
- 17,23 Kite on a diet! (4-6)
22. These are ready for lights in the sky. (4)
26. Bridle attachment point for clue 27 (4)
27. German mythical beast (7)
29. A certain talent for gentle breezes (5)
30. Electronic artistry chills the bones (5)

The prize for the first correct entry drawn from the sack (We should be so lucky) will be a new model of kite from Professor Waldorf. Entries should be with us by 1st September and the solution, with the winners name, will be in the next issue. Send your entry to The Kite Society, 31 Grange Road, Ilford, Essex IG1 1EU.



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by jane



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Please make all cheques/postal orders payable to KITE JUMPERS and send with completed order form below to:
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DESIGN 1	Please list the colours you require at A B C D Kite can be 1,2 or 4 colours	Price £19.50 £42.50 £47.50	Please tick size you require Children 24 <input type="checkbox"/> 26 <input type="checkbox"/> 28 <input type="checkbox"/> Juniors 30 <input type="checkbox"/> 32 <input type="checkbox"/> Adults 36 <input type="checkbox"/> 38 <input type="checkbox"/> 40 <input type="checkbox"/> 42 <input type="checkbox"/> 44 <input type="checkbox"/>
DESIGN 2	Please list the colours you require at A B C Kite can be 1,2 or 3 colours	Price £19.50 £44.50 £49.50	Please tick size you require Children 24 <input type="checkbox"/> 26 <input type="checkbox"/> 28 <input type="checkbox"/> Juniors 30 <input type="checkbox"/> 32 <input type="checkbox"/> Adults 36 <input type="checkbox"/> 38 <input type="checkbox"/> 40 <input type="checkbox"/> 42 <input type="checkbox"/> 44 <input type="checkbox"/>
DESIGN 3	Please list the colours you require at A B C Kite can be 1,2 or 3 colours	Price £19.50 £44.50 £49.50	Please tick size you require Children 24 <input type="checkbox"/> 26 <input type="checkbox"/> 28 <input type="checkbox"/> Juniors 30 <input type="checkbox"/> 32 <input type="checkbox"/> Adults 36 <input type="checkbox"/> 38 <input type="checkbox"/> 40 <input type="checkbox"/> 42 <input type="checkbox"/> 44 <input type="checkbox"/>
DESIGN 4	Please list the colours you require at A B C D E Kite can be 1,2,3 or 5 colours	Price £21.50 £52.50 £56.50	Please tick size you require Children 24 <input type="checkbox"/> 26 <input type="checkbox"/> 28 <input type="checkbox"/> Juniors 30 <input type="checkbox"/> 32 <input type="checkbox"/> Adults 36 <input type="checkbox"/> 38 <input type="checkbox"/> 40 <input type="checkbox"/> 42 <input type="checkbox"/> 44 <input type="checkbox"/>

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HOME TEL NO		TOTAL	£

KITE MAKERS AND SHOPS

Many of our readers would have seen the good review which appeared in "Kitelines" magazine of one of Martyn Lawrence's fighter kites. Martyn is now selling his kites under the name of Merlin Kites, and as well as a selection of fighters, ranging from £6.50, he also produces several bird designs, from £26, and will also produce custom kites. For further details contact Merlin Kites, 3 Britannia Street, Rachub, Bethesda, Gwynedd LL57 3EW. Tel 0248 602600.

The Leading Edge Kite Supply Company and Buzz designs (Peter Blackmore) are now working in partnership to produce a new range of seriously alternative sport kites. The first model, (launched at Birmingham), is a 96" curved wing, high performance carbon fibre framed kite featuring new German low stretch ripstop, laser cut panels and top quality workmanship. Known as High Profile, the kite is offered in three graphic versions, The Harmony, The Rhapsody and The Rainbow, which together make up a total of nine colour variations. Prices range from £105 to £125.

Nick James (who some of you might know from The Bristol Kite Store has now set himself up as a kite maker and will be producing Gull and Falcons, Wholesale enquiries are welcome.

The direct sale price of Gulls is £16.00 including 200ft of braided line on a wooden winder and p&p. The Falcons are £15.00 including line etc.

A new shop High as a Kite is now open in North London, carrying the usual range of sport and single line kites plus accessories and D.I.Y. materials and bits. The address is 153 Church Street, Stoke Newington, London N16 0UH. Tel 071

275 8799. Open 7 days a week 9.30-6.30 Monday to Saturday, 10.00 to 4.30 Sundays.

The shop is run by Jeremy Boyce who is offering a 5% discount to Kite Society Members (For those with long memories this shop is 100 yards from the kite shop which used to be in Church Street, but there is no connection between the two).

KITE EXHIBITION

The exhibition "It's in the Air" is now open at the Royal Air Force museum at Hendon. It will remain open until September 15th, there are displays from eight organisations which covers all aspects of interests that involve remote flight and model aircraft. The aim of the exhibition is to create an 'airawareness' and give visitors an understanding of how and why things fly.

A focal point of the exhibition will be an Activities Week from 19th to 25th August where children will be able to participate in a range of activities including model flying demonstrations, and the chance to make, paint and fly a kite. The kite section of this exhibition has been ably coordinated and organised by Ron Moulton.

KITE GROUPS

Hereford Kite Group plan to meet at venues throughout the area, with a regular meeting once a month. These meetings are informal and does not involve membership fees etc - just people who share a common interest. They hope to arrange a kite festival in the area, probably late August / early September - further details to follow. For information, contact Steve Gibbon tel 0432 59999, or Peter Metcalf tel 0432 263737.

THE WEYMOUTH EVENT

The Convention and Weymouth Kite Festival went very smoothly and were well attended by both kitefliers and the public.

We would like to extend our thanks to the council of Weymouth and Portland for all of their hard work and support both before and during the festival. We would also like to especially thank the lecturers, Jim Rowlands, Martyn Lawrence, Martin Lester, Peter Waldron, Andy King, Stan Swanson and Doug Hagaman. Other thanks go to George Webster and Andy King for the superb commentary during the two days of the festival. Sue Wardle also needs some thanks for her hard work during the on-site workshops.

As you can see below, the auction raised a reasonable sum of money which left us with a slight surplus to carry forward to next years event. Thanks must go to both the people who gave and the people who bought.

Results of the competitions held during the weekend were:-

Carole and Alan Peacock - Team Rokkaku.
Sarah Kent - Knock the Can.
Martin Lester - Best Kite.
Doug Hagaman - Best Display.
Simon Freidin - Weymouth Open Rokkaku.
Steve Billings - Altitude Sprint.

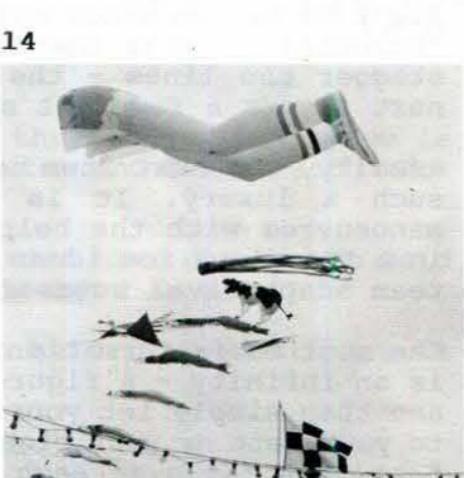
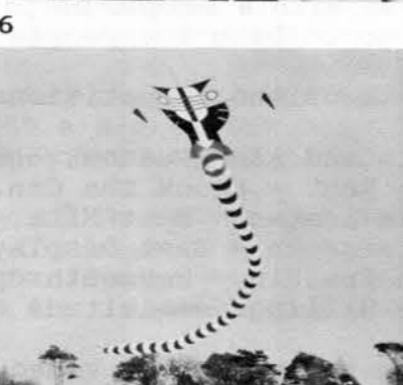
During the weekend a video was being prepared of the event. This video is now available from Weymouth. It is between 40 minutes and 1 hour long. For further details contact Simon King 0305 772444.

You will be pleased to hear that the local authorities have decided to hold another kite festival next year during the same weekend in May.

The accounts for the Kite Society Convention 1991 held in Weymouth are as follows:-

<u>INCOME</u>		<u>OUTGOINGS</u>	
Raised at Auction	2475.00	Convention Lunch	690.00
Meal Ticket Sales	828.00	Guest Lunches	200.00
Stall Income	825.00	Cost of Meal	828.00
	=====	Lecturers Expenses	1100.00
Total Income	4128.00	Helpers Drinks/Tips etc.	40.00
		Photocopying/Postage	46.28
Total Outgoings	3811.28	Room Hire/Audio Costs	850.00
	=====	Stationary/Sundries	57.00
Surplus	316.72	Total Outgoings	3811.28
B/F from 1990	3181.98		=====
	=====		
Carried Forward to 1992	3498.70		

THE WEYMOUTH EVENT



Personalities from Weymouth.
Dedicated Lecturers:-

1. Pete Waldron
2. Martin Lester
3. Stan Swanson
4. Doug Hagaman
5. George Webster and Andy King on the commentary.
6. Pierre Fabre - Cycl'hop.
7. White Horse Kite Fliers Legs Kite with the Dortmund Group Rokkaku.
8. The Decorators with their Revolution Routine.
9. Soldier, Manta Ray and a Flying cow.
10. Mayor and Mayoress of Weymouth with competition winners.
11. Malcolm Goodman with Rokkaku made by David Baillie.
12. Lynne Clarke hits the can.
13. Shot of Peter Lynn's Manta Ray.
14. Martin Lester's Megalegs above Doug Hagaman's Sky Garbage.

Photos by Ron Moulton, Gill Bloom and Jon Bloom.

STARTING A TEAM

S.T.A.C.K. News offers some simple tips for those who pine for a place in a team. Written by Lisa O'Carroll, figures by Paul Jobin.

Team flying is serious fun. It needs commitment in time and money.

The first thing you need is at least one flying partner - you can have as many as you like but generally teams comprise of two, three, four or more flyers. The second item on your shopping list are good quality team kites. Peter Powells and Flexifoils have been used in team competitions, but you stand a better chance with a more easily manoeuvrable kite. The earliest team kite, and the one that most teams fly, is the Top of The Line Hawaiian Team kite, but there are plenty to choice from - the British designed Phantom is used by The Decorators as are 8' Flexis, The Blast use Lite Flites and the North Shore Radical may be used by the Team with no name.

All of these kites have two things in common - they are basic delta shapes and cost quite a lot of money - from £100 - £250 a piece,.but considering a kite can last years in competition, it is money well spent.

The next thing you need is good line - usually 150lb Spectra or 80lb for light to medium winds and definitely 200lb line for heavier winds. To avoid 'turbulence' from the kite in front when you're flying you will have to stagger the lines - the first flyer will have the longest line with the next flyers a few feet shorter and so on.

Ideally, the next item on your list, is a tutor, but most teams never have such a luxury. It is quite easy to master some basic good looking manoeuvres with the help of diagrams. Once you've got the hang of flying in a team look for ideas, either in practice or competition. Even the best team adapt rival moves for their own routines.

The most basic formation flying is following, and the first move to master is an infinity - a figure eight on its side (1). Try it first on your own, and then simply let your partner - who will stand a few feet behind either to your left or your right follow. Don't worry that your lines "Tangle" (in fact just lay over each other) around your partner's on the first loop - when you return to do the second loop they automatically untangle. Getting lines tangled in a move is one of the fundamentals of team flying - you can always fly with lines wrapped or twisted around each other, all you have to remember is to create a move which will untangle them. (Sometimes, if your line is old, the lines will bind and the tension of the line will be so great that you'll pull your own and the rest of your team's kites down).

The most simple line twist and untwist moves are those done in opposite directions - try a ground hop (a following move) with a roll (2). Using the full wind window fly the kites across the 180 degrees parallel to the ground from right to left. Next time instead of doing just a simple ground sweep, everyone do a small upward roll at the same time. (The team leader calls this moves and every move both to alert everyone of the next move and to ensure everyone is exactly synchronised - for example just as you are

approaching a new infinity, the team leader shouts "Ground hop" and you change your move thus, or "Ground hop with a roll" and just as you lined up and ready for a roll the leader shouts "and roll"). Continue flying the ground sweep in the same direction. You will notice that every flyers's line will have one twist. To untwist the line, simply turn at the edge of the wind window and repeat the moves (3). Because this time you are doing the ground sweep from left to right the twist will automatically disappear when you roll.

An alternative way to untwist is to keep the direction of the fly the same, but change the direction of the move which created the twist. Thus the ground sweep is done again from right to left, but do a downward roll instead of upward. Notice however that for the untwist ground-hop-with-roll, you might have to fly about ten feet off the ground to give enough room for the downward turn. Some teams call this variation of a ground sweep a 'hedge-hop with down roll' (4).

Other simple following moves are shown in the diagram - done well the cascade (5) looks great. The eighty-eight wrap (6) will involve a wrap of each kiteflyer's lines around each other - but as with the ground-hop-with-roll, the second circle (done in the opposite direction) gets rid of the wrap. A wrap differs from a individual twist in a flyers line. A wrap is where two or more flyers lines have a twisted, or are wrapped, around the others flyers lines as well as putting one twist in the flyers line themselves. Confused, maybe, but just try one wrap with a team and you will be hooked on team flying.

The second basic formation fly, is a parallel flying and you will already have done this in the ground-hop-with-roll. A simple and good looking move is 'Indie squares' (7), where everybody instead of doing a roll from a ground sweep carves out boxes in the sky. The leader should call each turn to ensure everyone does the same size boxes. You will notice that, like the groundsweep with rolls, each flyer will have one twist in their lines - to untwist you can either complete the move with another set of indie squares going in the opposite direction or you can continue with a twist in your lines and remove the twist with a completely different move.

Using your imagination - you can use the same move but make it stand out from the crowd by doing it from a different position -for example do indie squares downward from a sweep at the very top of the sky (8) or from one of the diagonals on an infinity (9) you can also think about having two flyers do the move in one direction and a third and fourth doing it in the opposite direction (10). A cross-over is an example of this (see diagram). You can also try changing the shape - try rounding off the indie squares, but this time don't complete the third and fourth side. done quickly and not as painstakingly as a square and you have what's called a cut back (11). This move, once again, can be done in any direction and either upwards or downwards. Doing several cut backs in sequence is a good move in itself and is a useful way of reinstating the original direction of fly in preparation for another move.

STARTING A TEAM

Once you've mastered these simple moves you'll be well on your way to competitions. All you have to do now is link the moves in a graceful way - most beginner and intermediate teams will do simple infinity moves between each more complicated move, however you will impress the judges more if you can produce a seamless fly without any infinities.

S.T.A.C.K. news can help you improve a team a lot - diagrams for competitions and leagues will give you some new moves, and there is always a calendar of events, if you want to try a little espionage!

Two other important elements of good team flying is speed and spacing. You can speed up a kite by running backwards and slow it down by walking forwards. This can create dramatic-near-crash dives or graceful cascades. Spacing though is probably most important. Early on you might find yourself flying very close together - it generally looks better flying quite a distance apart and it also reduces the risk of crashing into the kite in front of you. More importantly, however, is to conserve the same spacing throughout your routine. This is more difficult than you think.

Practising basic moves like cutbacks again and again will improve your spacing, but to put a top-class three to five minute routine together takes hours of practice. The Decorators, for example spend at least three hours a week practising down in Blackheath and last year, the Blitz practised three times a week in the run up to the World Cup.

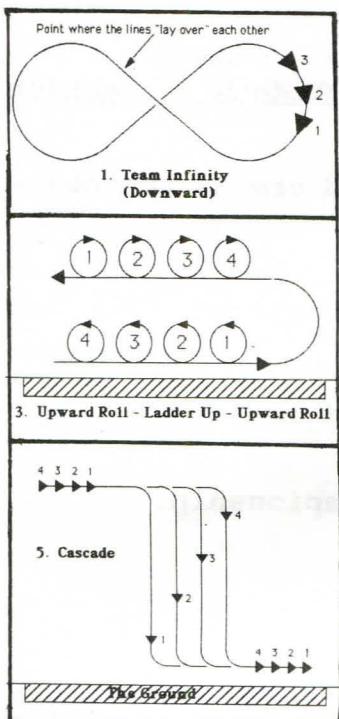
But the standard of those teams should inspire, not deter you, from entering competition. Initially competitions can be a bit daunting - teams and people who already know the score will intimidate you with their confidence.

My first team competition started with a disastrous tangle (from an eighty eight wrap) and finished off by a spectacular crash was to say the least nerve-wrecking. We didn't know we had to fly compulsory moves, or that we had to have a separate ballet routine to music in addition to the routine we had created ourselves. By the time we made our debut any confidence had evaporated - none of us were really sure what we were supposed to do even though we thought we had our routine off pat.

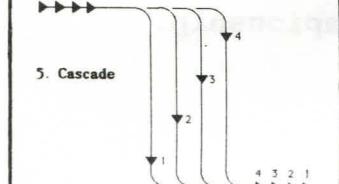
In competition you will be marked for execution and difficulty of your moves. Generally there will be two separate competitions precision and ballet. Many teams just adapt their precision routine for their ballet performance, which is always set to music, but you stand a better chance if you have an original routine for both events.

In Ballet you will also be judged for choreography and for the music or the degree to which you synchronise the routine to music. This is extremely difficult and there are few teams which can turn exactly to the beat. Some teams opt for mellow amorphous music which cuts the risk of missing the beat, but you can also think about music in which the tempo changes this way you can change the pace in your flying.

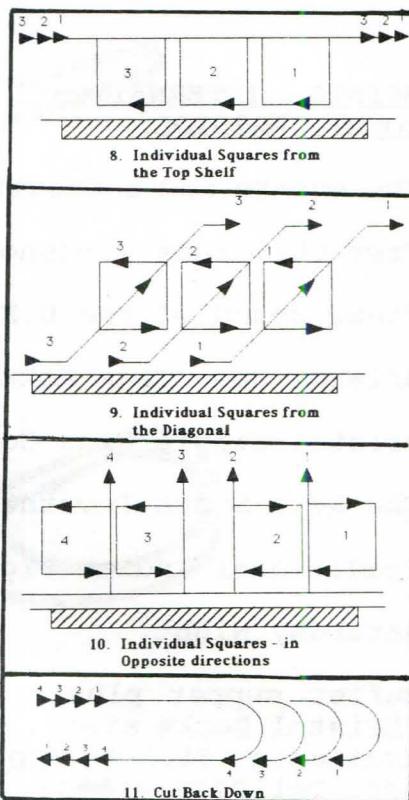
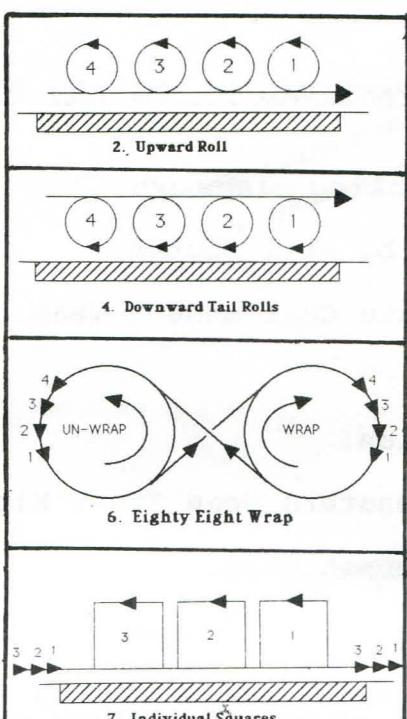
STARTING A TEAM



3. Upward Roll - Ladder Up - Upward Roll



Pre Grouped

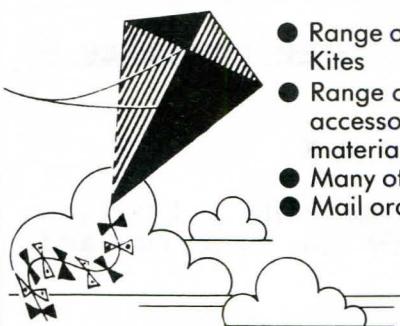


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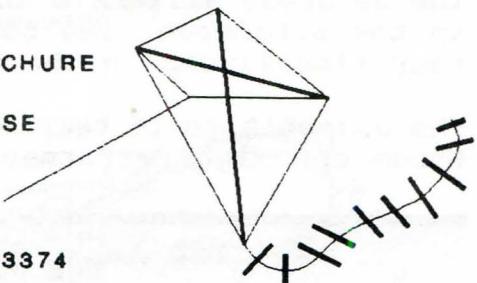
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BRISTOL INTERNATIONAL KITE FESTIVAL - 7TH AND 8TH SEPTEMBER - ASHTON COURT, BRISTOL.

The events and competitions taking place over the weekend are as follows:-

Free Childrens workshops run by Bill Souten.

Final round of the U.K. Rokkaku Challenge - Team and Individual.

Bristol Open Team Rokkaku.

Bristol Single Line Competition.

The Kite Store Invitational Masters Team Stunt Kite Championship.

Traditional Indian Fighter Competition.

Saturday Night.

Buffet supper plus one free drink (then paying bar) at the Exploratory (Bristol Docks area). Price £5.00 (children half price). Vegetarian choice available. Tickets from The Bristol Kite Store, 39 Cotham Hill, Bristol BS6 6JY. Tel 0272 745010.

Accommodation at The Moat House Hotel. A special deal of £25.00 per person per night (inc Breakfast) has been arranged - if interested contact The Bristol Kite Store. Accommodation list also available from The Bristol Kite Store.

Camping - the camp site is the playing field behind the kite festival site and has showers and toilets on site. There will be a small charge. The camp site will be available for Friday, Saturday and Sunday nights. If you want to camp please contact The Bristol Kite Store.

Kitefliers Car parking passes are also available from The Bristol Kite Store. Please send S.A.E.

THE WORLD CUP SPORT KITE CHAMPIONSHIP 1991 - 14TH AND 15TH SEPTEMBER - ASHTON COURT, BRISTOL.

Presented by American Kite Magazine and Hosted by S.T.A.C.K.

The Saturday will have the precision competition in the morning and ballet in the afternoon. The Sunday will see demonstrations by the best two and four line flyers in the world.

The competition is team only. At this point Top Of The Line, The Prevailing Winds and High Performance, from the U.S.A., and Team Ninja, from Japan,

have confirmed they are attending.

The two U.K teams will be the two top placed from The Kite Society of Great Britain National Stunt Kite Championships held at Blackheath on 28th and 29th June.

Teams from Europe and, hopefully, Australia and Canada will also be there.

We will also have some single line displays and competitions.

For accommodation (The Moat House Hotel is doing the same deal) and camping please contact The Bristol Kite Store.

BUSTER HILL KITE FESTIVAL - 1ST SEPTEMBER - nr PETERSFIELD

On Sunday 1st September between 10.00 - 17.00 we are holding a kite festival on Buster Hill. (Buster Hill is on the A3 four miles south of Petersfield). Any one interested in attending please send a S.A.E. for a car pass as there is a charge to get in the park for the public. Trading will be by permit only. Passes, trading passes, information, location are all available from David Clements, 93 Farmfield Road, Downham, Bromley, Kent BR1 4NE.

SWISS STUNT KITE FLYING CHAMPIONSHIPS - 11TH AND 12TH OCTOBER - SILVAPLANA, SWITZERLAND

The Drachen Regio Basel and the resort of Silvaplana, Switzerland are hosting, on the 11th and 12th of October, the 2nd internationally open Swiss Championships in Stunt Kite Flying.

For further details and registration forms please contact The Drachenclub Regio Basel, Postfach 19, CH-4123, Allschwil. Tel 061 485 63 49.

OOSTENDE INTERNATIONAL KITE FESTIVAL - 13TH AND 14TH JULY - OOSTENDE, BELGIUM.

The fourth international Belgian kite festival being held in Oostende on the 13th and 14th of July promises to be two days filled with many different events and competitions including prizes for the best aerial photograph, best nightkiting with fireworks and the best display as well as a series of stunt competitions. There are some travelling expenses available as well as reduced rate accommodation. For further information contact Luc Everaerdt, Didakites, Gistelsesteenweg 586, B-8400, Oostende. Tel 32(0)59 502745.

HEATON PARK, MANCHESTER - SEPTEMBER.

Ron Ogden is once again trying to organise a kite festival at Heaton Park, Manchester. Negotiations are underway but he assures me that the festival will cover the whole site and will most likely be on the last weekend in September. For further details contact Ron Ogden, 41 Ashfield Drive, Clayton Bridge, Manchester, M10 6WJ. Tel. 061 682 9308.

NUTHAMPSTEAD KITE DAY - 4TH AUGUST - NUTHAMPSTEAD, ROYSTON.

The Countryside Manpower services are organising a kite day at Nuthampstead near Royston, Herts on 4th August. There will be kite display teams, kite workshops and other activities such as juggling, craft stalls, etc. For further details contact Emma Wilkinson on 0992 581154.

NORTHAMPTON - 16TH, 17TH AND 18TH AUGUST - NORTHAMPTON RACECOURSE

The Northampton Hot Air Balloon Festival being held on 16th, 17th and 18th August at the Northampton racecourse will, along with other activities, also feature kite flying.

MIDDLE WALLOP - 4TH AUGUST - MIDDLE WALLOP , STOCKBRIDGE, HAMPSHIRE.

For the second year this event is taking place at the largest all grass aerodrome in the U.K. All kitefliers will be able to enter the aerodrome with vehicles and gear to a perimeter parking spot - the general public will be restricted to the normal car park where the trade stands will be set up. A nominal entry fee will be made - this is expected to be around £1.00 per adult.

Any queries should be directed to Ron Moulton, 2 Avenue Rise, Bushey, Watford, Herts WD2 3AS.

EVENTS FOR NEXT YEAR

A couple of events which look good for next year are Newport and Portsmouth, who have both expressed interest in hosting a "Biggie" kite festival. The proposed date for Newport is 18th and 19th July 1992 and for Portsmouth 29th, 30th and 31st August 1992.

EVENTS LIST

MAJOR KITE EVENTS - U.K.

- July 6th, 7th Washington Festival of the Air, Tyne & Wear.
Contact Malcolm Goodman.
- July 6th, 7th Shrewsbury Kite Festival. Contact Tony Slater.
- July 7th Aerial Extravaganza, Sheffield.
- July 13th Petworth Kite Day, Petworth. Contact Joanna Mersey.
- July 21st Huddersfield Family Kite Day.
- August 4th Middle Wallop Kite Festival. Contact Ron Moulton.
- August 18th Hengistbury Head, Bournemouth. Contact David Webster.
- August 24th - 26th Chelmsford Spectacular Kite Festival. (To be confirmed).
- September 7th, 8th Bristol International Kite Festival, Ashton Court, Bristol. Contact Avril Baker.
- September 14th, 15th World Cup Sport Kite Championships, Ashton Court, Bristol. Contact Tony Cartwright.
- October 13th Old Warden Aerodrome, Biggleswade. Contact Ron Moulton.

MAJOR KITE EVENTS - EUROPE

- July 13th, 14th Ostend Kite Festival, Belgium.
- August 9th - 11th Stolln, near Rhinow, Germany.
- August 9th - 19th Swiss Kite Festival.
- August 31st/ Montpellier Kite Festival. With the European Stunt Cup.
- September 1st September 21st, 22nd Berlin Kite Festival, Germany.
- October 11th - 13th Silvaplana Kite Festival, Switzerland.

LOCAL EVENTS

The White House Kite Fliers have fly-ins on the second Sunday of every month. These are held at Barbury Castle Country Park, Near Wroughton, Swindon. Contact Ron Gunther.

The Great Ouse Kitefliers have a meeting on the following dates:-

- July 14th Grafham Water South, Cambs.
- December 8th Priory Country Park, Bedford.
- May 12th & August 11th Riverside Park, St Neots.
- September 8th Nene Country Park, Peterborough.

Contact Bob Piron.

The Blackheath Kite Association meet on the second Sunday of each month at Blackheath, London. Contact Tony Cartwright.

The Essex Kite Group have meetings throughout the year.

- July 7th Tye Green Festival, Cressing Barns.
- July 21st The Aerodrome at Silver End.

EVENTS LIST

August 18th Harlow Common.

September 14th Aldham Kite Day, Near Marks Tey, Colchester.
September 29th Great Bentley Green, Near Colchester.

Contact Kathleen Pike.

The Nomansland Kite Fliers meet on the fourth Sunday of each month at Nomansland Common, Wheathampstead. Contact Carole Peacock.

The Alcester Kite Fliers meet at the Alcester Rugby Ground on the third Sunday of each month. Contact Fred Taplin.

Kite North meet on the 1st Sunday of each month at locations around the North of England. Contact Adam Sutherland for location.

The Devon Kite Friends meet on the second Sunday of each month and during April to September they also meet on the fourth Sunday. All events are at Pork Hill, Mid Devon. Contact John Skinner.

The Midland Kitefliers have fly-ins on the first Sunday of each month at Sutton Park. Contact Derek Kuhn.

The Thorpe Kite Flyers meet every Sunday morning on Thorpe Recreation Ground, Laundry Lane, Thorpe, Norwich between 9.30am and 12.30pm. Contact Kevin Appleton.

The Northampton Kite Fliers meet on the first Sunday of every month at The Race Course, St Georges Avenue, Northampton. Between 10.00am and 4.00pm. Contact I.C. Kites.

The Aberdeen Kite Flyers meet on the second Sunday of each month at the Bridge of Deed. Contact Garry Clarke.

The Vectis Flyers meet every Sunday, weather permitting, at Yarland, Sandown, Isle of Wight. Contact Mrs Ellis.

The Highly Strung Kite Club meets on the first Sunday of each month. Contact Graham Holdstock.

There are a couple of events being held in Kent:-

August 10th, 11th - Teston Bridge, Maidstone.

August 31st, September 1st - Shorne Park, Gravesend.

Contact Ron Dell.

CONTACT DETAILS

Tony Cartwright, 78 Dongola Road, London N17 6EE. 081 808 1280.
Avril Baker, 39 Cotham Hill, Bristol, BS6 6JY. 0272 745010.

EVENTS LIST

Graham Holdstock, 17 Wellesby Avenue, Deal, Kent CT14 7SJ.
John Skinner, 12 Oak Road, Bishopsmead, Tavistock, Devon, PL19 9EZ.
Ron Gunther, 12 Glevum Close, Purton, Swindon SN5 9HA. 0793 770784
Malcolm Goodman, 134 Thames Road, Billingham, Cleveland TS22 5EX.
Kathleen Pike, 34 Mortimer Road, Rayleigh, Essex.
Fred Taplin, 20 Henley Street, Alcester, Warwickshire.
Tony Slater, 128 Meadow Farm Drive, Harlescott, Shrewsbury. SY1 4JY.
Derek Kuhn, 29 Bradbury Road, Solihull, West Midlands, B92 8AE.
Ron Dell, 2 Garfield Road, Enfield, Middlesex 081 804 9080.
Carole Peacock, 61 Windmill Avenue, St Albans, Herts AL4 9SJ.
Bob Piron, 8 Bowhill, Bedford, MK41 8EF. 0234 261835.
Kevin Appleton, 37 Eastern Avenue, Thorpe-St-Andrew, Norwich NR7 0UQ.
Ron Moulton, 2 Avenue Rise, Bushey, Watford, Herts, WD2 3AS.
Joanna Mersey, 1 Rosmead Road, London W11 2JG.
David Webster, 16 Brackley Way, Hammonds Green, Totton SO4 3HN.
I.C. Kites, 12 Willow Close, Spratton, Northampton, NN6 8JH. 0604 843374.
Adam Sutherland, 20 Durham Place, Birtley, Tyne & Wear, DH3 2AY.

PRIVATE ADS

One pair of "Sky Claw" dual line handles and winder - used twice £6.00. One pair of Peter Powell "Fisties" dual line handle and winder - unused £5.00. One pair of heavy duty Peter Powell kiteline handles £1.50.
Contact Roger Hazelgrove 0895 53184 after 6 p.m.

Hawaiian Chevron Team Kite - nearly new £100. Brookite Bluebird (new) 7'6" wingspan £27.00.
Brookite Hawk (new) 6'6" wingspan (double diamond conyne) £28.00. Single Conyne (new) 4'8" £17.00.
Contact Kevin Appleton 0603 31964 evenings or weekends.

10 foot Flexifoil (red) excellent condition - including 2 x 150ft lengths of 300lb Spectra on reel - Price £100.
Liteflite - black/pink - excellent condition plus spare rods - Price £60.00.
Contact Nigel Bence on 0272 616343 Mon - Thursday after 6 p.m.

Wanted - Copy of Mark Cottrell's "Swept Wing Stunt Kite Book".
Contact Steve Church 0603 716181.

Wanted copy of Early Aviation at Farnborough, Pioneer of the Air, Flying Cathedral. Contact John Barker, 48 Laurel Lane, West Drayton, UB7 7TX.

Greens Crystal 1 kite - yellow/black/purple. Tricky to fly but fun once mastered. Contact C. Flint, 26 Copner Close, Woolton Hill, Nr Newbury, Hampshire.

IF YOU WANT TO ADVERTISE IN THIS COLUMN IT IS FREE AND WE JUST NEED TO HAVE YOUR COPY WITH US BY THE 1ST SEPTEMBER FOR PUBLICATION IN THE OCTOBER ISSUE.

Romance CANDLE 21.

The Journal of the Bearly Made It Skydive Squad. The International Brotherhood of Parachuting Fauna and the U.K. Ted Devils. Containing less Bovine Scatalogia but much More Mindless Drivel than any other Publication, so there.

The Spring has Sprung, the Kites have Ris, so we are well into Fauna Bombing time. However, the way things are going at the moment, Weatherwise, its cold enough to still be Kip time. Never mind, its quite entertaining to see all the Kite Loonies suffering from Hypothermia in May and June.

Yes, we did have one Official Complaint from the Po Faced Kite Association of Great Britain, saying that they actually did'nt Hate Soft Cuddleys, its just that they are a bit fed up with Soft Cuddleys stealing the Limelight. Hows about that then? Nice to be acknowledged as Superior. As it happens, we know the real reason why they are so Po Faced, whisper, whisper, Its all to do with Flattened Wallets and Giving their Flexible Freinds a Right Bashing. Thats enough to make anybody Po Faced,

Jessica Sparrow wrote to tell us what was going on in Connecticut. It seems that Dropnik Sparrow organised his first Festival, which went off well. Remembering that Vic had a good session at Oxford dropping Fauna from a Fire Engine Ladder, Dropnik Sparrow decided to attempt something similar. Jessica Bear says that his Flabber was well and Truly Gasted when the City provided him with the Pride of the Fire Brigade, an engine with an 110 ft Aerial Platform, from which over 100 Fauna were dropped, therby raising quite a few Squids for Muscular Dystrophy, now that cant be bad. Yoo wot. Jessica also said that she had been Posing at a Kite Exhibition at the local Maritime Museum, by swinging from the Rafters, chute deployed and held open with F/glass rod, but that she got a bit Browned off with all the Pervies looking up her Kilt. wear strides next time.

Also from the States, Theodore Edward O'hows yer Farva writes to say that after reading R.C. No20 about 20 times, he thinks he's beginning to understand us. This is potentially a disaterous situation. We cant have residents of Her Brittanic Majestys Former Colonies understanding us, whatever next, its not Cricket old Bean, they'll probably want Butter and Jam, then they'll go Barmy and start chucking the Tea Bags into the Sea, and not one of them poor Tea Bags will have a Parachute . Boo, Hoo, and my Brain hurts.

Ahem, now wherewere we? Dropnik Andrew of Bristol has been pedalling his Computer and has come up with a very nifty set of tables for Parachute Sizing for a particular Fauna. I.E. what size chute for what weight Fauna. Hugh has caculated for Three rates of descent for any Fauna/Chute combination, I.E. an 8oz/250gm Fauna with slow descent would require a chute 13.33sq ft/1.37 sq mt. for Medium descent speed a chute 9.64 sq ft/1sq mt and for a faster descent speed the same Fauna would require a chute of 8sq ft/.82 sq mt.

No doubt Hugh will include the full details in future BIG BOOKS or you may care to contact him yourselves.

The Boring Old Farts MkI ersatz version of Jan Fischers Hi Tec Fauna Ferry proved to be so efficient, that at Easter Blackheath Fest in an F.5, it roared up the Kite Line so fast with poor Leroy on board, that when it hit the line stop, it self Destuctred, hence the MKII version(see elsewhere)Your Dropniks Junk Box should contain enough rubbish for him or her to knock up thier own.

We Can Bearly Contain Ourselves

Says the Blurb for a range of Uniformed Bears from WINGS Inc, of Daleville, Alabama. The range includes Desert Bear (right) Army, Navy, Airbourne, Special Forces, Ranger, Army Aviator, Marine Corps etc, and they are complete with Insignias, Patches and Bear Tags. They are all priced at 50 U.S. Green Drinking Vouchers each. Judging by Desert Bear who appears to be shook rigid, not one of these Bears has a Parachute. It would appear that sans chutes these Bears are no Mugs, Yoo Wot.



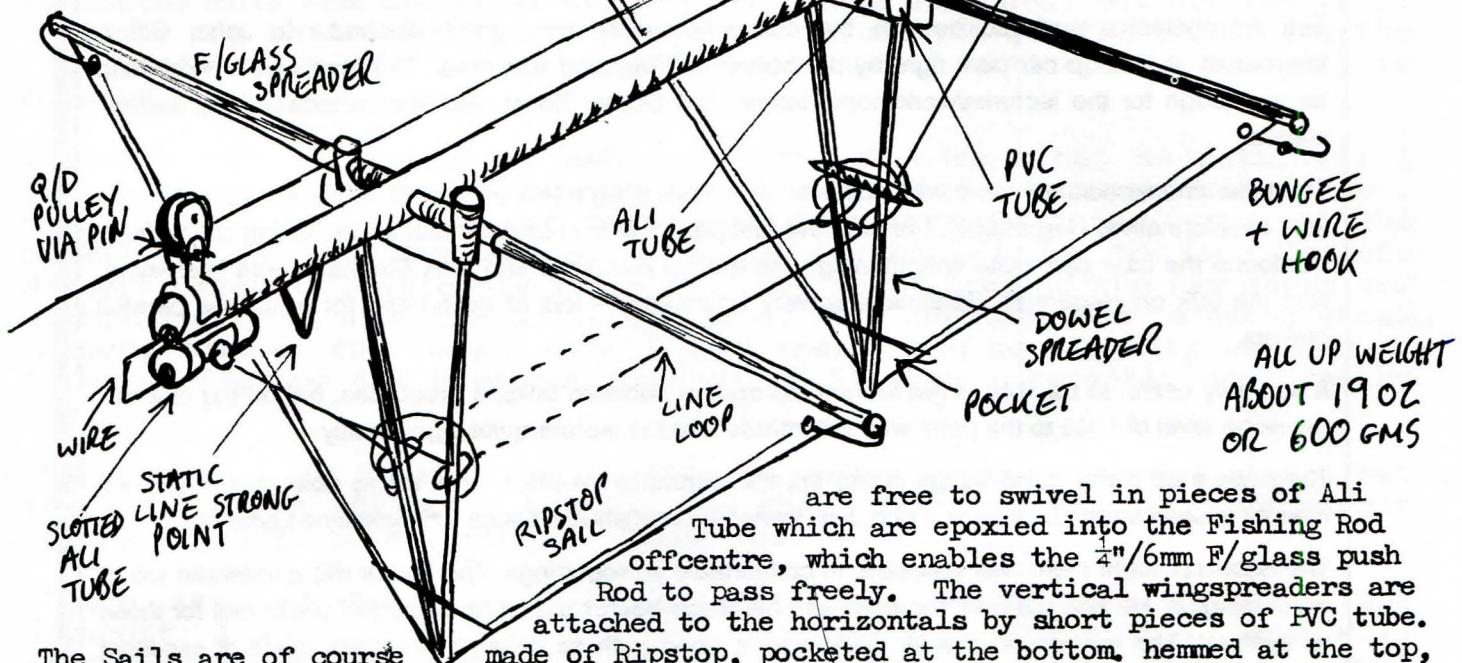
Compared to Jan Fischers Hi Tec Fauna which served as the basis of the BOFs attempt at a nifty Fauna hoist the Ferry shown here is definately Lo Tec, nevertheless it works quite well. Depending of course entirely on the Wind its performance does vary.

Up to the time of writing it has managed to lift Four small Fauna at once, a payload of say 2lb/1kg and hopefully in a stiff Wind it will do better.

The Ferry as is has an overall length of 50" or 127cm. The Wingspan is 49" or 125cm and the Depth of the Sails is 33" or 85cm. The main body is via a broken piece of Fishing Rod, the wing spreaders are $\frac{1}{4}$ " F/glass Tube (6mm) and $\frac{1}{4}$ "/6mm Dowel for the horizontal and vertical spreaders respectively.

The Bowsprit is $\frac{1}{4}$ "/6mm Square Wood epoxied to the fishing rod as are the pulleys which were found at the local boat Chandlery. These by the way are novel in that they come apart which enables the Ferry to be attached to the Kite Line quite easily.

The horizontal wingspreaders



are free to swivel in pieces of Ali Tube which are epoxied into the Fishing Rod offcentre, which enables the $\frac{1}{4}$ "/6mm F/glass push Rod to pass freely. The vertical wingspreaders are attached to the horizontals by short pieces of PVC tube.

The Sails are of course made of Ripstop, pocketed at the bottom, hemmed at the top, through which the spreader passes and are sideways tensioned with Bungee and wire hooks.

A loop of line connects the two Sails and at the front a bungee pulloff is attached to the bowsprit. At the back, an adjustable piece of line terminating in an Ali ring engages with the pushrod wire and this is where the Fauna are attached.

The Kiteline Stop is $\frac{3}{4}$ "/10mm Dowel and is spring loaded to absorb the shock from a hit with a fast moving Ferry which is what demolished the MkI version. The stop is free to slide on the Kiteline between two wraps of Gaffer/Duct Tape about 7"/13cm apart. A light spring and a little washer from the junk box are above the dowel and as the Ferry comes up to the stop it pushes it back and the spring absorbs the resultant shock.

This Ferry is a useful addition to the average Dropnicks Ordnance and the average junk box should be able to supply all the odds and sods necessary to cobble one up.

I think we Fauna are finally getting to the Humes.... Picture the scene, Midlands Kite Fest. Cofton Park, Brum. Dropnik Billings is on Sweet dropping detail to keep the hordes of anklebiters quiet. Got the Sweets Steve? Yes, a 4lb Bagfull. Up goes the bag under Steves Delta, then down comes the Bag of sweet complete, whereupon one of the little darlings grabs it and hightails in the general direction of Wolverhampton, a complete cock up from start to finish, and to Cap it all Tony Slater Hollers out that Dropnik Billings should be Drummed out of the BMISST for dropping Fauna without a Chute.

Yes in every way we are gradually getting to those crazy Humes.



MKFEXTRA

MIDLANDS KITE FLIERS NEWS

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

WEYMOUTH - KITE SOCIETY CONVENTION

Nine O'clock Saturday morning, Weymouth sea front... the weather was awfull Dark, low clouds with a strong, cold wind blowing white caps off the waves... and drizzle!! But it didn't matter, the forecast had promised improvements would come, and for once they were right.

The arrangements and facilities for the convention were very good, congrat's to John, Gill & Weymouth. A lock-up car park right by the convention building was ideal. The rooms were more than large enough for the lectures/workshops, indeed the Ocean Room also accommodated the traders' stands.

The talks and workshops were well attended and Andy King's talk on team flying was entertaining as well as informative. Regrettably, I missed the first part of Martin Lester's talk while "taking the waters" but found the later part quite enlightening. The talk on Bird kites and Pink Elephants was interesting, and the talk on Hagerman Parafoils was very informative - lots of useful tips for would be parafoil makers.

It was very useful to be able to get around the traders between talks, a great idea, but during one talk the noise level did rise to the point where it intruded on the lecture quite significantly.

There were so many good things going on, the perennial problem - not being able go to them all, meant I missed Martin Lawrence,s and Jim Rowland's workshops. Catch you next time Lads!

The Saturday night meal was pleasant, in comfortable surroundings. The Mayor did a splendid job of welcoming us. He and his wife, together with his Mace-bearer put on an extended photo call for those so inclined. The auction went well, Andy was in good form as usual. There were loads of excellent items available, with the proceeds going back into kiting - can't be bad!

Sunday breakfast, overlooking the beach and watching the kites that were already in the air. The sun was already breaking through, MAGIC. Out on the beach, the available space was soon consumed as a superb variety of kites took to the air. An array of huge fish windsocks on the line of a large parafoil, Peter Lynn flying a giant Manta, easily able to lift a man (which it did!), Les and Alan Gilbert flying a large multi-flare with 3 matching windturbines - very nice! & others too numerous to mention. In amongst all this Peter Lynn was trying to get enough room for his kite buggy to have a go at the world record. Meanwhile in the stunt flying area the multi line fliers were performing with their usual dash, (the roar of phantoms & speedwings could be heard all along the beach).

Unfortunately, as the Rokkaku fighting was becoming interesting I had to leave for home, missing the night flying (always fun) and the Monday flying with its firework finale. I just hope everyone enjoyed the rest of the festival as much as I had up to this point.

Two other memories stand out - one was of the kites flying over Weymouth skyline as I looked back as I left, the other was of a Midlands Kite Flier (who shall remain nameless!) who, during Sunday, ran around in nothing but shorts and goose pimples. I now the sun was shining lan, but that wind was COLD!!!

Don Eccleston

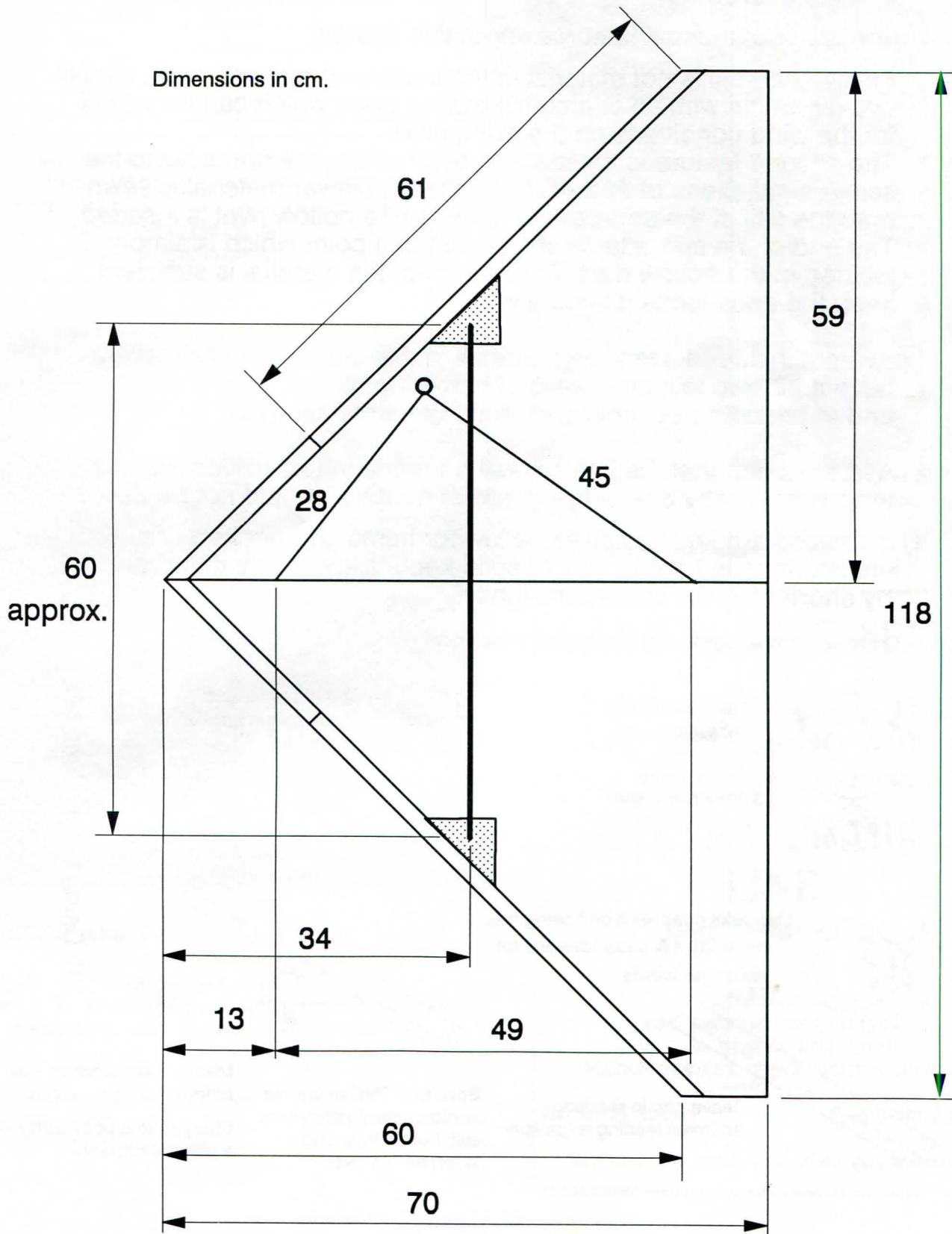


MIDLANDS KITE FLIERS PLANS

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



Derek's Delta





MIDLANDS KITE FLIERS PLANS

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



The origins of this kite are shrouded in the mists of time - I know that it has been in my kite bag for several years, and has always been a reliable favourite

There are two unusual features about this design:

Firstly, the keel is not material in the traditional manner, but a simple two-leg bridle with an adjustable towing point which can be varied for the wind conditions on the flying field.

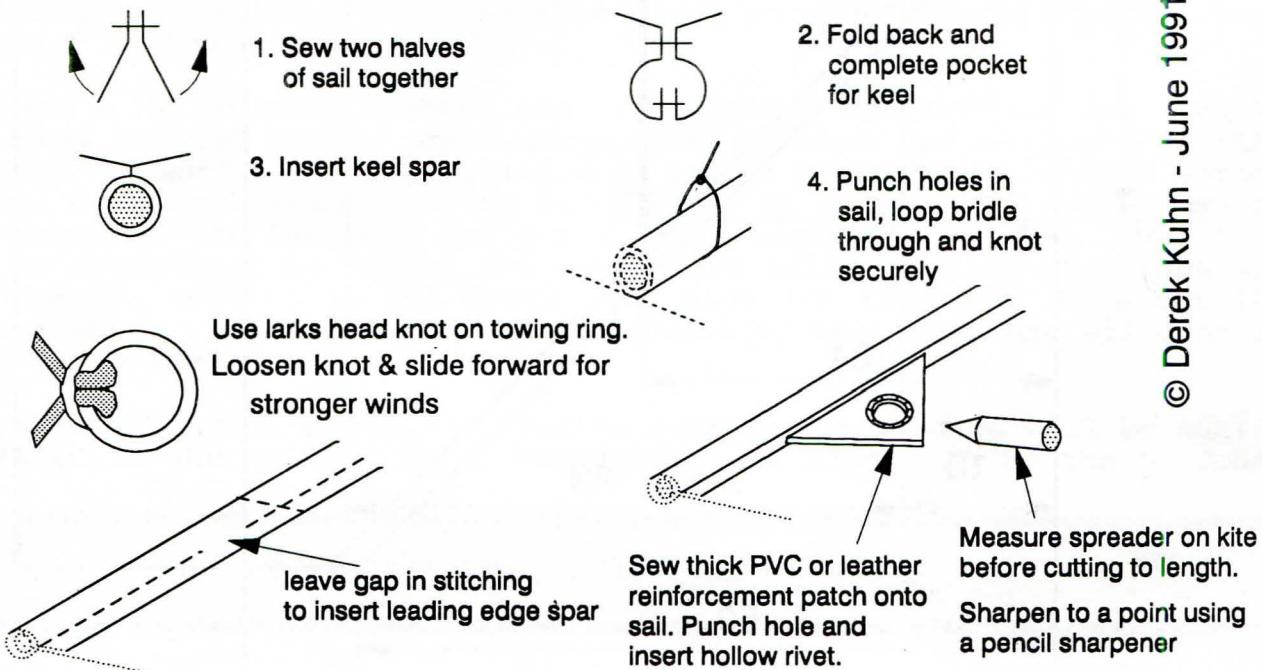
The second feature is the method of attaching the spreader to the sail. A small piece of thick PVC, leather or similar material is sewn onto the sail at the appropriate point, and a hollow rivet is inserted. The end of the spreader is sharpened to a point which is simply located in the hollow rivet. The stretch of the material is sufficient to keep the ends located securely.

I have not included every single detail in this plan as all kite makers have their own favourite ways of hemming (or not hemming) and of providing pockets and reinforcements for spars.

I have assumed that the kite sail will be made in two halves, but there is no reason why one single piece of material should not be used.

Dimensions are finished sizes - allow for hems and pockets.
If kite is unstable (due to lack of solid keel), allow a little dihedral by shortening the spreader slightly.

Cross section through keel showing bridle attachment



MIDLANDS KITE FLIERS INTERNATIONAL FESTIVAL OF KITES 1991

Competition Results

Saturday 1st June

Altitude Sprint

Stafford Wallace

Indian Fighters

Stafford Wallace

Individual Rokkaku

Carol Peacock

Team Rokkaku

Sky Bums

Sunday, 2nd June

Altitude Sprint

Stephen Billings

Indian Fighting

Stafford Wallace

Pairs Ballet

The Undercoats

70.44

Team Ballet

Flight FX

71.94

Innovation

Stack of One

62.22

Special Awards for Outstanding Contribution to the Midlands Kite Fliers International Festival of Kites

Peter Lynn - Ashburton, New Zealand, for an exciting and spectacular display of large inflatable kites, and Stunt Buggy demos.

Jürgen Ebbinghaus - Mönchengladbach, Germany, for an attractive and interesting presentation of a green dragon, inflatable flying figures, and an unusual collection of scaled-down stunt kites.

White Horse Kite Fliers - Swindon, Great Britain, for a continuous display of monster kites and enormous windsocks.

Andy King & Sarah Kent - Kite Store, London, Great Britain, for the interesting commentary over the weekend, and making sure all the fliers turned up at the right places at the right times.

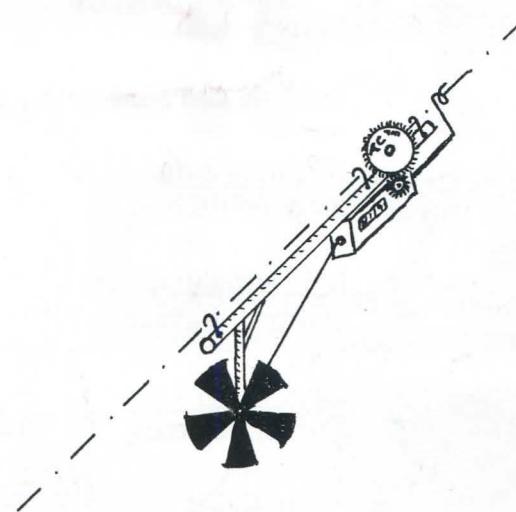
Many thanks to all who took part, to those who travelled great distances, and to those helpers who worked so hard to make this event a success. Next time we shall arrange for both wind and sun!

Derek Kuhn,
for the Festival Group of the Midlands Kite Fliers.

 **Birmingham City Council**
Department of Recreation
and Community Services

 **MEB**
POWER FOR THE HEART OF BRITAIN

Great Kiting Innovation's of our time (that didn't quite make it)

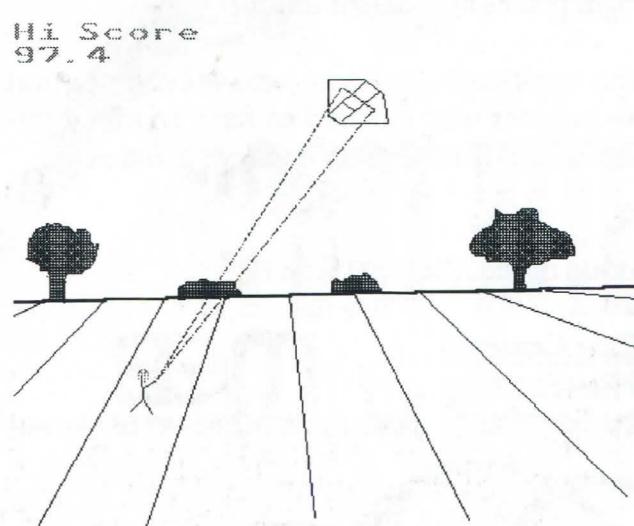


The Turbocrawler

Instead of a sail to pull the ferry up the line the turbocrawler had a wind driven fan coupled to a reduction gearbox which drove the crawler up & down the line. The huge advantage of this setup was the immense load carrying capability due to the large gear down ratio used- it was a little slow at times, but thoroughly reliable. However, complexity and high cost reduced sales below the breakeven point and the turbocrawler disappeared.

Parascending Teddy Bear

Instead of having a separate kite to lift the bear and a separate parachute to return the bear to earth, the parascending bear had both functions rolled into one. Amazingly quick to put up (high), over enthusiastic operators soon discovered that the bear could go a long way as a lifting parachute is also a very good gliding parachute! The resultant high attrition rate soon put people off and yet another remarkably simple and sound idea bit the dust.



Stunt Kite Simulator Program

Way before its time, the SKSP allowed you to practice in the comfort of your own home. Initially, you were given a choice of flying site and kite & then the computer would set you manoeuvres to fly which it would mark and comment on. Although advanced for its time the SKSP was a little slow and the graphics decidedly low-res. I suppose this one could be resurrected to great effect given the current interest in those horrible noisy stunt things.