

THE KITEFLIER

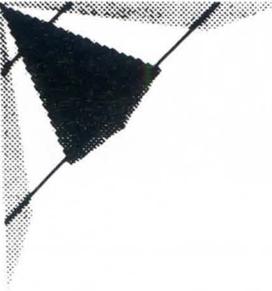
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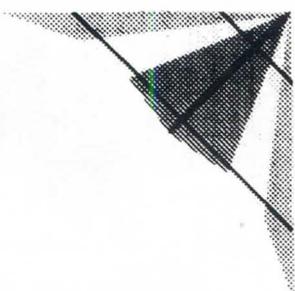


NEWSLETTER
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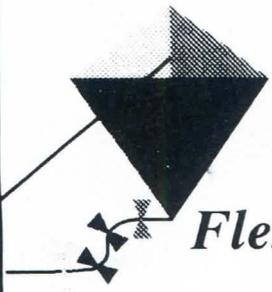
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EDITORIAL

Dear Reader

We would like to thank all of you who have sent articles for inclusion in the magazine. Please keep up the good work - we always need more!!! We are especially interested in kite designs but anything kite related will be appreciated. We can accept a number of formats - handwritten or typed, rough drawing or top copy. If using a computer we would like to receive a disk of the article (saves our poor typing skills). Practically any IBM compatible PC based format can be read or, even easier, send us an Email - address in the panel above.

1999 marks the 20th anniversary of The Kite Society - we mentioned recently the idea of compiling a CD-ROM of all of the Kiteflier issues - but noone expressed any interest. So it is up to you. What would YOU like to celebrate this anniversary? Write and let us know.

Kite Society Convention 1999. We have been approached by the Brighton Kite Fliers to hold the convention on the Friday prior to the Brighton Kite Festival (9th July). We are still in the process of sorting out the details (and costs) and will publish more details in the January issue. As part of the convention (and as part of the 20th anniversary events) we plan to bring over the Cody Exhibit belonging to the Drachen Foundation and have a number of presentations about Cody and his kites.

Watch this space.

See you all in 1999 - with better weather for all of the events.

Gill and Jon Bloom

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Front Cover Photo

Barry Poulter with his Hare and Wave Fledge Kite. Destined for the Japanese Kite Museum. On show at Portsmouth.

Photo Gill Bloom

Whilst every care is taken to get the details correct The Kite Society cannot be held responsible for any errors or omissions that occur. Opinions expressed in this magazine are not necessarily those of the Editors or the Kite Society.

Letters

A fond farewell from Kited

It is with some sadness that I must announce to the readers and especially to my past customers the demise of Kited. Basically I was just not earning enough money from making kites.

For four years and nine months I like to think I provided a product of the highest quality that both I and my customers could be proud of. Unfortunately I lacked the power of financial marketing muscle - you wouldn't believe the cost of placing just one quarter page black and white advertisement.

As some of you know, it would take me a full day to make just one Neutrino Midi Elite. Yet to compete in the market place I sold the kite at the same comparative price as a factory, who were mass producing literally dozens of kites per day.

Wholesaling to shops was out of the question because I was not a mass producer of kites. My only option was to direct retail through the pages of the Kiteflier, KITES Magazine, Kite Passion, and at Kite Festivals.

At kite festivals there we were - my kites and my competitor's, side by side on a level playing field. I usually went home minus a few sold kites.

Despite the time and effort I took in their construction, despite the value for money I tried to provide, despite the fact they flew just as well (in some cases better), my kites rarely featured in any of the influential glossy magazines. So who can blame the customer for not considering buying one of my kites? How *could* I expect to sell kites, let alone expect to make a living from doing so?

I know it sounds like sour grapes and to a certain degree you may be right. I'm sure there's a lesson to be learnt here. Not just for me, but for any budding kite making entrepreneurs out there - don't give up your day job!

Finally to all those people - some who were customers and have since become firm friends who supported, encouraged and helped Kited to survive for nearly five years - Thank You.

Eddie Stockings.

From Paul Roper

I am writing to see if any members exist in the Windsor, Ascot and Staines areas I am trying to form a local group for single and multiline kitefliers and would be interested in hearing from any like minded fliers. Anyone interested can write to me: Paul Roper, 8 Pembroke Mews, Sunninghill, Berks SL5 0DF. Tel/Fax 01344 876546.

I have been flying kites on and off for the last couple of years now, mainly, after coming across the Portsmouth Kite festival 3 years ago. This Year I joined The Kite Society and was very interested to read the letters pages in "The Kiteflier", and would like to put forward the following comments.

I completed a kit form kite of a model B1 Plane just in time for this years Portsmouth Festival with just the bridling to sort out on the day. On the Saturday morning I arrived and went to 2 or 3 "Traders" to get the information I needed, none were able to help with the exception of Dunstable Kites who had built one of the planes and had one on show, and were more than helpful in helping me to get it off the ground. One of the traders, although selling the planes, had no idea about the construction and gave the impression that he was only there for what he could sell from his van, and if you had problems then "go to one of the bigger traders".

While we cannot expect all the shops to have built all the kites they sell, it seems that unless its a stunt kite or similar style they are not interested in single line unless its a "Festival Cheapo". Come on you guys! You have some interesting single line designs out there and we want to buy them, but it would also be nice to see some of them flying from the stalls so we can get the feel and look of them before buying.

If we want to encourage more people to fly kites and join the society lets not forget that, whilst it is wonderful to watch the professionals in the main arenas, "Joe Public" is the future of the industry and needs to be encouraged to buy a kite he/she will still be flying next month/next year, not just today and then put it away in some cupboard.

Letters

From Arthur Dibble

What an interesting Kiteflyer was number 76. So much so that I feel I have to write in response to various articles:-

Firstly the letters from Frank Wright and Nigel Tansely, I sympathise greatly. However, having had my first kite over 45 years ago I have accumulated quite a collection. (I stopped counting at 120 and was too frightened to put a total value on them) I also got fed up with the narrow specialisation and decided to make mine a wide knowledge about as many aspects of the hobby as I can find time and money to experience.

This means I now have single line kites from 5 sq. inches to 650 sq. feet with all the associated lines and anchors. To match these I also have to carry a selection of two and four line kites, as yet no three liners. On top of this I have a good selection of fighters, rotors, etc. The back of the estate car has now over flowed and the trailer has gone up one size and is also full. From this perhaps it can be seen at least one very good reason for a narrower speciality. Perhaps Nicolas Wadsworth has the answer in his article.

As to help for beginners I hope that members of White Horse Kite Flyers will either be able to answer your questions, or put you in touch with someone who can. If you don't know us already, look for the green shirts and caps at events or write to us at the listed address.

Next I would like to answer Peter Twivey and Malcolm Ford with reference to kite festivals. As one of the organisers of the Swindon event I can only agree with them. Firstly if you can find us a large open space with no obstructions, close to a city centre or other easy accessed site that will not cost a fortune to hire, let us know and provided it is in the Swindon area I am sure we can put on an event. We do realise that our current location at Wroughton is not the most convenient for public transport, but we have most of the rest of the requisites.

If you have been to one of our festivals you should have found that we have various arenas for single and multiline flyers with large areas for no display flying plus about a mile of runway for the buggies. I hope we do not have to split our hobby into two levels as this would stop the novice from seeing what can be achieved with practice and would remove some of the available advice you require to progress. If you have any constructive comments (we get plenty of destructive) about our festivals, please get in touch.

There seems to be an undercurrent of discontent being whispered about the Kite Society at present and I feel it is about time that the people stopped complaining and were grateful for what we get. If you don't like the way it is run, don't join. No one is forcing you to be a member. I think you will have to go a very long way to find people with the dedication that Gill and Jon have put in over the years. Have you ever tried to get a committee and come up with decisions that would give you what we have with the KSGB? Believe me, it is hard enough when the club area is fairly small, let alone country wide. Perhaps it would be nice to see details of wear our money goes but with four magazine issues and several good events, I don't think we can have a lot to complain about. Take Portsmouth for instance a professionally organised and entertaining festival.

Start your own society by all means but I for one will be sticking with the KSGB.

(Speaking for myself, not as a member of any other kiting organisation)

From John Barker

As those who attended know only too well the 10th Biennial Dieppe Kite Festival was, in terms of the weather, something of a washout. The weather for the whole week was none too clever, but for the final weekend, it really went to town with strong onshore winds, heavy showers and the odd bit of thunder and lightning.

As we all know, regarding the weather, we are in the lap of the gods, there is nothing we can do about it.

For all that though, the festival was memorable and will become the stuff of popular kite folklore. However, one thing about the event does intrigue me and that is: When we pre-registered our attendance at the festival it was pointed out in no uncertain terms that if you did not purchase the festivals own public liability insurance cover, or be covered by your own public liability insurance as a paid up member of a bona fide kite club, then at no time would you be allowed onto the flying field.

Letters

Surely, I'm not the only one to notice that at this years festival at various times, the Badged - ie insured people on the flying field, were outnumbered by members of the public - ie the uninsured, by about 10 to one. Strange this considering that the greatest influx of Joe Public onto the field was when it could have been its most hazardous - when the Japanese were attempting to launch their large O-Dako.

There seemed to be very little effort expended in only allowing onto the field those who were supposed to be there, unlike previous years. And whereas in previous years there were only one or at the most two places of access onto the field this year access was created as and when it was needed by all and sundry.

My question is this. Was the insurance really required or was it just to raise funds? If this was the case why not say so as I'm sure most attendees would willingly pay an small attendance fee to help defray the costs.

From Doug Clark

I wonder if any readers of the Kite Flyer can help me.

When I was a child my parents bought me an aircraft kite. This kite consisted of a crude plastic aircraft model with rotating wings that made a sound a little like a distant aircraft engine. A single line was attached to a bent wire which passed through the body and acted as an axle for the wings. I think that this kite was probably made in France as I can recall seeing a lot of them when on holiday but I do not remember seeing many in England. This kite was what really got me interested in kites and I would like to purchase something similar for my nephew in order to try and get him interested.

If anybody has any knowledge of where I could obtain a kite of a similar design could they please contact me at 10 Wheat Croft, Worksop, Notts S81 OUW or EMail me at doug.clark.@gblis.mail.abb.com.

From S Hodges

After having one weeks holiday at Perranporch, 7 miles from Newquay in Cornwall. (Excellent for all kiteflyers, plenty of space. We decide to stop off at the Taunton Kite Festival, at Taunton Race Course. So we got bed and breakfast on the Saturday, and was there early for the festival the next day. On the day it was sunny and a good breeze blowing.

There was quite a few kite flyers around, single and 2 lines, also some flying competitions. The one I entered was the Altitude Sprint. All kites took off well, the winner was a red delta highest in the sky after one minute. (no not mine).

On winding my kite in a 61/2 foot Raindrop Rokkaku I crossed lines with someone else, within seconds my line was cut and I could see my kite at 500 feet drifting off towards the M5.

"This is Orchard Radio 102.6FM, now for travel news, drivers travelling north on the M5 through Somerset are to proceed with caution, as there is a large low flying kite....".

My wife, Barbara, daughter Amanda and myself spent 4 hours searching for it with no luck (lots of maize and corn).

Crossing one field I met a farmer, he had not seen it, but asked if I got a shock climbing the fence, as I should have done because it was electrified! With help from Orchard Radio 102.6FM and the Somerset County Gazette, there could be some hope.

One week later I got a call from Andy Flind one of the Taunton Festival Organizers, saying that 3 lads had found the kite up a tree! I was pleased it had been found, and that it would soon be on its way back to me. I'd like to thank Taunton Kite Club Members for their help in getting my Rokkaku back with little damage. Apart from this we had a good day with some interesting kites to see.

See you at Taunton next year (better luck perhaps with that altitude sprint!)

Pat and Ron's Page



Dear Kite Friends

We would like to say a **big thank you** to all, for the many honours you have bestowed on us in the run up to our retirement from the festival trading scene.

Clubs large, clubs small, event organisers, and everyone, we have been suitably "embarrassed" by you all for the nice things you have all had to say, and the thoughtful items you have given us, we did not think that you all enjoyed us taking your hard earned money so much.

We must say that we are a little disappointed by the outbreak of graffiti on our old tent.... We were hoping that the shop where we bought it may have taken it back! But that might just be out of the question now.

Thank you all for the nice things you have written on the tent, what we are going to do with it is still unanswered, perhaps we will dig it out now and again as a communal cabana cum hostility (*Ed this is what they wrote, somehow we think this should be Hospitality?*) tent.

Now here comes the good news. Following a general outcry from our fans. Kiteability is not closing completely, we will continue to mail order your requirements or deliver prepaid orders to festivals for you. "Hows about that then", so all your favourite Kiteability goodies will still be available

So once again, thank you all, we are overcome by all your good wishes and see you the other side of the counter next year.

Now back to work preparing our 1999 mail order list.

After Old Warden in September Pat and Ron added the following.

When you think that you know someone, then find that he's been plotting all the time . Well!!!
Simonwatchout...

Once again we were "Suitably embarrassed" at our last festival - Old Warden in the Rain....

We were totally taken by surprise, yet again, by the presentation of the Video Camera. Thank you all most sincerely, a truly wonderful thought.

The book full of your kind words and thoughts. It must have been toted the length of the country under our very noses. We are overwhelmed by your good wishes and kind thoughts over the last kite season.

Not only have we helped a few of you with your kite projects, we seem to have brought the latent poet out in a number of you. Our very best wishes to one and all, what can one say when "**Thank you all so very much**" isn't enough for all the kindness you have shown to us.

See you all next season

Pat and Ron Dell

Mi-WHICHWAY

By *Fred Broadhead 1997*

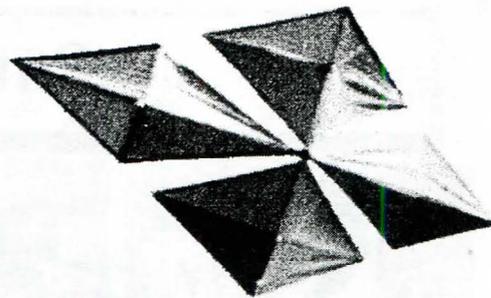
All Measurements in inches

Why Whichway, because it flies either way up
High aspect ratio as above for light winds, the other way
up for stronger winds

Construction :- Easiest way is to think of it as four
Malays Joined in the centre. Each has main spar of 1/4" or
6mm dowel & pairs of cross spars of 3/16 or 4-5mm
dowel fitting into those red plastic 1/4" dihedral pieces.

The 3/16" spars have masking tape round the end
that fits into the dihedral pieces to produce a snug fit.
I have also put masking tape on the spines either side of
the dihedral pieces to fix their positions. The four sails
are joined by tape between the opposite sails with the
two tapes stitched together where they cross. The centre
junction piece, I've used is a rather vintage plastic fitting
that disintegrated on me until I drilled it out and re-
sleeved it with brass tubing. Others may make their own
cross fitting from metal tubing but on reflection it would
be easiest to use another of the 1/4" dihedral pieces and
have the spines of the two shorter kites as a single piece
of dowel. This would give as on mine a dihedral angle of
some 15% on the longer spines but none on the shorter.
The dihedral on the shorter spines I have gained by using
a bow string I located in slots I have hack sawed into the
tips of the spines.

On the perimeter, the four kites are held together
with adjustable guy lines I have used some small 1/2"
plastic bow adjusters (from the model yacht world) as
the usual 1 1/2" metal adjusters looked too chunky to me
for a gap that is only 4 inches. However by trial and error
and casting the cobwebs from my mind back to my boy
scout days you can forget about using any fittings and
use the locking knot shown below, which when cinched
up tight can be slid to give tension adjustment and works
a treat.



I have shown how to do this to
that Martin Lawrence from Wales, so perhaps he has
stopped trying to keep his knot together using dollops
of glue. But what can you expect from someone who
spends his time counting sheep and fails to appreciate
the classical lines of my fleur-de-lys kite. Obviously all
four lines should be adjusted to the same length.
These lines are not connected to tags but to holes
burnt through the tips of the sails with a straightened
paper clip. It is not my preferred method but in this
case it looks neat and as each hole goes through
about a dozen thicknesses of ripstop it's strong
enough. Don't forget to sew the tags onto the face of



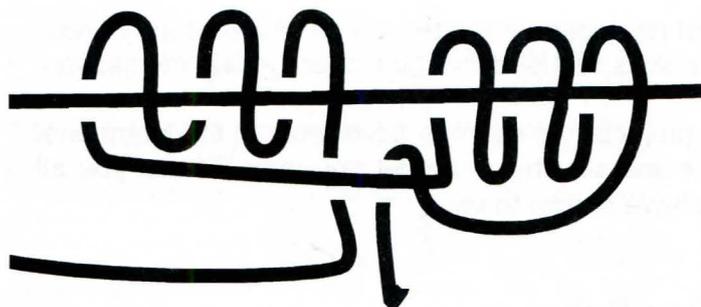
the kite for the bridle. I used the same bridle either
way up by removing it & swapping to the other tags &
moving the bridle ring to the other pre marked position
on the line, dimensions as shown above.

It's flight can be a little wayward so I always
use a drogue on a fairly short line about 8 feet long a
slim one about 7" long when flying upright & one a bit
bigger when flying the other way up.

I've quartered each sail & treble roll hemmed
the outside edges. Being a cheap skate it means I've
made most of kite from ripstop offcuts but at the same
time slung a lot of colour at it. I see no reason against
making the sails of single pieces of ripstop to simplify
matters if preferred but in that case I would bind hem
the edges as the ripstop grain would not be parallel to
any of them. Spars fit into pockets as required work
out the spar sizes from the above plan but they can
vary to your own kite so cut over long and trim to fit.
The kite needs to be tensioned and sparred fairly taut,
it's only when you get the four adjuster lines correct
that it all falls into place.

So how do you get to be a clever clogs and
design a kite that flies either way up. Well I designed
it to fly "upright", then having made it looked at it and
thought I bet it will fly the other way as well. Easy isn't
it you have a go.

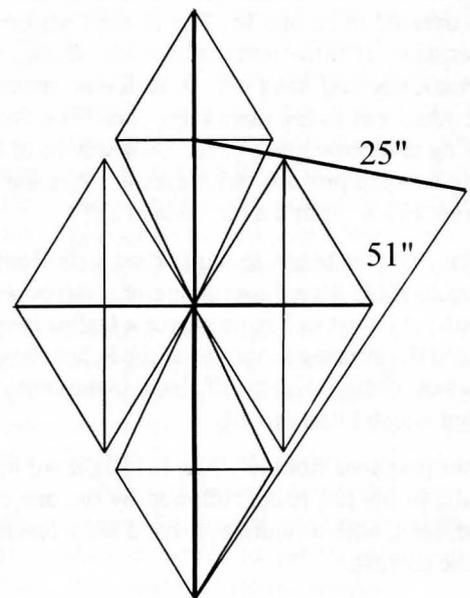
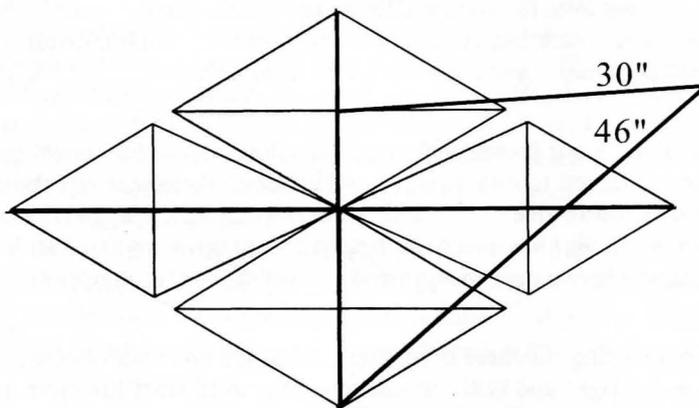
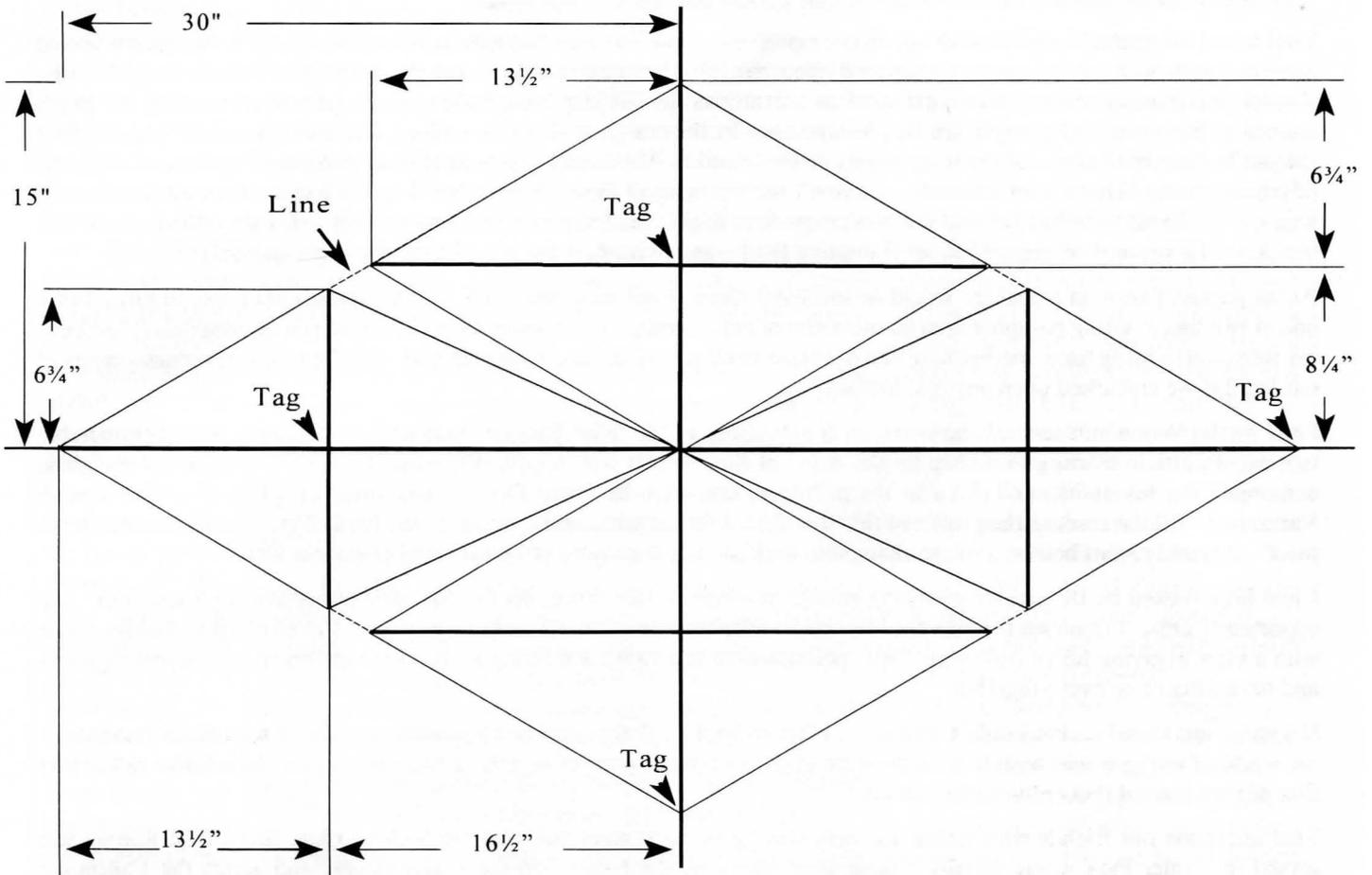
Fred Broadhead.



Mi-WHICHWAY

By Fred Broadhead 1997

All Measurements in inches



My visit with Ray Bethell

In May this year my wife, Ronnie, and I took our annual holiday in Canada. Apart from visiting friends in Vancouver, it had been our intention to tour parts of the British Columbia Rocky mountains, the Yoho, Banff and Jasper Provincial parks and to fly some of our kites in perhaps slightly more picturesque surroundings than our local school field in Tiptree or the sea front at Clacton-on-Sea or, indeed, the promenade park at Maldon (-on-the-mud).

To this end we packed away some of our flying machines..... my Flexifoil Stranger and Scorpion.....I also included a vented Spectra Sports kite just in case we happened upon particularly strong winds.... and the wife's Joel Scholz Kestrel....(the Kestrel, incidentally, having been purchased as recently as the Mayday bank holiday weekend while attending the beach festival at Weymouth....So impressed had Ronnie been by the design of this very striking kite when first seen hung against the sun bathed white of one of the trade stands on the prom' at Weymouth, it proved to be a 'must-have' purchase....Her line of thought being 'That's a bit unusual....you don't see too many of those about....that'll turn a few heads as we travel about won't it?!' So taken by the kite and the noise it made in flight...(and she *does* like a noisy kite)....that she talked me into the purchase of a similarly designed Scholz Humming Bird....and in truth, it did not take too much persuasion!).

As we packed I ensured that there would be sufficient space in my nice new K.I.S. (Airline proof) hard case to bring home one or two bits of kiting paraphernalia as souvenirs of our Canadian jaunt since, from the outset you understand, it had been my intention to bring back another new kite or two to swell my collection. Thus prepared with the essential accoutrements of our holiday we embarked upon our epic journey.

Prior to the Weymouth festival, however, as a subscriber to the 'Kite Passion' magazine, I had read, with considerable interest, an article relating to a chap by the name of Ray Bethell who apparently, when he is not jetting about the globe demonstrating his undisputed skills to the populace, can often be found flying a multitude of his kites in and around Vancouver. Whilst reading the profile of this fine flier, I felt certain that he would be the kind of guy I would really like to meet.....a world record holder, a world champion, multiple kite flier extra ordinarily, and ex-patriot Brit'!

I had been moved by the written character profile so much so that when, on the day after our arrival in Vancouver, the opportunity arose, I thumbed through the Vancouver telephone directory (a truly mighty tome) in an effort to find his name with a view to giving him a call to say "Hi!" perhaps even to arrange a meeting to fly kites together or maybe just to go out and have a beer (or five!) together.

His name was there!.....but I didn't 'phone.....I 'bottled-out'.....there could be no possible way that a man of his standing in the world of kiting would wish to pass the time of day in the company of myself...a mere mortal and lack-lustre casual kite flier of very limited (but enthusiastic) ability.

That afternoon our friends with whom we were staying in Vancouver and who are both non kite fliers, took Ronnie and myself to Vanier Park where usually a good wind blows off the Pacific, up the Fraser estuary and across the Vancouver skyline and where regularly pilots gather to fly and socialise. I feel firmly convinced that our friends were merely humouring us.....allowing us, as big kids, time to go play with our big girls' and boys' toys.... but as we ambled across from the car park, assorted kites and camcorder to hand, imagine my delight as I watched, in amazement, the bare bronzed torso of a flier who I recognised to be one Mr Ray Bethell performing an aerial ballet with three kites. Our first glimpse of his kites gave the impression of three units in a stack, flying, as they were, one above the other.....but as we approached, the kites split dramatically and sped off to different corners of the park...(I looked for the other fliers..*but there were none!*)....this individual was flying three kites...one from the left hand, another from the right and the third from the waist....each twisting, turning and pirouetting in its' own section of the wind window....each one precise in its' manoeuvre.... each individual kite being handled probably with greater precision than I could pilot one.....and *each* one a Joel Scholz Kestrel.....So much for the wife's "That's a bit unusual eh?".

Undaunted, we began to unpack my wife Ronnie's Kestrel. With our friends and myself standing in a huddle intent on the erection of her kite, I was aware of a tap on my shoulder....I turned to find no-one in attendance. Perhaps it was the wind causing my shirt to flap or maybe a leaf or twig blown from a nearby tree.....I later learned that Ray, who had obviously noticed the striking turquoise of the Scholz bag, had flown one of his kites over to us, tapped a wing tip on my shoulder before then side-sliding silently off, back to the centre of his window where it once more rasped into the sky in the opposite direction to that which I had turned.

As we prepared Ronnie's kite for flight we observed Ray bringing his three to ground.....first the one controlled with the handle in his left hand, followed by the one controlled in the right and lastly he unclipped the third from his jeans' waist band, then, with a flourish, carried out a few loops and twists before setting that one down....each of them a perfect landing in line abreast.

We and other impromptu spectators gathered together in the park to witness this spectacle, all applauded his astonishing performance and the next thing we knew *he* was walking over to *us*....not ourselves in the grovelling "Please mister, can I

My visit with Ray Bethell

have your autograph?" mode going to him.....but *he* was coming over to *us*!

This man is a wonder.....a legend, if you like....and he was shaking *us* by the hand, introducing himself to us and we to him.....Before we knew it we were all stood in a very relaxed and friendly group chatting amongst ourselves as if we and this man had been long lost buddies; it was as though we had known each other forever. We expressed our utter amazement at his skills and smiled at the fact that Ronnie had thought that she had purchased something 'slightly unusual' in the Kestrel.

This man is deaf and you need to look him full in the face in order that he can lip-read you when you speak, yet he laughed and joked with us with ease and gay abandon. There was no condescension in his manner....no airs nor graces....no pretensions. You could clearly see, as you spoke to him, looking at him full on, an almost boyish (despite his seventy odd years) enthusiasm for kites, kiting, kiting people and I'd wager, people generally....he is, perhaps, the kiting worlds answer to rock/pops' Status Quo...in his presence you simply get swept along like dolphins cavorting on the bow wave of his intense, infectious enthusiasm and enjoyment in what he does....he was so open, so friendlyso....er....well....er.....*so nice*....a nicer man, in fact, you'd have serious difficulty meeting. Indeed, a perfect gentleman of the highest order. OK..... I'll grant you, he wasn't wearing a shirt....but surely every gentleman is allowed at least one idiosyncrasy.

And as we chatted, Ray took over the preparation of Ronnie's kite. He completed the assembly then proceeded to show us an adjustment to the bridle that would ease wobble at take-off and the next thing we knew, he was striding off toward his trio of Scholz birds with Ronnie's Kestrel tucked under his arm and us in hot pursuit. Within scarce-a-blink he was removing his central kite from its' flying lines and replacing it with Rons' before flying his astonishing aerial ballet with my wife's kite as the central character.



Ourselves and others in the park looked on in disbelief as this man worked the sky and created his amazing display.....How can he possibly do it?.....Despite the noise generated by the Kestrel, he could hardly fly by sound....he is, after all, deaf!.....It would be unlikely that he could fly entirely by sight since it must be very difficult to be able to see all three kites when each are speeding, spinning and coursing around at the furthest extremes of his wind window.....indeed I have seen photographs of the man flying with a paper bag over his head...(I kid you not!)....he must do it by feel....instinct.....magic.....perhaps he sold his soul to the devil....at the very least it must be divine intervention!!

Which ever method he brings to bare, we all stood back and watched in wonder as this man performed minor miracles with consummate ease....Ronnie's kite being

flown, by a true master of his art, and art is what we were witnessing as he metaphorically painted huge sweeping arcs in the sky, intricate little swoops and turns and any number of perfectly executed manoeuvres from any of your finest instructional books and videos....and probably some that haven't even been invented yet. Her kite in pride of place in the sky flanked by two of his own. His arms, hands and hips, aided and abetted by some deft and very nimble footwork, working in perfect unison....arms out-stretched with wrists twisting the handles in exact precision, his hips flicking hither and thither as he ran across the grass, working the sky and creating this magic. For a man of his not so tender years he is quite obviously extremely fit, very strong....(in a good wind these Kestrels are a mighty powerful kite).... and fleet of foot....I take my hat off to him and doff a well tugged forelock.

At the completion of his display, he signed Ronnie's kite, placing his signature next to that of the kites' designer, Joel K Scholz, declaring the kite had been 'flown by Ray Bethell, Canada', and then proceeded to offer us ideas and tips on technique to improve our flying...(Very welcome and much appreciated!).

He introduced me to other flyers in the park who were able to offer me advice on trick flying while he took Ronnie to one side for additional personal tuition...honing some of her flying skills....not a bad teaching method...one-on-one with the master! He stood behind her, arms about her...(here!...hold on a minute Ray....that's my wife!)...guiding her through moves that she had previously only dreamed of.

Later, with lessons over for the day, Ray demonstrated some of his party tricks as he took one of his Kestrels and flew it into the parks' pond in what might otherwise have been a perfect wing tips landing. The kite submerged completely leaving only the flying lines floating and trailing across the surface of the water. Gradually he moved slowly backwards causing the water

My visit with Ray Bethell

to fill the sails, as would the air in its' normal environment, until the kite could be seen rising, almost as a Phoenix from the ashes or Excalibur from the lake, through the surface. Once onto the wing tips, the kite was walked across the water, almost to the bank, before taking to the air once more.....was this walking on the water the beginning of religion in kiting?

He had Ronnie stood at the perimeter centre of his wind window holding the camcorder toward the heavens and then proceeded to 'dive-bomb' the camera at an enormous rate of knots, spinning, twisting and swooping with a confidence born of his obvious expertise. These breathtaking manoeuvres were being carried out barely inches from and just missing my wife's' happy smiling and non flinching countenance and more importantly *just* missing the camera!. He then used a large rectangular arch-like sculpture to further demonstrate his precision flying skills....brushing the front face of it to gauge the distance before landing, as he did, on top of it, in it, through it and behind it before marching his kite, on its' wing tips, down the steps in front of it.....Corny it may have been...thrilling and stunning it most *certainly* was!

This man is a kiting maestro, a genius flyer....Perhaps not in the same radical, freestyle sense as, say, the Andy Prestons or Carl Robertshaws of this world for example but genius never-the-less; and his total accessibility, approachability and his giving, friendly nature, in my view, makes him a just little bit special. He was prepared to give freely of his time, advice, expertise and indeed, of himself. There was no smugness in his manner, absolutely no pretensions and no hint of the "Hey, look at me, watch what I can do." attitude. Oh yes the man is good...*extremely* good...he has the records and the awards that stand testament to that fact but you would not be made aware of his levels of skill through him singing his own praises.....you need (*must*) see him perform, either at festivals or at his leisure having fun in the park....I just do not believe the man has a trumpet of his own to blow.

That day in Vanier Park, Vancouver he was so obviously happy to meet people, enjoying their/our company and to share his joy in kiting with others.....he was so open and approachable...and this was further demonstrated when a young family strolled up to him, with a pink and black creation rolled up in the mothers' hand, and she asked, almost plaintively "Excuse me but are you the 'kite man'?" He beamed a huge smile in response as the young mother unfurled an odd shaped kite that her son, of probably six years of age, had bought at a garage sale. "He would so much like to fly it." she went on "Could you help please?" As Ray looked over this obviously homemade delta(ish) shaped piece of sail cloth my initial thoughts were "This thing will never get off the ground." How wrong could I be? Ray scratched his head as he picked up the pieces....one curved leading edge, the other dead straight and bridle all over the place....an erstwhile impossible task!

But rising to the challenge and to the mans' eternal credit, not only did he fly it, complete with twists, turns and loops, but he was soon standing behind the lad, he had placed the control handles in the boys' hands and was then guiding his arms, as a one-on-one teacher, as he had done with my wife earlier, through some basic manoeuvres. The smile of sheer elation on the face of the boy and of the rest of his family spelt out 'convert'....Be assured, it was a joy to behold!

This is a world record holder, a former world champion, a man who has flown in major festivals all over the world alongside the very best.....competed against the very best.....beaten the very best....Yet this is every child's favourite uncle, the perfect granddad....This is a very warm and giving human being.

I was chuffed-to-monkeys to meet the man and very proud and honoured to have been a part of his flying day. I was pleased as punch when, as we said our goodbyes, he removed his peaked pork-pie hat, took off an enamel pin badge across which was emblazoned his name and handed it to me as a souvenir....Ok, perhaps not the greatest gift in terms of value but this was a very personal memento and the memories that this will evoke in the future will be enormous and treasured.

Even our friends, Jaqui and Dave, who were still living in the kite flying twilight days of running full tilt along the greensward at the seaside with a long trailing string tail with sections of an old newspaper tied into it, left the park with a marked and happier disposition having had 'a whole mess of fun'. They were simply not aware of the dramatic advances that have been made in kite technology, air frames, fabrics, colours and controllability. I firmly believe that they drew probably as much enjoyment from that afternoon as we did....and it has to be, in no small way, down to Rays' passion for kiting, his accessibility, his very nature and his genuine warmth as a person.

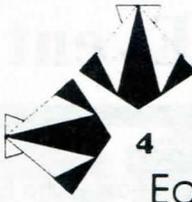
His generosity in giving his time, advice and friendship will remain with me for as long as I fly....even longer, I don't doubt.....and (darn it!) next time I'm in Vancouver.... and there will be a next time...I'm going to make that telephone call and I'm going to buy him that beer!

Well done Ray.....congratulations.....a finer ambassador for kiting we would all be extremely hard pressed to find. I look forward to meeting you again on some flying field in the not too distant future.

Alan (Pip) Piper



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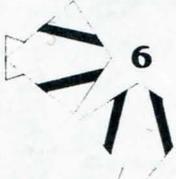
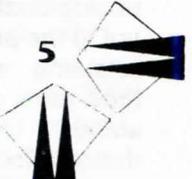
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Event Reports

Fairbourne Kite Festival 3 Report

The thing that seemed to surprise those people who had not attended the two previous festivals and were making their first visit to Fairbourne was that the beauty of our venue had not been exaggerated. They were genuinely delighted with the views. A goodly early morning crowd mounted the "Kites Special" to be delivered safely to Porth Penrhyn Station, with each succeeding train visibly swelling their numbers. The hard standing around the station buildings was given over to the traders thus leaving the whole of the beaches free for kiteflying. Tony Slater providing commentary, as he felt it needed, over our "junior miss" sound system.

The weather forecast being strangely, seriously adrift, only those impervious to rain and half a gale flew in the morning but the Pullman Buffet did a roaring trade in gigantic breakfasts, coffee etc, for the ain't hearted. After an early lunch and between the showers more kites arose into the blustery skies flying off shore across the estuary towards Barmouth harbour. About 200 yards further along the seashore a wide beach of firm dry sand remained all afternoon which allowed a novice school for newcomers to the multiline mysteries to flourish quietly. On the inshore beach, another gang performed under an MKF banner.

By about 4pm the boats taking part in the Three Peaks Race were preparing to sally forth amidst the firing of cannons, blasting of horns, and herding of lifeboats. The RNLB had three vessels afloat: the current inshore and seagoing examples plus a retired(?) Oakley resplendent in coats of new paint. Part of the ritual seemed to be Follow my Leader and around, around, the harbour but by 4.30 they were all sailing out to sea with an armada of spectators in tow.

During this free, but at times baffling, sea-show the wind had occasionally been reaching gusts well beyond gale force which had necessitated all hands, not to the pumps, but to retaining and furling these roofs of the trade stands. Unfortunately during a freak gust Kite Magic's stall was totally destroyed and their stock scattered amongst the sand dunes. recovery was not assisted by the sand storm generated by this horrendous blast; in fact Fred Apperley finished up in his local hospital casualty dept. to have the last of the sand, which had by-passed his glasses, removed from his eyes.



Two "Specials" brought the hungry to eat from the mammoth buffet that Margaret and her helpers had provided and to act as emergency dining cars as the wind had decided that it enjoyed blowing a gale and creating further sandstorms. The Station Buffet would have coped with this press had it not been for having to also accommodate the silver band who were being defeated from playing outside by the wind and sand. Chasing sheet music up a sand dune whilst attempting to play your fast disappearing part proved impossible, especially with a mouthful of blown sand. Tony Slater then entertained us with a kite quiz before we entrained at dusk to return to Fairbourne.

Sunday's weather was kinder, and even though the wind remained strong, the sun shone and the number of airborne kites multiplied. I counted 40+ at one time all straining on their lines towards Barmouth. Amongst those that caught my eyes were: a fine pair of parafoils depicting a lion and tiger strapped to the bodies of Jackie and George from the Beccles Bunch, some splendid turbines tethered to a line stretching from a sand dune at the back of the station, a stork that may have met the princess Royal, bidding for Barmouth lifeboat Station, and a new 40 panel full sized but minimum pull stunter that Chalkie White put spectacularly through its virgin paces.

Conditions during the afternoon had improved further and it was possible to fly in comfort, with a greater choice of kite, and enjoy the busy little trains operating their schedule. By early evening people were beginning to leave, having delighted in a weather impaired but never the less happy Festival.

Big Dave - Team Rikok

Event Reports

Silloth-on-Solway, Kite Festival - Sunday 19 July

The first Kite Festival in Silloth, on the Cumbrian coast - was marked by rain and by very light winds - but was a great success nonetheless, with a brilliant turnout of the public which left us wondering how many would have turned up with halfway decent conditions! The venue was a large green on the seafront in an area normally blessed with very consistent winds.

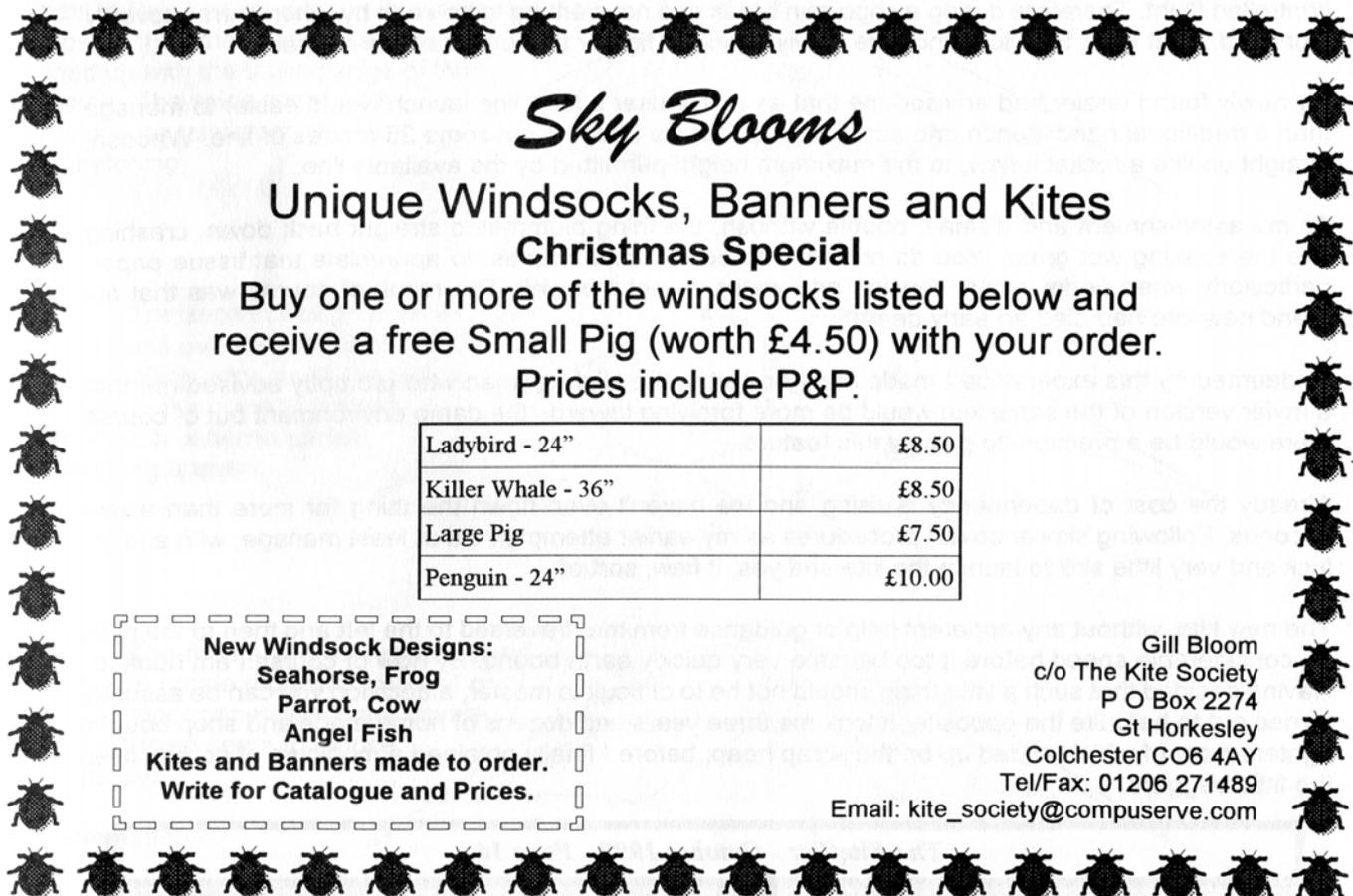
The weeks leading up to the event had seen visits by Sue Wardle a locally-based kite artist with experienced much further afield, to 15 local schools, leading several hundred children in making their own kites. The best of these were displayed on the day - sadly, conditions did not let them fly, but a trophy for the best kite and prizes for other entries made it a day to remember for other local youngsters.

During the morning the lighter kites got airborne, making for a spectacular view; as the event progressed the wind seemed to rise just a bit, and more and more kites filled the skies. It was only as the festival officially closed at 4.00, though, that the wind suddenly backed and filled in enough for some of our more spectacular kites to take off. Margaret and Gene Watson from the Northern Kite Group were able to do a very popular sweet-drop session, and Bill Kitson got at least some of his spectacular train airborne.

Sincere thanks to all those visiting flyers who helped us make the festival a success (and hopefully use it as a springboard to set up a local club. I don't really want to single anyone out, but must mention the following for their efforts throughout the day, Andy Howard, who travelled up from London (and what a shame his circoflex didn't get the consistent wind it needed) and John Dobson from the North-East who endured a horrific journey back from Greece to bring his display of splendid one-liners.

And yes, we're already planning next year's event.

Ian Gilmore



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They are Habit Forming

The medical profession informs us that to develop a habit you need to work at it.

Indeed as an addicted smoker I remember (with genuine regret) the trials and tribulations, the coughs and splutters including the general feeling of nausea encountered whilst learning to "take it down" without the subsequent need to throw it up.

There is however another equally addictive practice, which appears to develop almost instantly and seems to be incurable. This tongue in cheek contribution has been cobbled together with the objective of helping other kite flyers from following a similar downward slope as myself.

My association with this highly addictive practice started at the Basingstoke kite festival three years ago. I watched a gentleman (I now know to be Stafford Wallace) put a tiny, single line kite through its paces. Enthralled by his demonstration I made the following seemingly innocuous comment "that looked like fun" was all that it took.

Within seconds I was taken, almost dragged, to a makeshift tent at the side of the flying field and introduced to the "Highwayman" a well know dealer at such kite festivals. After confirmation of my bona fides, given by Stafford to the Highwayman, followed by the exchange of a relatively small amount of money (it always starts off small) we were doing "business". Both the Highwayman and Stafford gave me reassurances that with practice I would be flying the thing like a veteran.

I had made my first purchase of an Indian Fighter kite

Weather conditions at Basingstoke that year were to say the least abysmal, torrential rain and storm force winds seemed to be the order of the day. These conditions placed severe restrictions on any of my "conventional" kites, all of which for one reason or another simply would not be capable of safe, controlled flight. Therefore during a short rain break and not wanting to be seen by other flyers I covertly launched, or at least tried to launch the newly acquired fighter at the rear of the car park.

My newly found dealer had advised me that as a new user a long line launch would be easier to manage than a traditional hand launch and accepting this advice I had let out some 25 metres of line. Whoosh, straight up like a rocket it flew, to the maximum height permitted by the available line.

To my astonishment and dismay, double whoosh, the thing plummeted straight back down, crashing into the soaking wet grass. You do not need to be a rocket scientist to appreciate that tissue paper, particularly when under some tension and water do not mix well. The result of course was that my brand new kite had died an early death.

Undaunted by this experience I made another visit to the Highwayman who promptly advised me that a mylar version of the same kite would be more forgiving towards the damp environment but of course there would be a premium to pay for this feature.

Already the cost of dependency is rising and we haven't even flown the thing for more than a few seconds. Following similar covert procedures as my earlier attempts I did at least manage, with a lot of luck and very little skill to launch the kite and yes, it flew, sort of.

The new kite, without any apparent help or guidance from me, traversed to the left and then to the right at considerable speed before it too became very quickly earth bound. By now of course I am hooked. Having decided that such a little thing should not be too difficult to master, a decision you can be assured turned out to be quite the opposite. It took me three years and dozens of home made and shop bought fighters most of which ended up on the scrap heap, before I finally obtained a modicum of control over the little beggars.

They are Habit Forming

During my early learning period I found that there were considerable numbers of other poor souls also addicted to fighter kites. Some of these "came out of the closet" and offered various hints and tips on the best way to master my own inability. Ron Moody suggested that I should not be too critical "go for broke" and yank the thing about a bit, was his considered opinion. Tony Slater made the point that the "more you use it" the better you become and Malcolm Mcleod (Mac Fighters) suggested that a rip stop fighter would withstand more punishment than the tissue versions I had been using. Well he would wouldn't he?

With one or two, best-forgotten attempts of my own, to replicate the original Stafford kite, which sadly had become almost flightless, even in the hands of the aforementioned "professionals" I decided to heed the advice of "Mac" and purchased a rip stop fighter from his collection.

The cost of addiction and dependency continues to increase. I have to admit that the quality and durability of the "Mac" fighter justified the additional cost. Within a relatively short time I had managed to get my new high tech kite up and running and to do more or less what I asked it to do on a regular and reliable basis.

Most of the time anyway.....

Last season, Danny Rice another fighter pilot introduced me to his "butchers" bag version of the traditional Indian Fighter and great fun it was to. For the sail he had used a standard plastic (I am sure Nick Wadsworth would probable tell you the exact composition) shopping bag which of course would withstand the damp. During the winter I decided to have a go at designing and building my own version. Early test flights have been encouraging and I cannot wait for the new season to arrive to put it through its paces with the professionals

They say pride comes before a fall and whilst attending an event, not related to kite flying, at the West of England show ground this proverb proved to be correct. Armed with the knowledge that I now had sufficient mastery of the technique to fly these little kites in public and a desire to show off my skills, I launched a home made tissue and bamboo fighter

Magnificent, up she went under full control, spins, turns, dives, spectacular. By now several spectators had gathered round to see the show, my head getting bigger proportionally to the number of interested parties arriving at the launch pad.

"How high will it fly?" questioned one of the spectators, "No idea" I replied, "let us see".

The wind was fair and I started to pay out the line. Higher and higher the kite soared and to everybody's astonishment it disappeared from sight. Low clouds had enveloped my kite.

Starting to reel the kite back I noticed the line becoming quite slack. Panicking now, I reel it in at some speed, still no kite, what's going on. Increased the wind in speed and then... two sticks, tied to the end of my line were seen falling out of the sky, completely out of control. The cloud had of course soaked the tissue sail, the wind had then removed it from the bamboo spars and I was left with egg on my face.

Joking apart, these are great kites with a long history, they are small enough to keep in your briefcase or handbag. Chuck one up anytime, anywhere and you will feel any tension you may be experiencing simply drain away - well it works for me...

John Dimmock

Endurance Record Attempt

You may remember seeing a mention of a World Kite Endurance Attempt being made by a team from The Northern Kite Group in the April edition of "The Kiteflier". Well they didn't manage to break the record (which stands at 180 hours and 17 minutes), but they managed to set a United Kingdom Kite Endurance of 41 hours and 20 minutes and raise £800 for charities (If any Kite Society members raised any monies Ron would like to know to add to the total).

The attempt was made on Walney Island, Cumbria. Wind speed information obtained from a wind farm ten miles from Walney Island suggested that during the month that the attempt was planned for the average wind speed would be 14mph with an average min of 11mph, and an average maximum of 17mph. One of the initial problems was that Civil Aviation Authority height clearance regulations states that kites flying at night above 60 metres have to display two lights, fortunately the CAA agreed to waive these regulations, much to the relief of the organisers, who were having trouble finding suitable lights.

The organisers contacted both Guinness and Kitelines for official recognition of the attempt, Guinness stated that a team of not more than 5 people should attempt the record, but for safety the organisers came up with five kitefliers and five observers. The five pairs worked on a six hour shift pattern over thirty hours.

The team discussed the types of kites best suitable for the attempt as they had to choose kites that could cope with unknown windspeeds, in all ten kites were used in the attempt, these included Delta, Rokkaku, Rollers, Flowform, Conyne, Diamond and Stratascoop. The kites varied in size from 4-6 feet. At 13.37hrs on the 6th of May the first kite (a delta) was launched.

This was followed by various other kites. During the launch period the wind varied between 16-20mph. At 1515 kite number 2 came down followed by kite 1, both with broken spars. It was during the late afternoon that the weather deteriorated with heavy rain and winds up to 20mph. Between 21.15 and 22.15, the ninth hour into the record attempt, they lost 7 of their kites leaving just one kite, a Stratascoop to continue the record attempt. In the two hours up to midnight the wind increased and varied between 30-40mph peaking up to 45mph during that time.

Continuing into Thursday the wind speed ranged between 20-30mph. In the early morning the wind freshened again to 25-35 mph. Afternoon the winds continued in this range falling to the low 20's by 18.00 gusting again up to 30-35 mph in the evening. From 18.00 the wind started to decrease and it started to rain heavily at times, by midnight the wind had dropped to 15mph.

It was at this time, midnight that the next shift took over, with a wind speed of 15mph. During the night the wind eventually started to drop and it started to rain. By 0600hrs the wind speed was down to 8mph. In the next hour with fine rain the wind dropped to 5mph. Attempts were made to let out more line to gain height, within the next twenty minutes in heavy rain the kite literally dropped from the sky saturated in a final wind speed of only 2mph. 41 hours and 20 minutes after its launch.

Within minutes the rest of the team were up at the launch site, commiserating with each other knowing that the last kite had survived all the heavy winds and rain only to literally fall out of the sky completely sodden in no wind.

The Northern Kite Group endurance team consisted of Norman and Edna Booth, Bill and Jeanne Burrows, Ken and Dorothy Campbell, Harry and Clare Robinson and Ron and Elsie Ogden. Ron Ogden the team leader must be congratulated on all the hard work he put in to get the attempt off the ground, and of course all the hard work that was put in by the rest of the team, perhaps better luck next time!

Fighter Club News

Once again the time has come to lay down the Manjha (cutting line) and think back over the past year. The Fighter Kite Club has been doing its share of travelling this year thanks to Graham and Lyns People Carrier.

I list below a brief summary of events attended this year. Thank you to everyone concerned who have made an effort to attend and I hope have enjoyed our meetings as much as I have.

March

Our first meeting. Kites Over Kent, Ifield School, Gravesend. The weather was kind to us. It was cold sunny and fine. I would like to thank the Headmaster for inviting us and for the wonderful prizes made by the children of the School. A good first meeting.

Ron Moody arranged a meeting at Epsom Downs. We all had lunch at the local and then flew kites.

April

Blackheath - Weather was kind and it was nice to see old friends and exchange news.

May

Epen , Holland - Manjha Club Meeting.

This was to be the meeting place of the fourth meeting of the Manjha Club International of which many of our Fighter Kite Club members belong. Friday morning very early we met at the Folkestone car park to load our things on to Graham and Lyns People Carrier, as they had kindly offered to drive us. Six of us in the people carrier, and Mike and Margaret coming along in their own car. By the time we arrived in France the weather had now turned into the most terrible rain storm but thanks to Tony's expert navigation, give or take a few miles, and Grahams' competent driving we arrived safely at Epen.

We were greeted by our old friends of the Manjha and made many more friends from different countries. The following day the weather was fine, but very little wind. Groups were formed and the competition began. By the end of the day most of us from the Fighter Kite Club had been knocked out but Joel Peck who had come under his own steam from England did rather well. The evening was rather special, the whole room was humming about fighter kites. The food was good and the beer flowing. Thanks to Herman and his team who did a tremendous job organising this Manjha Meeting. The party to Epen consisted of Graham and Lyn Jackson, Danny Rice, Tony Rollinson, Jackie and myself and Mike and Margaret Harrison.

May

Weymouth. It gave me great pleasure to be asked with the Fighter Kite Club by Gill and Jon to Fly at the Eighth International Kite Festival. I hope all of those who attended had a good time as I.

Oostduinkerke. Very easy to get to and well worth the visit. About ten of us made the journey. The weather was sunny, hot but windy. Nest Lernout organised our accommodation and we were made most welcome. A fighter kite competition took place on the beach with various other demonstration of the fighter kite. The winner of the main event was Moustache from Germany, using a Mac Myler of course!

June

Margam Park. Tony Slater helps to run Margam Park so we always have our fair share of fighting kites. It was nice to see Tony as we are not always at the same festivals and he is a fighter kite fanatic like myself.

July

Brighton Kite Festival. What can I say weather awful, but it was my birthday on the Saturday and Mike and Margaret arrived with an expertly made rok they had made me with one of my kites on. Danny and Paddy had bought me a cake decorated with fighter kites and cards from friends. Thank you all you made my day.

Fighter Club News

Knokke Heist. Fast ferry from Dover to Oostende. Graham and Lyns People Carrier into action again. 7.30 fast ferry from Dover, two hours later Ostend, forty minutes down the road Knokke Heist Beach Kite festival. Not actually a fighter kite meeting but everybody was encouraged to demonstrate in the arena and hospitality first class.

August

Portsmouth International Kite Festival. Great, the weather, the wind, and again thanks to Gill and Jon Bloom, the Fighter Kite Club was there to show the public and to demonstrate the versatility of the fighter. A great deal of interest was shown, more members added to our list and new friends made.

Summary

A good year for the Fighter Kite Club although the weather could have been better. Thank you to everyone who participated this year and also to our founder member Tony Everard for his enthusiasm and ideas. Although I would like to do a lot more for the club my time is limited as my passion for making fighters takes up a lot of time. Anyone who can help promote our club in any way by organizing events, writing articles etc would be a great help.

Many thanks

Mac Mcleod

Elsa Moody.

It was with great sadness to hear of the death of Elsa She was always a tremendous support to Ron at Kite Festivals and our thoughts are with him on his sad loss.

Private Ads

Spirit of Air, Ultra-light Kaos. Superb trick kite (purple/black/white actual kite used on front cover of last years Spirit of Air Brochure) very good conditon,£75.

Level Seven Stranger (rainbow), including video. Good as new, hardly flown £85

Spirit of Air Rainbow Axel 1995 Rainbow, good for tricks (hence name). One of the original "trick kites". Good condition £40.

Tel 01635 43805 (eve)



I have kites for sale at £50 each; HQ Jam Session, North Shore Radical Custom, North Shore Kona, Air Dynamics Dharma SPI, Peter Hall H1, Peter Hall Hooker, Shuriken Omega XS, Flexifoil Psycho & Benson Swallowtail. Telephone 01705 642747. CHECK THIS!!!!!!



For Sale, dual line sport kites: Top of the Line Hawaiian Spinoff, Pink with coloured trailing edge £25. Spectra Sports Slingshot, good 8 foot power delta £20.

Contact Glen Morrison. 01963 370492 evenings/weekends.



Virtually brand new FLEXIFOIL KITE BUGGY FOR SALE. Excellent condition (used only once). Desperately needs fun-loving home. £180 O.N.O. Call Tim on 0956 560631.

The Big Pink Thing

Why design a sport kite? After all there are a number of very competent people out there with numerous championship titles and credentials to their name who have already done this for you and produce some very able products. Personally I had no intention of doing it myself but somehow I have allowed myself to get sucked in to the numerous blind alleys and frustrations that is kite design. What follows then is not a step-by-step guide to designing your own kite, rather an account of the evolution of an amateur kite design. Also, my conclusions may not necessarily be correct, they just appear logical in comparison with my experiences.

This kite came about shortly after starting pairs flying with a rather expensive Aerodrone "Stripes". I'm sure that anyone who has got into pairs/team flying is aware of that little rule that says that in the beginning the number of pile ups and mid-air collisions will be directly proportional to the amount spent on the equipment. Two "Wild Things" in the same airspace will never make contact regardless of windspeed and competence, on the other hand wrapped, tapered carbon spars and Mylar are like magnets. This rule therefore meant we were soon thinking of opening an account with Avia/G-Force. To counteract this we decided to design our own practice and development kite that would be: a) strong, and b) cheap to make and repair. The other brief for the design would that it would be track well, take square cuts and rolls but still be able to do basic tricks such as axles and flat spins. It also had to have a higher wind speed limit than the Stripe's 15 mph.

I had a few formative ideas regarding flying objects, coming from a background of aero and hydrodynamics, but I had rapidly come to the conclusion that it is just about impossible to design a kite from theory alone. Kite design reminded me of an instance in the dim and distant past when I was heavily involved with computer simulation and analysis of rear wing structures of Formula 1 and Indy cars. On top of the upper assembly is often what can only be described as a piece of angle bar called a Gurney Plate. Theoretically it appeared to have no effect but the drivers could tell the difference with and without it when exiting slow corners. We did eventually discover what it was doing to the air flow but the important thing was what the driver felt the response was, the same seems true in kite design. On the other hand, if you really want to get into the maths of it all I would suggest an excellent book by L M Milne-Thomson entitled "Theoretical Aerodynamics", in particular Chapter 8 dealing with thin aerofoils, however I digress....

I had designed a small kite a year or so earlier that was christened "The Pink Thing", primarily because it had a pink sail and its' performance was so awful that it was generally referred to as "I still can't get that bloody pink thing to fly properly". This time I was determined to take all the lessons learned from it and do completely the opposite, however in view of my track record I wasn't holding out too much hope so the new kite got the working title of "The Big Pink Thing".

Since I had no intention of attempting anything radical, not that I had the experience anyway, the starting point for the new kite was a review of the other kites I owned

The Big Pink Thing

or had flown and listing the features I liked and didn't like and hopefully equating them with the design brief.

The first feature I felt the design had to have was extended winglets at the tips. One of my first "proper" kites was a Spirit of Air "Axle" which has this feature and even now, having moved on to various more radical trick machines, I am still impressed by its' ability to stop and stall like it's been shot. I've read a number of times about extended winglets also contributing to directional stability although personally I'm not wholly convinced. Narrow wing tips seem to stall in a tight turn which appears to make it slide in the initial turn until the momentum of the spin takes over. This is acceptable, if not desirable, in a trick kite but in a precision kite I would want more security. In my experience this is what extended winglets primarily achieve although I can see how their additional drag at the tips could offer some directional stability in forward flight. Directional stability appears to be more a function of standoff position and depth of sail. I'd noticed over the past couple of years how wide spaced standoffs seem to greatly contribute to trickability and that equally the reverse is true. The "Stripes" has its 2 inboard standoffs very close to the spine such that the slope of the sail either side of the spine is about 70 degrees. The tracking of the "Stripes" is one of the best, if not the best, of all the kites I have flown and logically it is this steep slope in the central part of the sail, combined with a relatively long keel, that is providing much of the directional stability.

As to the rest of the sail shape, cambered leading edges were a definite requirement, not only because it makes leading edge take-offs and roll-overs easier but also because I believe it improves the air flow off the trailing edge in a turn. I wasn't sure at that stage how this would combine with my close spaced standoff idea but it was becoming apparent that I would probably have to go to a 4 standoff set-up to control the outboard trailing edge. I knew I also needed a kite with plenty of drive but also had to combine this with good acceleration, unfortunately in my experience the two aren't always compatible. I have a kite made by Crystal Kites called the "Centurion" which I bought in the US about 3 years ago when I had foolishly gone to a perfect flying site (Clearwater in Florida if you're interested!) without taking any kites with me. This kite was the first one I'd seen with a 3-dimensional cambered sail, however it had been somewhat over done. The kite develops phenomenal drive and pull in very little wind but will not accelerate due to the excessive drag caused by the camber. For the new kite I elected to introduce some more width at the top spreader area of the sail with the intention of controlling the billow with top spreader length to see how this altered the drive and acceleration characteristics.

The result of all this deliberation finally got air born in mid-1996. The resultant sail plan was a fairly simple 6 panel layout with bias aligned with the trailing edge throughout, straight from the nose to the top spreader but cambered more from the lower spreaders to the tips. I think with hindsight that I have arrived at something between Spectra's "Reactor" and Pierre Marzin's "Keops". Wing span came out at 2.2 metres with a 1.1 metre spine. Spars were 6mm throughout and I started with 6 standoffs but junked the outer 2 almost immediately as they made no difference to flight characteristics and were just adding weight. Bridle was a conventional 3-point

The Big Pink Thing

team bridle. So, was it a success? Well the eagle eyed will have noticed copious use of the past tense so the answer to that is a qualified yes but it needed almost a year of development and revision to get to the point where I can say that it does do what I set out to achieve. In the process though I got a lot of help from a number of people, some knowingly, others unknowingly, all of which deserve honourary mentions.

The first problem was that the frame was too flexible which lead to the horrible sinking feeling that I would be heading down the expensive tapered spar route again. I rang a number of kite retailers most of whom seemed quite happy to sell me anything I wanted but were short of technical data in respect of spar material. To be honest I was quite amazed at the lack of information available anyway, manufacturers presumably know weights per metre, stiffness ratios, shear strength, etc so why isn't this information more widely available? I was at the point of ordering some more G-Force and thus defeating one of the main objects of the exercise when by chance I got in contact with my first honourable mention, Chris Woods at Dunstable Kites. Rather than sell me what I thought I wanted, Chris was more inclined to discuss with me what the problem was and sell me what I needed. What's more, he had either found out or done enough of his own experimentation to be able to tell me what was the stiffest, the lightest, best radial compression performance, best ultimate strength of the spars he sold. After lengthy discussion we eventually settled on an 8mm diameter, 1.2mm wall thickness, pull wound non-tapered spar for the leading edges and lower spreaders at a price considerably less than a "name" tapered spar. We stuck with the 6mm diameter linear carbon for the spine and top spreader, primarily as an 8mm diameter spine would be too stiff to allow the sail to develop fore and aft camber which tends to give a very "wooden" feel. I later experimented with a lighter version of the 8mm pull wound spar which has proved ideal for leading edges but needs plugging with 6mm at the T-piece end for lower spreaders to prevent fracturing.

With a stiff frame I was then able to explore the kites flying characteristics in more depth. It certainly had the tracking and stop and stall abilities that I wanted, it also would do flat spins and 540s easily, but it wouldn't axle. Regardless how you set up the move, the "pop" would always bring the nose up resulting in a horrible leading edge roll around the lines. Enter the next honourable mention, Mark Cottrell of Kite Store fame. Apart from a whole load of other good advice on indoor kites which I was exploring at the same time, he also took the time to discuss the inter-relation of the centres of pressure and gravity and the migration of the centre of pressure. The solution was remarkably cheap, 4 pence to be exact, and what was this amazing piece of kit?...two 2p coins taped under the nose!! It made no perceptible difference to performance at the bottom end of the wind range but was just enough to shift the centre of gravity to maintain the kite in the stall through the initial part of the axle manoeuvre.

The Big Pink Thing

The next development came after attending a lecture by Chris Matheson on sport kite design. If you ever get the chance to go to one of his talks, go, you will not regret it. He puts the whole subject across so that anyone can understand it and if you have ever wondered about designing kites, believe me a whole lot of things will become blindingly obvious! For the "Big Pink Thing" the result of Chris's lecture was a slight reduction in top spreader length and a change of stand-off configuration, with the outer 2 stand-offs being junked with the remaining inboard 2 lengthened and moved outboard.

Chris had also advocated a dynamic bridle but I was still a bit hesitant until I met my fourth honourable mention. Unfortunately I didn't get his name but he came from Kent and was flying two "Gizmos" simultaneously at the Portsmouth Festival. He very kindly offered me the opportunity to try his various kites, all of which were set up with dynamic bridles. This finally convinced me of the virtues of the dynamic bridle and accordingly the "Big Pink Thing" was fitted with one. Combined with the "Matheson Modifications" the effect was startling, improved drive and acceleration but with no effect on tracking, if anything precision moves were improved due to better control out of the corners. Freestyle moves were also enhanced to the point that it no longer needed the stabilising effect of the 4 pence in the nose.

The "Big Pink Thing" has remained in this form now for about a year and has been joined by lightweight and vented versions. I've also made a couple without the extended winglets to see what difference it made. In case you're interested, there is less stability in turns (it slides sideways) and it is very difficult to knock out for a flat spin. As regards the latter, I'm coming to the conclusion that the winglets also act like ailerons, overriding the pitch moment of the forward part of the sail at the point you flare the kite away and stall the air flow. Moving the standoffs further outboard appears to achieve much the same effect by increasing the slope of the sail at the tip, albeit at the loss of tracking. I doubt whether the "Big Pink Thing" would rate comparison with the latest products on the market but it has been an interesting project nonetheless trying to get something to work as you intended it to. If you see me and want to try it please ask, I would welcome comments. If you like it that would be great, on the other hand you could always design your own.....

Richard Pellew
Southampton

Bits & Pieces

Kite Groups

Kingsmead Kite Flyers

Tony Smith writes: We are starting a kite Club in Hertford. The club is called Kingsmead Kite Flyers, casual meetings for anyone that enjoys Kites, all ages, all abilities and all types of kites.

We meet Wednesday evenings 6.00pm and the 4th Sunday in the Month from 2.00pm. Chilly finger meets throughout the winter, Ring for details and directions. Tony 01992 306626, Roland 01992 421654.

Any help from experienced kitefliers, to help us get this off the ground (so to speak) would be grateful accepted.

KOGS (Kites Over Gosport)

Kites Over Gosport meet regularly to chat and fly on the grounds adjacent to the inshore Rescue Station (G.A.F.I. R.S) at Stokes Bay. For more information call Roy on 01705 62809 or Dave on 01705 601150.

Solway Kite Club

A group of flyers centred on North Cumbria area, meeting every month to fly at a range of sites - no subscriptions, currently just an informal group. Contact Ian Gilmore on 01900 881371, e-mail IanGilmore@aol.com.

North East Kite Fliers

From Michael Martin, Secretary of the North East Kitefliers. "My address published in the last magazine should have read 36 Allerdean Road, rather than 38". His telephone number is 0191 2643304.

Stamps

To Lovers of Kites, Stamp Dealers and Collectors. Hong Kong will release 'Hong Kong Kites' stamps in mid-November. This set of special stamps depicts four kinds of traditional Hong Kong kites. They are : Dragonfly kite (\$1.30); Dragon kite (\$2.50); Butterfly kite (\$3.10); and Goldfish kite (\$5.00). They symbolise respectively Spring; Power; Beauty; and Good Fortune. Their bright colours evoke happiness, swirling clouds the playful, yet elegant, movements of kites in flight.

Below are philatelic products for sale:

- 1) Mint Stamps (4v)
- 2) Stamp Sheets of 25 stamps
- 3) Souvenir Sheet
- 4) First Day Cover set (stamp & souvenir)
- 5) Presentation Pack
- 6) Postage Prepaid Picture Cards

For further information and prices , please contact Ho Kwok Keung, Wilson, Philately 97 (Email: hkwilson@hkstar.com) (Web site: <http://www.geocities.com/Tokyo/Towers/5249/mainmenu.htm>).

Web Things

Reach up and touch the sky. A new kite site on the internet featuring the work of Michael Goddard. The site includes kite photographs, kite sketch-book pages, colour in kite design, and some favourite places to fly. You can find this at <http://freespace.virgin.net/mike.go/index.htm>.



Fed up with trying to interpret some of the more complex STACK figures. Internet designer and kite flyer Roy Reed has produced a series of animations of all of the Stack Kite figures. These can be seen at his web site at www.saq.co.uk/users/reeddesign/. The animations include all of the individual, pair and team figures as well as the individual and pair quad-line figures.

Cody Exhibition

Bits & Pieces

The Aldershot Military Museum was one of the bidders at the Cody auction, and with the help of the Drachen Foundation, they now have enough material to have a permanent Cody exhibit, consisting of a diorama of Cody's workshop, with original Cody artefacts such as models, propellers etc, and a few kite related items, The museum is situated at Evelyn Woods Road, Queens Avenue, Aldershot. It is open 7 days a week 10-5pm (10-4.30 in the winter). Tel no is 01252 314598.

New Kite Book

A new book appeared a few months ago called How to Make and Fly Stunt Kites by Jeremy Boyce. Price £4.99 ISBN 0752524356.

At first sight this would seem to be a strange book for Jeremy to have written, but having spoken to him we understand that he had no control or say in the marketing of this book, this could explain a lot.....

Our copy was purchased from Woolworth, and I have subsequently seen it displayed at a motorway service station. From the outside the packing is obviously aimed at the younger age range, because not only do you get the 64 page hardback full colour book you also get for your money a rather tacky soft sled kite which is distinctly one line, although on the front cover there is a remarkable similar kite flying with two lines!

However, do not be put off because the book itself is excellent for anyone who wishes to explore the world of stunt flying. The book is aimed at the older teenager/adult level and includes all the basic information and is presented in such a way that it would make the reader want to go out and fly. Not only are the basics covered, but there are four excellent stunt kite designs at the end of the book including a four line "Revolution type". (The kites were designed by Carl Robertshaw - just to keep it in the family). The diagrams and instructions for all the kites are excellent, although they do expect you to have a degree of confidence with the sewing machine - although one of the kites can be made from plastic. Obviously in 64 pages something must be left out, and in this case it is any hints of where a beginner could obtain such strange materials as carbon fibre or ripstop.

This book really does fall between two places, if only the publishers could have been persuaded that there was a market for an adult stunt kite book the information in this book could have been expanded to produce an excellent stunt kite book. As it is you have to delve beneath the childish exterior to discover the gem inside. Well worth it as an addition to your bookshelf and congrats to Jeremy, let's hope we have more soon.

World Cup Scores

Roving reporter David Gomberg forwarded this report.

Dateline Dieppe: Here are the final scores and rankings from the team competition. The party went long and loud in the Japanese tents last night. France was right there with them...

Keep in mind that precision counts for only 30% of the final score. Aftershock moved up five places based on the strength of their ballet. LungTa actually beat Keops in ballet, but Keops strong precision lead kept them in second overall.

These scores are "unaudited". I scribbled them in a heavy, wet wind and may have made mistakes.

Rank	Team	Precision	Ballet	Total
1	AfterShock	61.5	82.7	76.5
2	Keops	78.9	74.2	75.6
3	Lung Ta	68.4	75.2	74.2
4	Speed	68.5	67.2	74.2
5	Air de Rein	62.3	76.0	66.3
6	Fun Unlimited	67.1	65.0	65.4
7	Garuda	58.7	60.3	60.2
8	Punchline	61.1	58.2	59.9
9	Harlequin	54.8	59.8	57.7
10	Chicargo Fire	43.9	55.7	52.5
11	Positive Lift	23.9	45.5	40.0
12	Team Shanti	0.0	45.7	32.0

Kites & More.

Trade News

Lighters for Kites.

At the Bristol International Kite Festival Kites & More introduced the **ZIPPO Kite Lighter** with kite motifs. This original American Windproof Lighter is exclusively available from K&M. Among the available motifs (engraved and colour) are Cody, Buggy, Sport Delta, NASA Wing, Revolution and a few others.

A fun to look at and fly, vented, 275cm wing-span SATIRE kite and 2m Elephant wind-socks are other new items which could make the perfect Christmas present for you. More news are featured in K&M's own newsletter. If you haven't received your free copy please write or email to: Kites & More, 18 Water Lane, Threkingham, Lincs. NG34 0BE (if you have time please send a SAE). eMail to: KitesMore@AOL.COM

Kayospruce Ltd.

We have had some information from a firm which has some 2nd quality ripstop to dispose of. (From the sample we have it looks to be good seconds). There is a limited range of colour choice, around 6 colours, but this does change so write for a swatch sample if you are interested. The weights are 0.5oz and 0.6oz. They come in a width of 54 inches and the cost is £1.10 per metre plus VAT. Postage is at cost (ie weight). They also sometimes have 2nd quality 3/4oz ripstop at the same price, again phone to check.

The firm is called Kayospruce Ltd, 2a Crompton Way, Segensworth West, Fareham, Hants PO15 5SS. Tel 01489 581696, Fax 01489 573489.

Natural Heights

Karen Murray writes: I wanted to let you know of a new website which I feel will be of interest to other internet users and readers of the Kiteflier. The new web site is <http://www.naturalheights.co.uk/km/>.

Next years dates are 11 and 18th March, June 23rd, August 5th and September 30th and October 7th. Jeremy Boyce to host March, as well as Chris Matheson for dual/trick and Stafford Wallace for Indian Fighter kites/single line flying. They are still to be firmed up but 90% certain that these are the weeks.

Art Store.

This one we spotted at the Washington Kite Festival, called the Art Store, they stock a good range of kites, multi and single line and quite a few bits and pieces such as wood, carbon, fibreglass dihedrals, end caps etc, Address is 109 Pilgrim Street, Newcastle tel 0191 2321606.

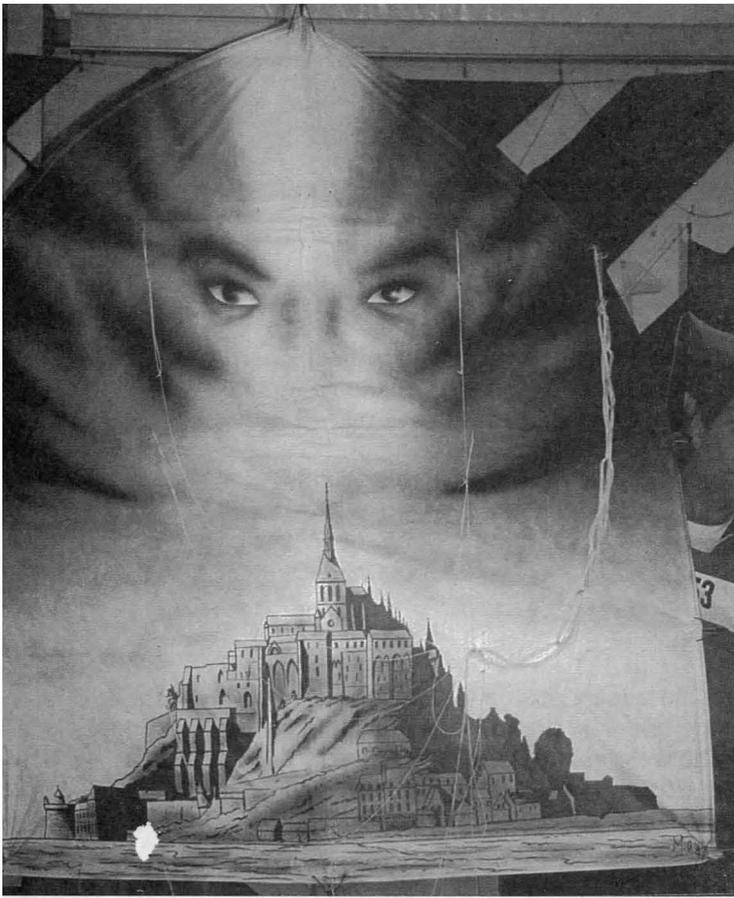
Hooked on Kites

Has moved shop. My new shop is larger & easy to find. Hooked on Kites, 60 Queens Road, Hastings. Tel 01424 465045. Monday to Friday 10am to 5pm. Saturday & Sunday 10am to 6 pm. Proprietor S Burgess.

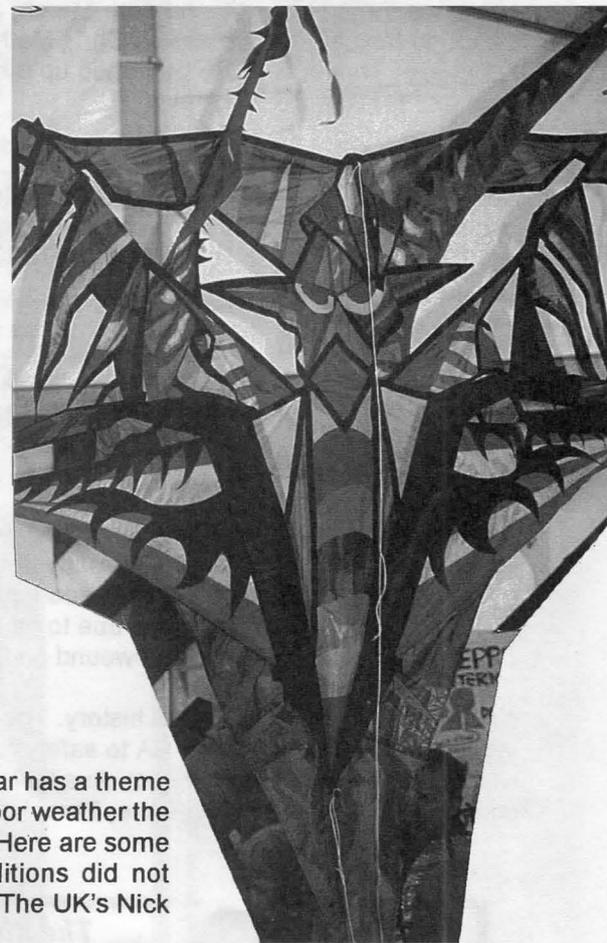
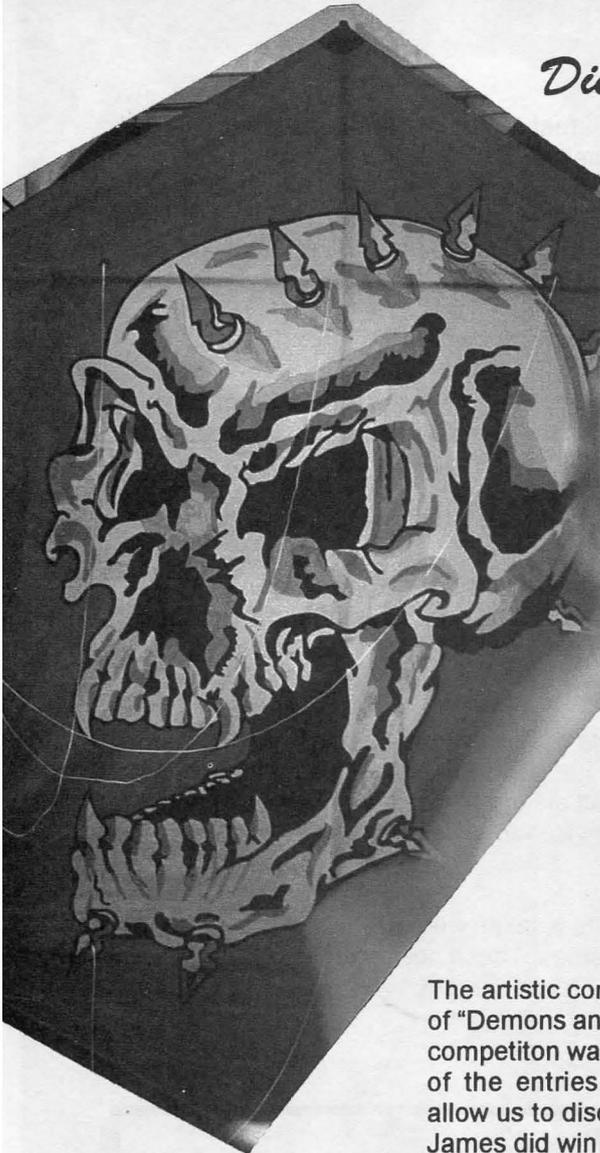
EMKAY

We can report the following news. A new winder with incorporated tools is now available. This winder designed by Air Crafts, UK and Ockert, Germany not only looks very smart, but has build-in tools to push tight connectors from 6mm+8mm spars and to help you equalise your flying lines. Small enough to fit in every kite bag and pocket it holds a lot of flying line due to its shape. A wide range of lines from the Climax Flying Line System will be available ready sleeved and wound on these new winders.

NASA Wings, power kites with history. The idea for these powerful kites is taken from Francis M. Rogallo's Limp Wing which was used by NASA to safely recover and land space capsules. These power kites (soft) come in wing spans from 80cm to 550cm. Available in 2 Line or Quad version. Trade enquiries welcome. For information contact: EMKAY, 18 Water Lane, Threkingham, Lincs. NG34 0BE.



Dieppe 1998



The artistic competition in Dieppe this year has a theme of "Demons and Wonders". Due to the poor weather the competition was held in one of the tents. Here are some of the entries. Unfortunately the conditions did not allow us to discover the makers names. The UK's Nick James did win with one of his Angels.

MEMBERSHIP APPLICATION

The Kite Society of Great Britain was founded in 1979 and, since then, has grown to be recognised as the leading organisation for kite flying in Great Britain with over 3500 members worldwide.

The main vehicle of communication between members is the quarterly publication 'THE KITEFLIER'. 'THE KITEFLIER' is published in January, April, July and October of every year. 'THE KITEFLIER' contains news of forthcoming kite festivals, kite retailer news, kite plans, kite group news and a comprehensive events list.

In addition the Kite Society organises kite meetings where guest speakers are invited to talk about their specialist area of kite making and flying.

Other benefits of membership include free, or reduced, entry into selected kite festivals in the U.K., special parking arrangements where possible, discount - from 5% to 15% - on all kite purchases from the majority of kite retailers in the U.K.

A membership 'year' runs for four issues of 'THE KITEFLIER' plus other occasional mailings. Each member receives a membership card entitling them to free entry and discount.

If you wish to join The Kite Society please fill in the form below and send it, with your payment, to the address shown. All cheques, postal orders and money orders should be made payable to 'The Kite Society' and, for overseas members, should be drawable in the U.K. and be in sterling.

Membership Type	Fee
Individual	£10.00
Family - all members in the same household.	£11.00
O.A.P.	£8.00
O.A.P. - Family (Husband & Wife)	£9.00
Overseas - Europe and Surface Mail	£12.00
Overseas - Airmail	£16.00

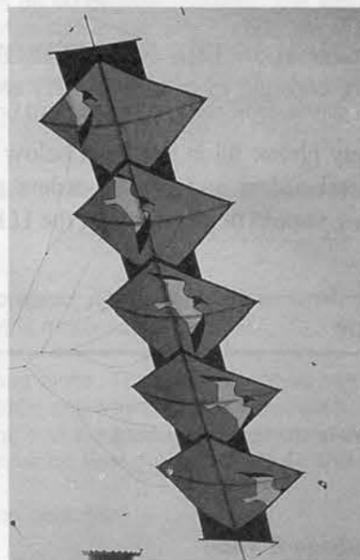
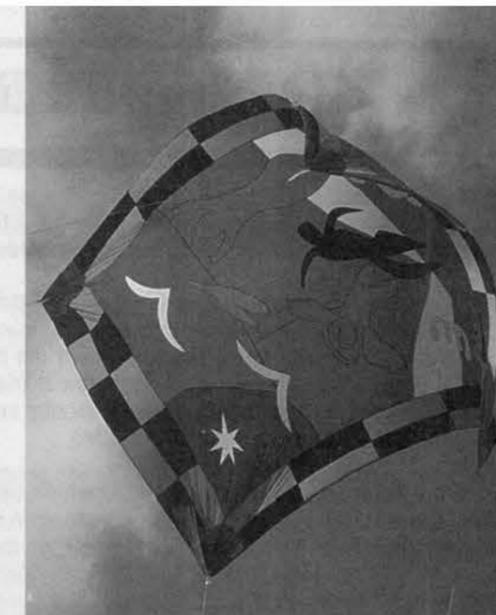
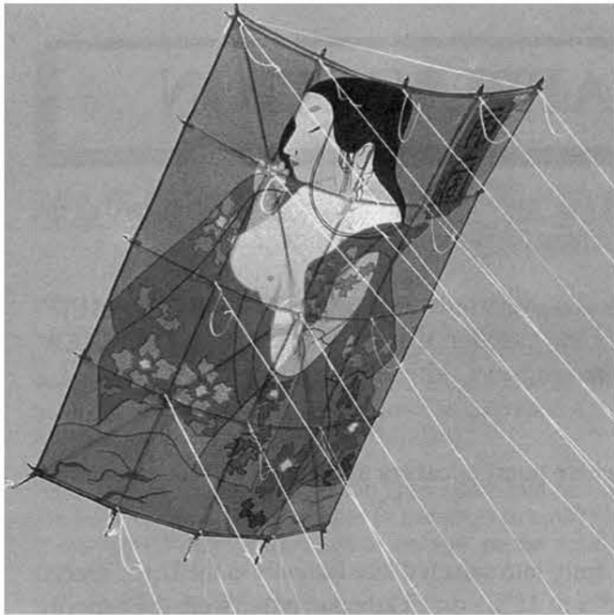
Name _____ Family Members _____

Address _____

Post Code _____ Telephone _____

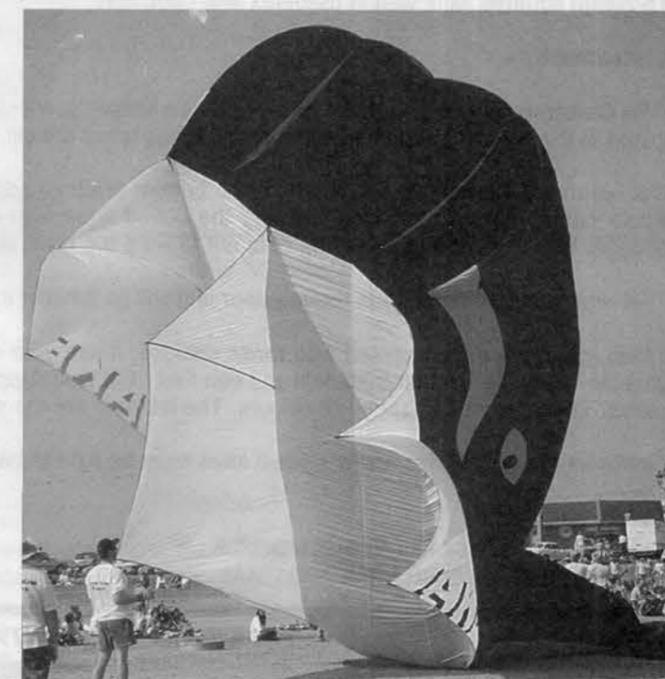
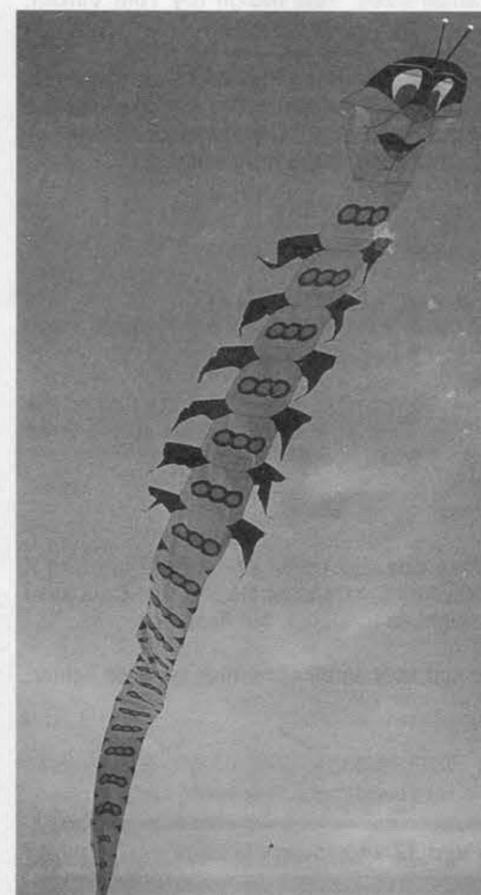
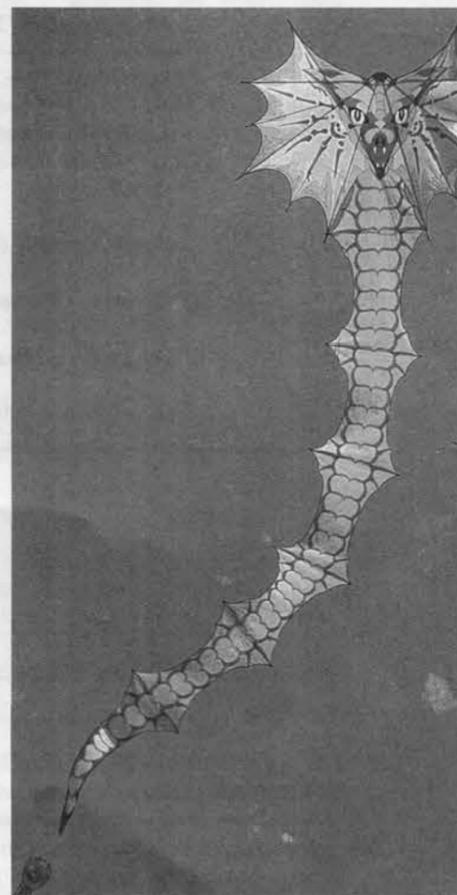
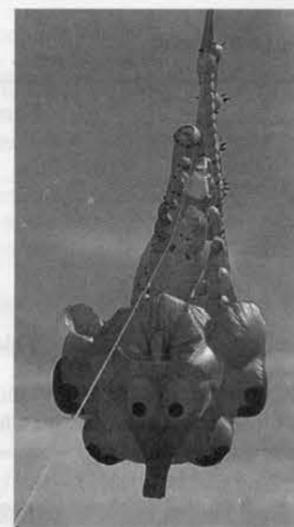
* This is a RENEWAL/NEW MEMBERSHIP. For renewals please give old membership number.
* New members please state which issue your membership should start with - JANUARY/APRIL/JULY/OCTOBER.

Please send this form with payment to:
The Kite Society, P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY



Portsmouth 1998
(Left to Right)
Japanese Edo Lady - The Beccles Bunch
Group Photo
Generation Kite Club Playsail
Secret of Mana - Family Roth, Germany
Bird Kite - Sam Houston, USA

Another Dragon - Family Roth, Germany
Caterpillar - Family Roth, Germany
Marla Miller with Barry Poulter "Wallace and Grommit"
Nature Time - Family Roth, Germany
Wind Junk - Charmaine Cornell and Bob Umbowers, USA
Avon Kite Fliers Roly Giant Whale



Small Kites - Continued

In the last Kiteflier I suggested two small kites which did not need spars; they used folds in the paper to provide stiffness. Avoiding separate spars makes a kite easier to construct and also helps keep the weight down which helps it fly well. However many interesting kites need spars to hold their shape.

What are the best materials for small spars? Bamboo is traditional and can be split and shaved to less than 1mm. Carbon fibre rod comes down to 0.5mm diameter and is robust. For the smallest kites glass optic fibre (the sort which is 0.25mm diameter measured over the protective plastic coat) is light and easy to handle. Combined with very light sail material such as tissuetex it makes good kites up to about 100mm in size - depending on the particular design. If you cannot get it locally send me a stamped addressed envelope for some (31 Merriefield Avenue, Broadstone, Dorset, BH18 8DA).

Here are designs for two sparred kites which can be made in various sizes depending on the materials available. They are designed to be simple to construct in small sizes. One advantage of small kites is that there is no need to dismantle them for transport or storage, so the spars can be glued on.

Bell Quad Tetrahedral

The drawing shows the sail which is based on 60 degree triangles. Cut along the solid lines and press and fold along the dotted lines. The folded-over strips stiffen the edges. Join the top corners by a spar whose length is equal to the edges of the large triangles. Fix the spar just below the tips. When that glue is dry, glue the tips of the centre triangles to the middle of the spar, bending it down slightly if necessary. Now all that remains is to find the best bridle point. A quarter of the way along the centre fold (half way along the edge of the front small triangles) is about right.

Using optic fibre and tissuetex or space blanket this works well with the main triangles 40 or 60mm.

Microcody

Normal Cody Kites are complicated to construct and very fiddly in small sizes. This design (by Tom Vinken, Netherlands) looks very similar in flight and is much easier to make

The sail is based on squares and cuts in one piece. The drawing shows half. Cut along the solid lines and press along the others. Then fold all the dashed lines one way and all the dot-dash lines the other. The sketch shows the shape to aim at. There are only three spars: one along the centre bottom which holds the three sections together and two diagonal spars in the front section which hold the box in shape and support the front wings.

15-20mm squares work well in tissuetex and optic fibre.

Christmas Kite

With Christmas only eight weeks away, here is a simple sparless Christmas kite consisting of three identical wings joined in the centre. The exact shape of the wings is not critical.

Cut out the two pieces as shown. Fold the bottom (trailing) edges over. Do not glue them. Glue the flap on the single piece to the double one, keeping the dotted lines over each other. Fold at the dotted lines so the three sections make equal angles, taking care not to warp the sails, and attach a bridle. Decorate to taste.

This works well 60mm high in tissue paper and will go smaller in tissuetex.

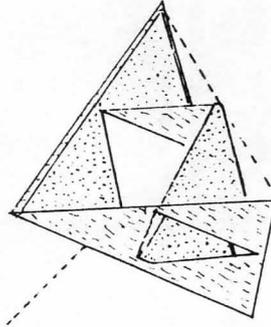
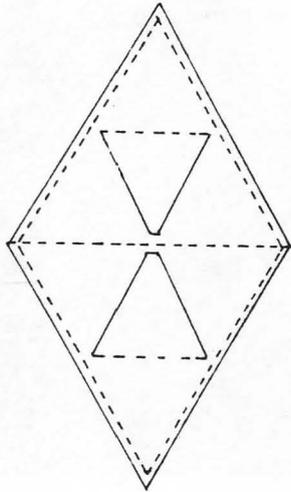
When you have experimented with these designs, make your own. Take any successful kite and try to make it smaller, using the lightest materials you can find. For well supported kites try the thinnest plastic bags from local stores. These come in a range of colours. The thinnest are the same weight as tissuetex, but floppier.

Finally let me emphasize again - small kites must be light to be stable and very small ones must be even lighter.

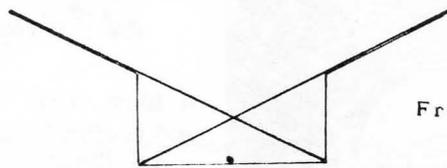
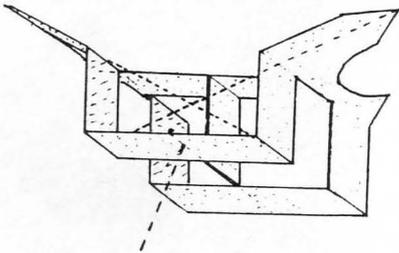
Good flying

Nicolas Wadsworth.

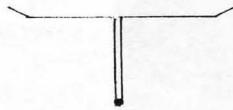
Small Kites - Continued



Bell Quad Tetrahedral



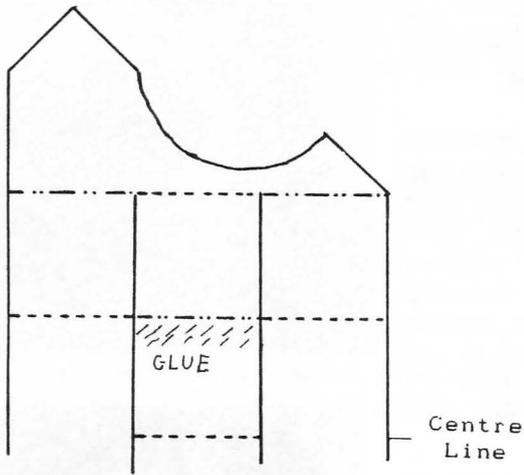
Front Section



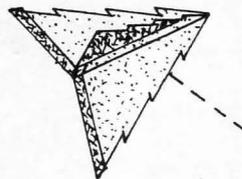
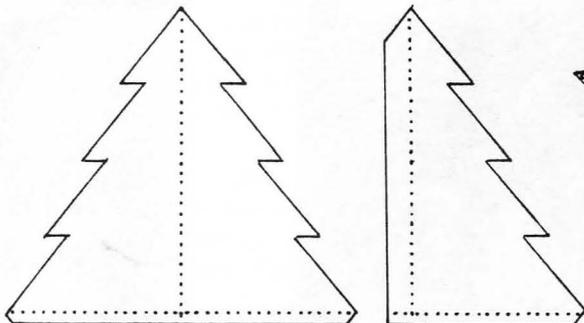
Middle Section



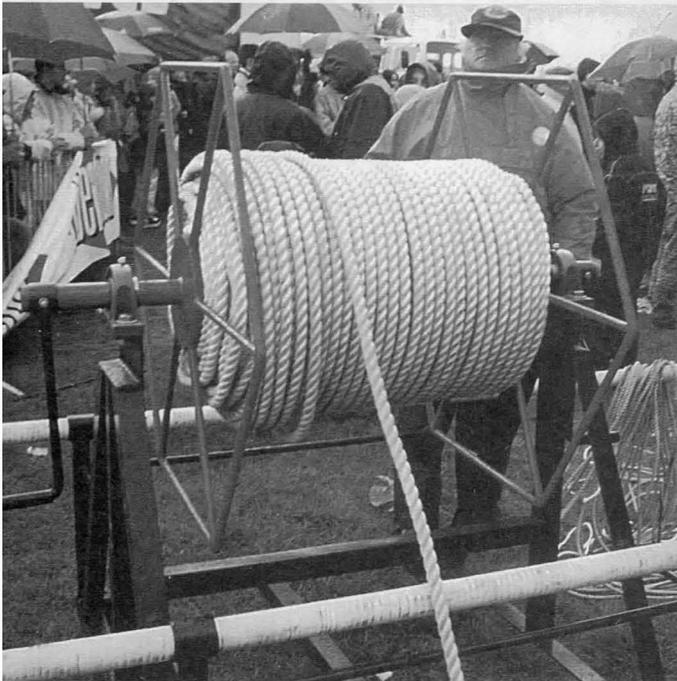
Back Section



MicroCody



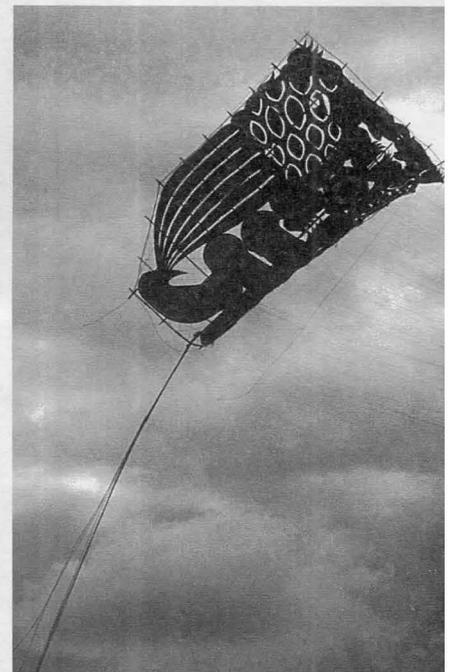
Christmas Kite



Giant O-Dako at Dieppe

A team from Yokaichi was in attendance at this years Dieppe Festival. They bought with them several of their O-Dako kites which are traditionally flown in that region of Japan.

Unfortunately, this Giant 13m x 12m version was suffering from the wind conditions and after several abortive attempts, including many a broken bamboo spar, managed to get airborne for 10 - 15 seconds. But still impressive.



Kite Event Calendar

Date	Event	Contact
27th December 1998	Mince Pie Fly-in, Arlington Pike, Bibury, Glos.	Neil Harvey ☎01285 740295
4th & 5th April	Blackheath Easter Kite Festival, Blackheath, London.	Sky Kites
11th April	Old Warden Spring Kite Rally, Old Warden Aerodrome, near Biggleswade, Beds.	The Kite Society
24th & 25th April	Stowe Gardens Kite Festival, Stowe, Buckingham.	Carole Adams ☎01280 822850
2nd & 3rd May	Weymouth International Beach Kite Festival, Weymouth Beach, Dorset.	The Kite Society
8th & 9th May	Swindon International Kite Festival, Wroughton Aerodrome, near Swindon.	White Horse Kite Fliers
13th June	Peterborough Kite Festival, Nene Park, Peterborough	Great Ouse Kite Fliers
19th & 20th June	4th Fairbourne Kite Festival, Fairbourne and Barmouth Steam Railway, Gwynedd, Wales.	☎01562 66102
3rd & 4th July	Sunderland Festival of the Air, Washington, Tyne & Wear.	Malcolm Goodman
4th July	Petworth Kite Festival, Petworth Park, West Sussex	Joanna Mersey
9th July	The Kite Society Convention, Brighton. (Provisional).	The Kite Society
10th & 11th July	Brighton Kite Festival, Stanmer Park, Brighton.	Ray Oakhill ☎01273 306842
17th & 18th July	2nd Silloth Kite Festival, Cumbria.	Joe McGarry ☎01697 366400
1st August	9th Royston Kite Festival, Royston Heath.	Tony Bradford ☎01462 459395
21st & 22nd August	2nd Cleethorpes Kite Festival, Cleethorpes Beach.	Andrew Pidgen ☎01472 323004
28th - 30th August	Portsmouth International Kite Festival, Southsea Common, Hampshire.	The Kite Society
4th & 5th September	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
26th September	Old Warden Autumn Kite Rally, Old Warden Aerodrome, near Biggleswade, Beds.	The Kite Society

Contact List	
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY.
Avril Baker	5 Lilymead Avenue, Bristol BS4 2BY. ☎0117 977 2002
Malcolm Goodman	134 Thames Road, Billingham, Cleveland TS22 5EX
Great Ouse Kite Fliers	Alec Daniels, 51 Southview Road, Walton, Peterborough, Cambs PE4 6AG. ☎01733 700718
Joanna Mersey	Bignor Park, Pulborough, West Sussex RH20 1HG
Sky Kites	17 The Oval, Sidcup, Kent DA15 9ER. ☎0181 302 8203
White Horse Kite Fliers	P.O. Box 585, Swindon, Wiltshire SN3 4YR. ☎01793 824208

Liability Insurance

R Watson has written regarding the availability of Public Liability Insurance.

In reply to the letter from Andrew Taylor with his concerns over public liability insurance. I also have my concerns as I witnessed many near misses with kites out on flying fields, parks and beaches, and I think that most kiteflyers realise the damage that could be inflicted by a high speed impact of a power kite with a person.

As a member of the Midlands Kite Fliers club I enjoy insurance cover as part of my club membership so I have no worries in this respect. But what if I were not a member of a club? Where would I get insurance if I wanted it? As stated in the reply given, you can have the public liability on your house insurance altered to cover you, but what if you don't hold a household policy?

Well for many readers, I may have the answer. I recently took up model aircraft flying and needed to get insurance cover for this activity which shares some of same risks as kite flying. I happened across an article in one of the magazines devoted to model aircraft, R.C.M&E, published by Nexus Special Interests Ltd. The article covered the insurance aspects of model flying and it transpired that as one of the leading publishers in the hobbies field they were also able to provide insurance cover for models.

They have a pilots Protection but don't let that put you off as from their own information it gives cover for and I quote, "all types of model aircraft, gliders, helicopters, electric powered models, jetex, - even kites".

How much will it cost I hear you ask, not a lot, you can choose your cover that suites you. The cost for basic £1 million liability is £8.50, and for extra cover to £5 million (apparently required by M.O.D. should you fly on their property) is £13.75. If you wish to cover other members of your family an addition of £5 or £6 per person is payable respectively.

Nexus can be contacted by tel 01322 660070. May I say that I am in no way connected to their business and not personally gaining from writing this letter, only hoping that in this, as pointed out by Andrew, very litigious age I can help fellow kiteflyers giving them some piece of mind.

STACK at 10 years old.

Many people do not realise this but the first STACK newsletter appeared in the October 1988 issue of The Kiteflier making them 10 years old this year. To recognise this we have reproduced a number of snippets from those early editions of STACK news - you may find them amusing. Before we do that though you will find the new STACK organisation - a far cry from the original Tony Cartwright, Paul Jobin and Mike Ward.

New STACK UK Team for 1998. Following Avril Baker's announcement that she wished to step down as UK National Director of STACK and Simon Dann's decision to pass on the role of Head Judge, there was frantic activity to put together a new team for 1998 - STACK's 10th Anniversary year. In order to lighten the load, it was seen as necessary to spread the responsibilities across a number of people. Those people are:

National Director - Mark Lummas. In the world of competitive kite flying, Mark probably needs no introductions. As the leader of the twice World Champion team Sky Dance, he has established himself at the top of our sport. As National Director, Mark will have overall responsibility for even co-ordination and organisation, together with liaison with the SIEC (STACK International Executive Committee).

Head Judge - Steve Hammatt. Steve had been a STACK UK judge for two years and has, this year taken on the demanding role of Head Judge from Simon Dann. Steve has a lot of judging experience - having judged all the team rounds in this country and in World Cup and Euro Cup too. As Head Judge, he is responsible for the co-ordination of judges for the UK National Series and liaison with the SIEC Head Judge. Steve's main responsibility at the moment is to put together the format for the competitions next season. This new series will probably include a number of new categories, including a Junior Cup and Quad Pairs.

Publicity Officer - Avril Baker. We were delighted that Avril decided to keep in touch with STACK by continuing

STACK at 10 years old.

her role co-ordinating the PR. She is still very involved with the kite industry through the Bristol Kite Store and organising probably the biggest competition events of our calendar at Bristol and Weston-super-Mare each year. She surpassed herself this year by organising EuroCup 98 at very short notice and on an extremely tight budget.

Membership Officer - Kathy Jarvis. Apart from leading Team Punchline to national victory this year, Kathy Jarvis took up the mantle of STACK UK's dwindling membership. Membership has more than trebled in the space of two months and is still on the increase. Everyone gets membership cards and everyone gets on the mailing list for the newsletter. Kathy has a lot of ideas for increasing membership and for getting more people involved in our sport. She is beginning to develop a national register of people willing to provide coaching and she is the co-ordinator for what we hope to be a far wider round of Winter League competitions.

Logistics Officer & STACK UK News Editor - Andrew Phelps. Andrew has been a competitor for five years as well as a STACK UK judge. In addition to competing with the pair Flyboyz this season he has taken on the responsibility for some of the organisational matters, updating of the STACK UK website (<http://www.netspaces.com/stack/>) and the production of the newsletter. Andrew's role is to keep everyone informed of what is going on. He is currently working hard to organise the STACK UK Members meeting at Blackheath on 14th November. (Everyone welcome)

So that's the new improved STACK UK. If you have an interest in dual or quad line kite, there is probably something here for you. Why not join us to find out?

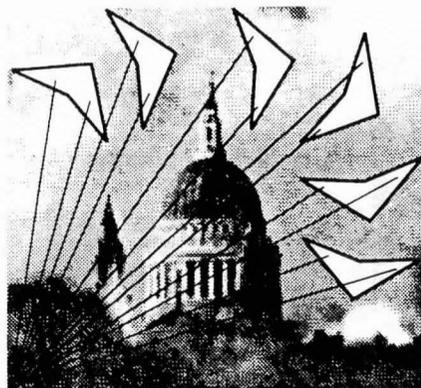
Contact Kathy Jarvis - Membership Officer, 33 Catherine Close, Pilgrims Hatch, Brentwood, Essex CM15 9RJ. 01277 373865. or look at the web site at <http://www.netspaces.com/stack/> where an on-line membership form can be found.

STACK - From the Archives

Over the next few pages we have reproduced the first two issues of STACK news - These appeared in the October 1988 and January 1989 issues of The Kiteflier. Below we have reproduced one of the classic Roger Ripstop cartoons.



STACK NEWS



Issue 1, September 1988.

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

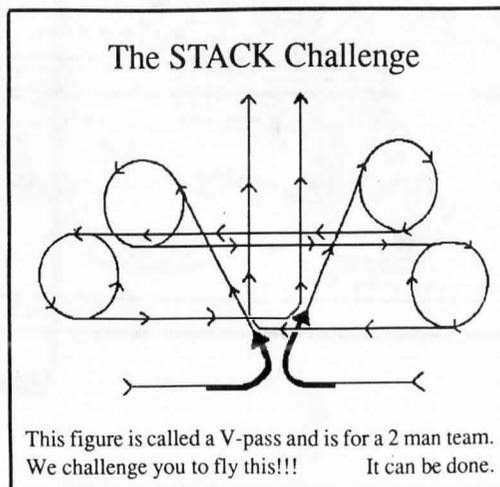
My visit to the A.K.A convention in Washington D.C. in October 1987 changed my attitude to stunt competitions. The precision and skill was stunning. The simple conception of wrapping lines opened up a new dimension; team flying.

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

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.

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.

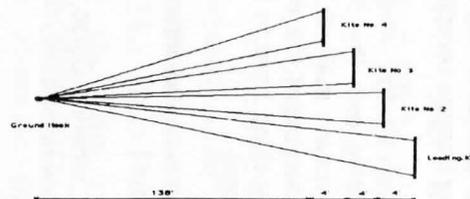
The International Blitz team consisting of Martin Lester, Andy King, Mark Cottrell, Paul and myself will be competing at this years A.K.A convention in Chicago. The American competition is far more advanced with over 150 competitors expected in the various individual and team events in Chicago. We might 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 down-wind 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:

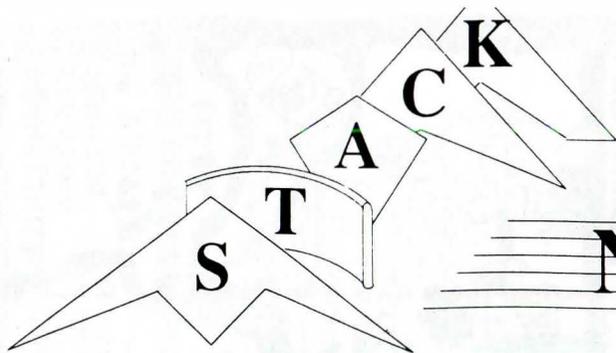
Tony Cartwright,
78 Dongola Road
Tottenham,
London N17 6EE
Tel: 01-808 1280

Paul Jobin

These Addresses No Longer Valid!!

Tel: 01-249 8200

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



News

Issue 2, January 1989

S.T.A.C.K. will be organising Stunt Kite competitions in 1989 at the following major festivals:

- o Birmingham, The Kite Society's National Stunt Kite Championships 3rd & 4th June.
- o Blackheath, South-East All-comers Stunt Kite Championships. 8th & 9th July.
- o Washington, Tyne & Wear, North-East All-comers Stunt Kite Championships 15th & 16th July.
- o Bristol, The Kite Store International Open Stunt Kite Championships 2nd & 3rd September.

Competitions will be held for Individual Precision, Team Precision, Individual Ballet and Team Ballet. There will be both Junior (16 and under) and Open competitions. The Precision events will consist of two elements; firstly, Compulsory figures and secondly, a 2 to 3 minute free flight section without music. Ballet events will consist of a 3 to 5 minute free style routine to music. Competitions will start on the Saturday of all the festivals.

The Compulsory figures for the four festivals are shown on the next two pages. One set will be used at Birmingham and Bristol, the other set at Blackheath and Washington. For Individuals, you must fly all three figures shown and a surprise figure, which will be distributed on the day of the competition. For Teams, you will be required to fly 2 out of the 4 figures shown. The Individuals surprise figure and the two Team figures will be selected by the judges on the day of the event. Full competition rules are available inside the S.T.A.C.K. manual, so join now.

Please use a competition form and register early. This will give you priority over those who register on the day. Also on the form there is a request for your help, since there are many field positions to fill if we are to have smooth and safe competitions. Remember, you can still help and compete. Good luck and steady winds.

Flying Advice

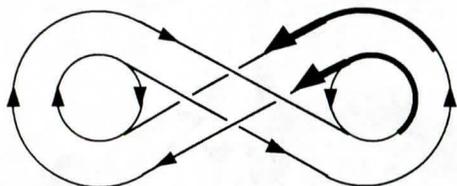
One of the criteria of Precision flying is the ability to maintain a constant speed throughout a compulsory figure. That means a constant speed whilst climbing, diving, rolling and sweeping across the ground.

To slow the kite down, you move forward towards the kite, hence slowing the relative wind speed over the kite. The stronger the wind the quicker you have to move forward. Alternatively, to increase speed you move backwards away from the kite.

As an example, when diving towards the ground the kite will naturally pick-up speed.

(Continued)

The S.T.A.C.K. Challenge



CRAZY EIGHTS (R.Loera)

This month, a deceptive team figure, which looks great when you get the timing right. The Top of the Line Team used a slightly modified version of this in the recent American Nationals.

to maintain complete control and a constant speed of air passing over the kite (almost running forward when diving through the wind centre). This technique becomes crucial when team flying to maintain the spacing between kites. The Top of the Line team are constantly on the move when they fly and the control they achieve is exemplary.



S.T.A.C.K. NEEDS YOU ...

The Official S.T.A.C.K. Manual '89 is ready. It contains over 60 pages of stunt kite descriptions, flying advice and figures for individuals and teams, full competition rules plus much more. The manual is just a part of the comprehensive joining pack which also includes: 10% discount at participating stores, third party liability insurance and S.T.A.C.K. News updates. S.T.A.C.K. is a non-profit making organisation.

So do not delay and send your cheque
Mike Ward, 132 Westbury Avenue

5 payable to S.T.A.C.K. to:
allow 21 days for delivery.

These Addresses No Longer Valid!!

MEANWHILE
BACK AT THE
RANCH
OR FAIRLY
CLOSE TO B3688
N:12

LISTEN LUV, AFTER THAT
DUTCH CAPER, ITS TIME YOU GOT
A GRIP. ALL OVER EUROPE WERE
REGARDED AS THE EQUIVIENT
OF THE RED BRIGADE

SURELY, YOU MUST BE ABLE
TO MAKE A KITE THAT
DOESN'T GET US
DEPORTED OR
WORSE

THINKS...
DO LEAVE
OFF WOMAN.
HEY!
HOWABOUT
A REALISTIC
BIRD
KITE



LATER

YOU KNOW KIDS,
THERES SOME
REALISTIC BIRD
KITES HERE

AND SO.

THE COCKOOZALUM IS SO FAR, SO GOOD KIDS
NOW THE HARD PART
CUTTING OUT AND APPLYING
4000 RIPSTOP
FEATHERS

SNIP
SNIP
SEW
SEW
OUCH!

OUCH? HONESTLY, DID
YOU THINK THEY
COULD DO IT WITHOUT
MAKING THEMSELVES



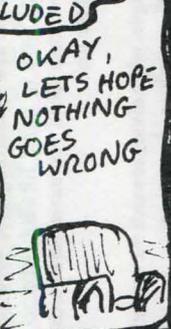
A BLOODSTAINED
WEEK LATER

WELL, THATS IT. I THINK
IT WAS WORTH ALL THE
EFFORT WE PUT
INTO IT

HOPES THIS
KEEPS
HIM OUT
OF TROUBLE

COME SUNDAY, WE'LL DRIVE OUT,
FIND SOMEWHERE SECLUDED
TO FLY THE
KITE

OKAY,
LETS HOPE
NOTHING
GOES
WRONG



SUNDAY, SOMEWHERE
IN LOVELY SUSSEX
BY THE SEA

GREAT

THIS LOOKS
LIKE A GOOD
SPOT

YES AND
THERES A
PERFECT
WIND

ENGLISH
U.F.O.

YOU KNOW
KIDS, WHEN IT
COMES TO
KNOCKING UP
KITES, WE BURKES
ARE ACE

PRIDE

MEANWHILE IN THE
NEXT FIELD
ERE ARRY WASSAT
DUNNO MATE
SUM KINDA BIRD
THIS IS TOO GOOD
TOO MISS
OKAY GIVE IT SOME
OF THAT

WHATS THAT YOU MAY ASK
'THAT' IS THIS

BOO HOO. THEY
DEADED OUR KITE

TRUST YOU TO
PARK NEAR A
CLAY PIDGEON
SHOOT

SOUTH GUN
CLUB
TODAY
SO CLAY
OPEN
SHOOT

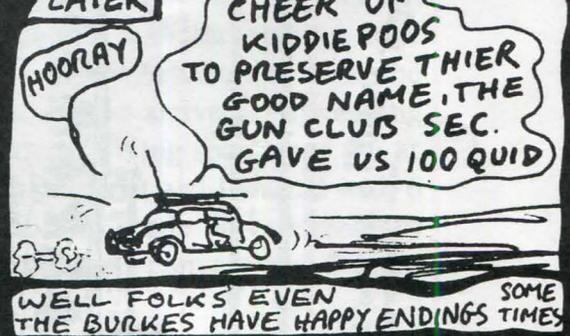
A 12. BORE
KAPOW
MULTIPLIED
200 TIMES

THE BURKES
LOFTED A BIRD KITE
INTO THE AIR.
4000 SHREDDED FEATHERS
FELL, THEY KNOW
NOT WHERE

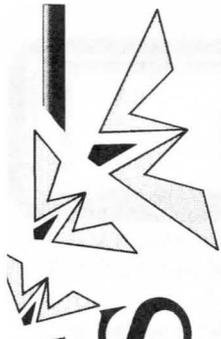
LATER

CHEER UP
KIDDIE POOS
TO PRESERVE THIER
GOOD NAME, THE
GUN CLUB SEC.
GAVE US 100 QUID

I SAY YOU CHAPS
THAT WASNT A CLAY
PIDGEON
'OO CARES MUSH IT
WAS A GREAT TARGET



WELL FOLKS EVEN
THE BURKES HAVE HAPPY ENDINGS TIMES



THE MIDLANDS KITE FLIERS

MKF EXTRA

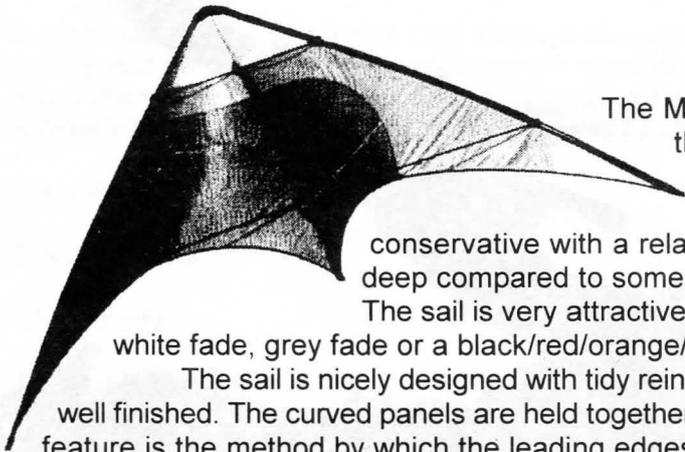
The Extra Newsletter Of The Midlands Kite Fliers



**3 Jim Rowlands Frogs a Flying At
Coventry Kite Festival**

Kite Reveiw HQ Midi

Windspeed	1-5 Beaufort
Line Strength	35-70 kg
Wingspan	210cm
Height	98cm
Weight	240grms
Sail	Ventex



The Midi is a small 3/4 kite, the advertising bills it as "a 7ft kite that feels like an 8ft, but tricks like a 6ft". That's a fair description.

Sail shape is, by the standards of many trick kites, conservative with a relatively straight leading edge and a billow that's not overly deep compared to some early trick kites.

The sail is very attractive with six asymmetric curved panels, available in a blue to white fade, grey fade or a black/red/orange/yellow combination.

The sail is nicely designed with tidy reinforcement where you would expect it and for the most part well finished. The curved panels are held together with adhesive and serpentine stitching. A particularly nice feature is the method by which the leading edges are tensioned, a loop of cord is pulled through the nock where a knot keeps it in place and provides the attachment for the cheat line. These give a clean and tangle free tip.

The frame is Avia 2100 (not quite 5.5mm) and uses the excellent APA spreader connectors. Spreader are plugged with fibreglass reinforcements at the ends. First impressions? The bag was a robust purple cordura sleeve screen printed with the Matheson logo, zipped at the end and with a line winder pocket that held instructions and HQ catalogue.

On unpacking the kite there were a few niggles such as loose nocks, no stops on the T and a loose leech line but these seem to be fixed on newer kites (I've had mine a while). These are minor and easy enough to forgive once you get the kite in the air for the first time. In normal flight the Midi is moderately precise, with good punchy corners and has a reliable solid feel.

Spins are fast and tight though some over-steer starts to show up which can be avoided by powering out. The window is wide and feedback good despite the light pull. The wind range is wide I've flown mine (carefully) down to around 3mph and up to high teens on 150lb lines to slow things down. What this kite really likes though is tricks and it is a joy to chuck around on lines less than 50ft. It does most current tricks well, single and multiple axel-ing like nobody's business and despite its small size that "8ft feel" encourages stabs, steady fades, extended stalls and slides etc.

Ground work is good, tip stands steady and easy to control and launches such as pop-ups, Head springs etc. come easily. There are a couple of quirks, French Toasts require a quick double pop to get the kite to flip, but it's not difficult to master and Flic-Flacs take a little care.

In addition to all the popular tricks it has some real nice party pieces: It begs inch off the floor flat-spins, performs elevators with incredible ease, very punchy fountains and fast multiple axles. I've even transferred a few weird things from my Level 7 to the Midi such as rolls around the spine from a fade back to a fade and occasional attempts at 3D in low winds. All in all a great kite, that will keep either the beginner or experienced flyer happy and which comes at a sensible price.

If you don't grin like a Cheshire cat when flying a Midi for the first time you must have had a fun bypass operation.



August 15th & 16th The 5th Coventry Kite Festival

I visited the site on Friday afternoon and there was already a sense of Anticipation. For a start there was wind (10 mph) and a small encampment of caravans and tent's on the hill and Ken and Dorothy Campbell flying kites. Leisure services had banners up and down the road outside the park hanging from the lamppost's

Saturday morning sunshine confirmed that this was going to be special. The arena ropes, signs, kites and banners went up and the fliers came (loads of them) and camped. The program started late but kept up the whole day with no P.A. Just word of mouth. Ian Vesty (hope I spelt it right Ian) performed a great routine in difficult conditions with three sport kites one from each hand and one from hid hips (well done Ian). John Larson taught me how to turn the Playsail inside out and back? The layout gave everybody space with different things to see just around the corner.

The Sunday arrived with the fairground, musicians, kite workshop, fortune teller, tater van, pancake van and ice creams, this Festival was big.

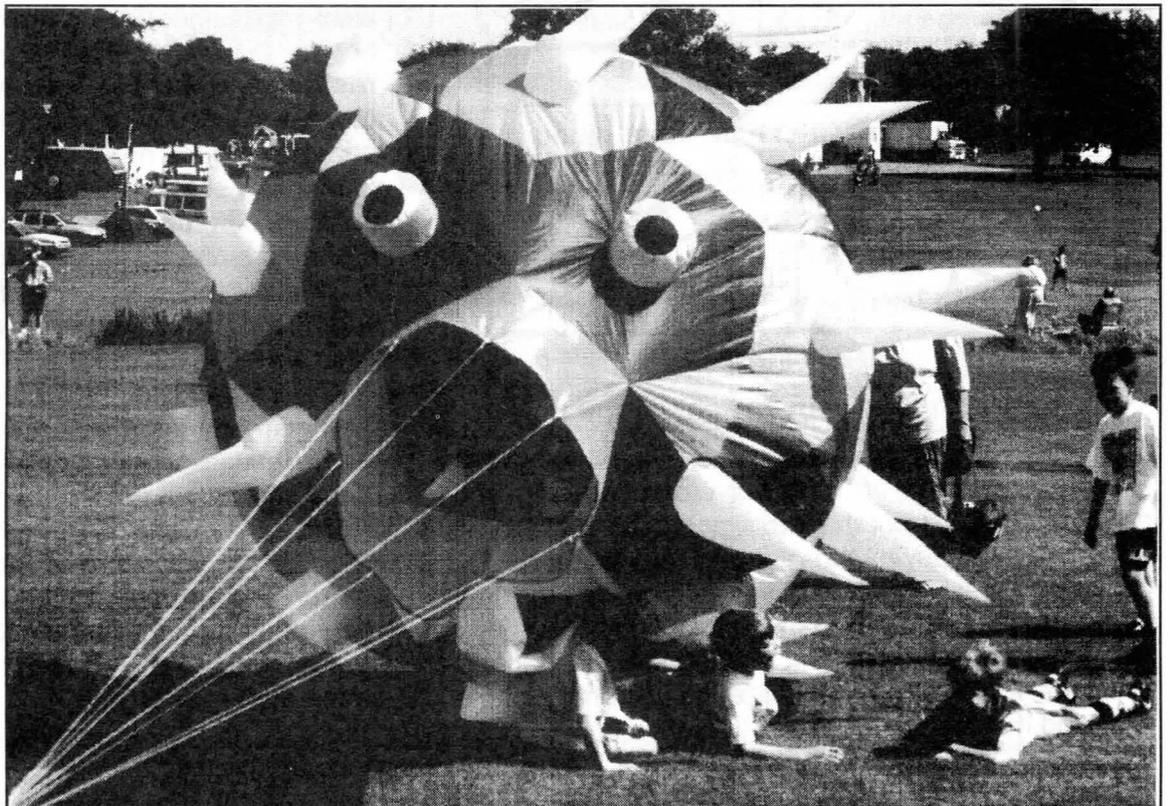
Ian Meredith provided very humourous commentary on the PA all day, John Eaton demonstrated how to buggy (backwards?) Fighters fought, and Sean Turpin demonstrated his skill at tricks. All four of the club's George Peters Kites flew together in the same patch of sky (stunning). Jim Rowland's inflated his beautifully made Giant Jester and Ian interviewed him on the PA.

Fred and Lilian Taplin launched parachuting bear after bear in the single line arena with hardly a break between them (thanks Fred). A group of 5 inflatable frogs kites took to the air (the posse). While the Footballs, Linda Richardson Spike and Jim Roland's Caterpillar played with the kids.

Bill Gardener was always on hand to guide the event and Coventry leisure services provided all that we could have asked for. Bill deserves a medal for his hard work on this event and his close co-operation with Carol of Coventry leisure services has produced a fine and very memorable festival well done and thank's Bill.

Dave Salmon

Dave Davies Skydances his Ghost Kite



Linda Richardson's Spike

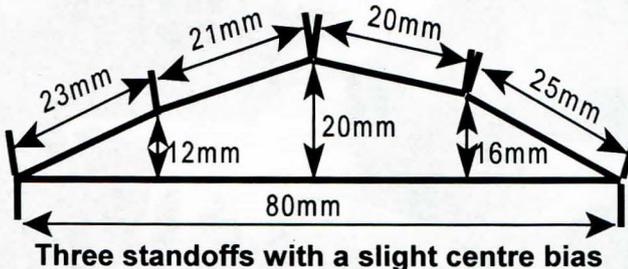
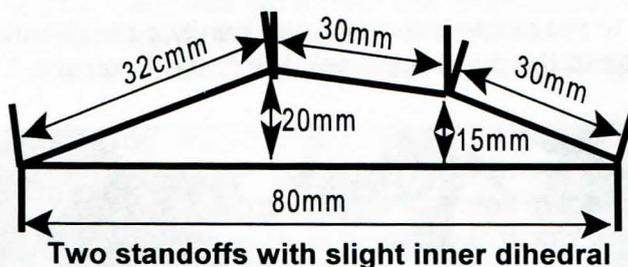
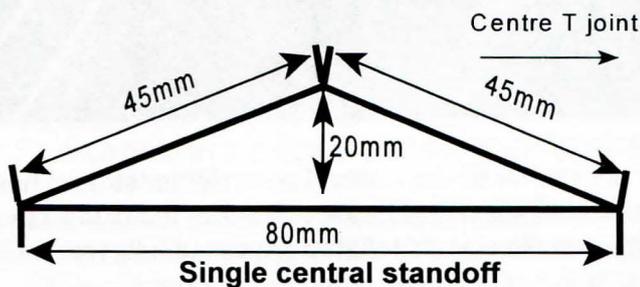


Delta sport kite design part 2

The second part of this article deals with the complicated bit delta sport kite sail design. For this exercise I will use frame drawing 1's measurements for this exercise. Once again all drawings are 1mm to 1cm (1/10th) scale.

Your frame drawing from part 1 gives you the end shape of the total delta but because of the sail billow standoffs and wing curve, the sail drawing is much more complicated.

First question is how long and how many standoffs do you want and where do you want them. Depth of sail controls speed and stability. Increasing the depth of the sail will generally increase stability and reduce speed. Multiple standoffs produce a more complex tighter sail shape and are very common on modern commercial designs. Plotting the **exact** depth of each standoff at this stage is unwise. It is better to think of the total trailing edge depth required by drawing the sail as if the tail end of the spine is pointing straight at you as below.



These diagrams are a slice taken through the kite at the position of the lower cross spreader and only give the sail depth at this point. To project the depth further down the sail (to lower stand off position's) may require making a three dimensional paper model of the sail plan. Simply cutting out your sail plan shape and bending (folding it at the standoff positions) it will help you visualize the end shape of the kite (and may suggest a panel layout).



Adding together the measurements (90mm 92mm and 89mm for these drawings) gives you the sail width at the lower cross. Remember to check your measurements at every stage of the sail drawing and remember to write them on the drawing at every stage.

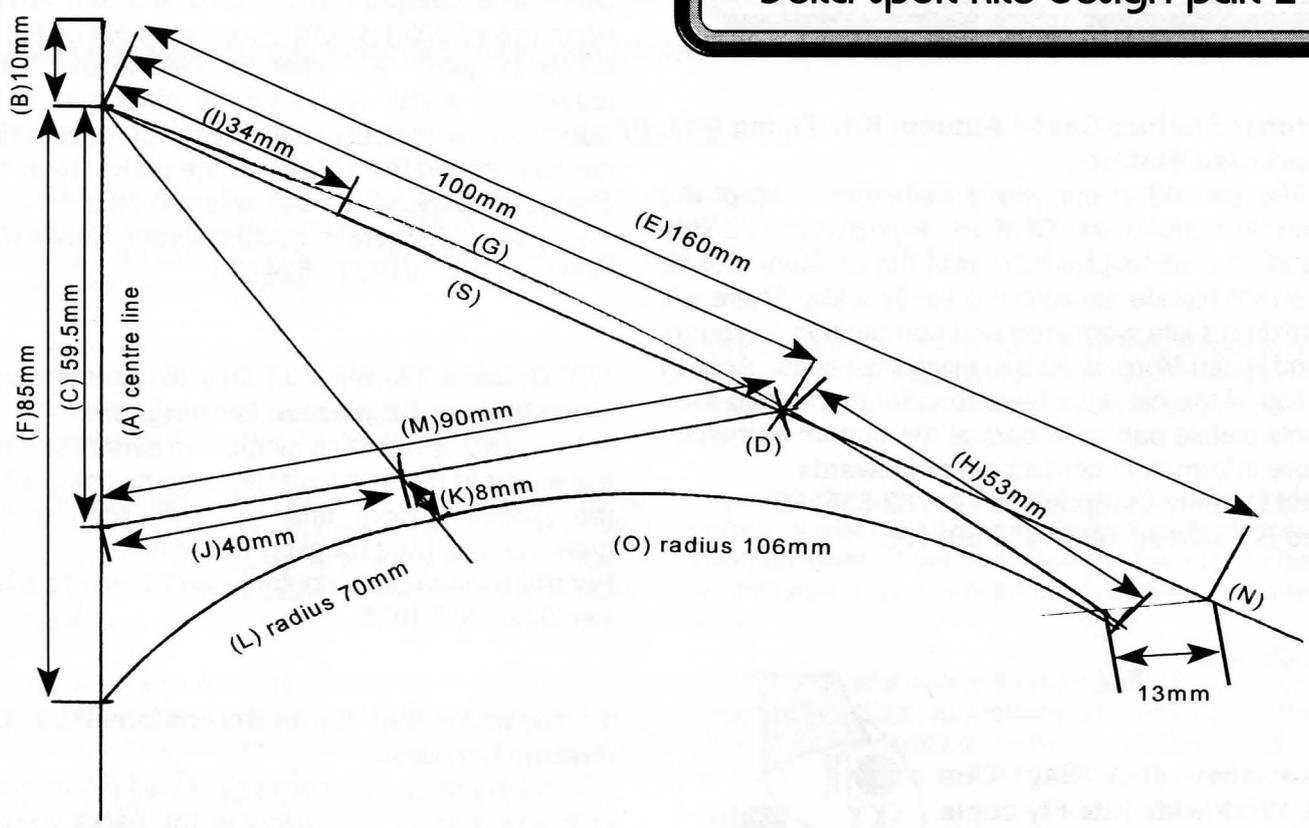
First draw your centre line (a). Measure 10mm down from the edge of the paper (b) Measure down the centre line 59.5mm (c) (nose to lower spreader on the frame drawing). Now taking the measurement (in this case 90mm from the first drawing,) and the distance from the nose to the lower spreader connector, (100mm) and plot the position of the lower spreader leading edge connector (d). A pair of good quality compasses can be a great help in achieving this.

Draw a line from the nose through the leading edge connector position to the edge of the page (n) and draw a line showing the lower spreader (m). When marking the actual wingtip position you have to allow 30mm for the nose webbing. You also have to allow for any curve you want to put in in the wing spar at the tip. To do this mark a point 160mm down the wing spar line (e) and a point 85mm (f) (the spine length) down the centre line. Using a drawing curve, a short piece of glass fibre or the ruler on its edge from the nose crossing the lower spreader connector point decide how much curve you require 13mm in this case and draw the line (g) (an extra pair of hands can help a lot). Mark the wing tip position (h) 53mm from the lower spreader connector. A gap between line (g) and line (s) at the upper spreader position will naturally appear. This can be refined to produce a certain amount of nose billow in the upper spreader area of the sail on your sail pattern. Mark the position of the upper spreader (34mm) from the nose on the leading edge (i). Mark a point 40mm along the lower spreader from the central T and draw a line from the nose through this point (j). This is the line of the standoff. Decide how much above or below the spreader you want your standoff to go remembering the position will rise by 2-3mm (depending on sail depth) on the final kite. For this exercise the standoff will be 8mm below the spreader (k). Most modern kites use curved trailing edges to reduce noise and drag. Small differences in the trailing edge particularly the outer part can make very big differences in performance. A good quality pair of compasses is really useful at this point. Mark in the curves of the inner and outer part of the trailing edge (l & o) remembering to write down the radius of each curve on the plan.

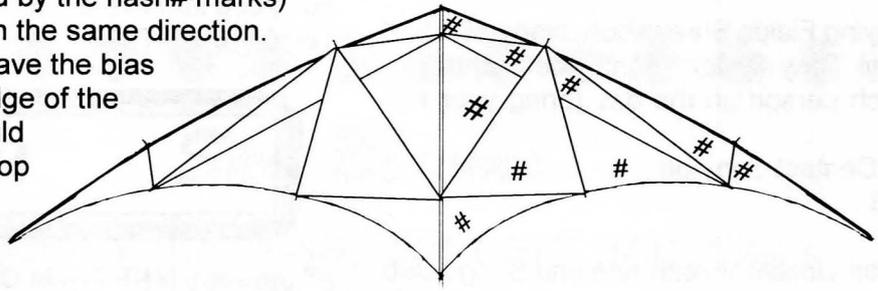
To decide on your panel layout make a copy of your plan and cut it out. Draw round the copy on to several sheets of paper remember to mark the position of the spreaders and the central T. Both nylon and to a lesser degree polyester sail materials stretch diagonally across the weave (bias). Take this into account when designing your panel layout and remember that the seams between panels act as reinforcement tapes and tend to help to hold the sails shape along their length.

Dave Salmon

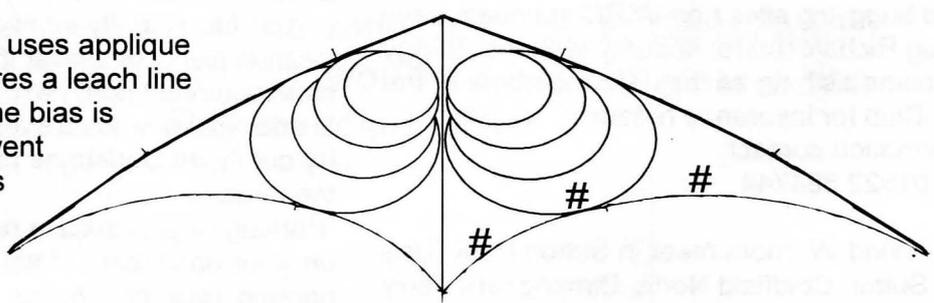
Delta sport kite design part 2



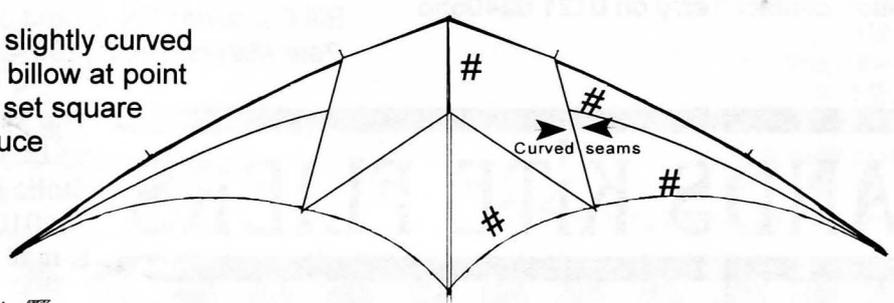
The first Sail panel design places most of the bias or weave (denoted by the hash# marks) next to the leading edge in the same direction. Most of the other panels have the bias lined up with the trailing edge of the panels. The spine line would need to be reinforced to stop it stretching



The second design uses applique circles and definitely requires a leach line in the trailing edge as all the bias is square to the spine to prevent the stretch between panels becoming uneven.



The third sail uses slightly curved seams to create more sail billow at point D. The inner panel bias is set square to the curved seam to reduce stretching.



Dave Salmon



Where To Meet Us

4th October Stafford Castle Autumn Kite Flying Day, Newport road Stafford,

The second of our yearly visits to the top of the world on the Castle hill at Stafford. Flying room is a little limited but the atmosphere is great the banners look at home on the hillside beneath the castle walls. There will be a children's kite workshop and competition Skybums Paul and Helen Morgan will be selling their kites. Access to the top of the hill is for fliers to unload and load their kites only please park your cars at the bottom of the hill. For more information contact event stewards Ken and Dorothy Campbell Tel: 01782 535186 Or Fred Broadhead Tel 01952 581106



11th October One Sky One World, Worldwide Kite-Fly come and fly a kite (or two) for world peace at one of the following events:-



Sundorne Playing Fields Shrewsbury starts at 12.30 due to the football Tony Slater counts the number of kites flown by each person on the day (bring your kite trains) Great fun.

More information Contact Tony on Tel 01743 235068

RAF Scampton Lincoln Vulcan Kite and Buggy club invite you to come and join them on one the country's best flying and bugging sites non VKBC members have to contact Doug Richardson for security reasons. Buggy pilots are welcome as long as they are members of the British Buggy Club for insurance reasons.

For more information contact Doug on Tel: 01522 884744

Warwick Wind Warriors meet in Sutton Park (Use Streetly gate) Sutton Coldfield North Birmingham Terry Cresswell is holding this event for the second year it starts at 10 am and goes on until dusk.

For more information contact Terry on 0121 6240656

11th October MKF Fly-in Sutton Park Sutton Coldfield North Birmingham.

The Fly-in includes the first round of the Winter Sport Kite League run by Julie and Jim White Large open area 1000ft height clearance applied for toilets at entrance gate. No other facilities at the site. Cafe, toilets and visitor centre on the other side of the park about 10-15 minutes walk away, or a ten minute car journey around the outside of the park. There may be a charge for parking (£1.00) after 10.30am For more information contact event Steward Chalkie White on Tel: 01922 624739

18th October Family Fun Day Botanical Gardens & Glasshouses Edgbaston Birmingham.

This is mainly a single line event (due to space) it is easier to get to the display area by going left through the picture gallery and the cafe than through the greenhouses (and tangling with a triffid). For more information contact event Steward Alan Bill on Tel: 0121 360 1955

1st November MKF Fly-in Braunstone Park, Gooding Avenue Leicester.

A very large open area to of well mown grass to fly in toilets a short walk away at the parks visitor centre parking is on site next to the field. This Fly-in includes the second round of the Winter Sport Kite League for the John Eaton trophy For more information contact steward Paul King on Tel: 0116 2297993

1999

3rd January MKF Fly-in Coombe Abbey Country Park, Brinklow Near Coventry

Our 1st fly-in of the year in this comfortable location plenty of shelter if the weather turns nasty in the cafe restaurant right next to the fine flying site a chance to see what new kites everybody has been building. And try out those Christmas presents. Lot's of walks among the lakes.

Parking nearby please remember to put your car pass on your dashboard If you want to park for free. **Note.** parking near the Visitor centre is for disabled drivers only.

For more information contact stewards Bill Gardener Tel: 01203 332751 Pete Mather Tel: 01203 421215

MIDLANDS KITE FLIERS

The Midlands Kite Fliers,
55 Loughshaw, Tamworth,
Staffs B77 LY
Tel:01827 705175 After 3pm please
E-mail: mkf@kites.org.uk

BRIGHTON KITE FEST 98

Wind... lots of wind.
 Rain... lots of rain.
 ... Cold, horizontal, 12 bore shotgun style rain. Bloody typical. It's mid July and Sussex has acquired a monsoon season. Much more of this and I'm going to emigrate to somewhere warmer and drier - like the Falkland Islands! Sunday lunchtime and all I want to do is go home and pretend it never happened.

If all this sounds familiar it's probably because you've been to a UK kite festival this season. This particular occasion was the 20th Brighton Kite Festival and it had started so well...
 ... Friday lunchtime - Toody and I turn up at Stanmer Park staggering under the combined weight of camping gear, flying kit and a ton of CD's. The on-site preparations are well on their way to completion. The arena is laid out, the marquees are going up, the portaloos are here and 'El Presidente' (Ray Oakhill) is looking remarkably un-stressed and in full control (phew!). A couple of hours later the PA tower is up and the first traders are setting up their stalls. The sun is shining, the wind is OK and the sky is starting to fill up with kites. It's looking good...
 ... Saturday morning and the official Festival start - the weather's still fine and there are lots more kites, fliers and trader's about. Drop off the weekend's sounds at the PA tent and have a quick word with John the sound man. Jeremy Boyce and Chris Matheson are already in evidence. They (together with George Webster on Sunday) are to be our 'men on the mic'. Just about time to check out which of the invited guests have arrived and who else can be persuaded into a slot in the arena.

By midday Art of Air are showing off their stuff, the Indian Fighter types have been tracked down and Joël Thézé and Martine Châtel (France) have unfurled some of their vast collection of single line kites. Bears

aperdyne

October 1998

the newsletter of the brighton kite flyers

are being bunged, Joe Public is turning up en mass, Appledram's Cider is doing good trade (cheers Ray!) and then... it starts raining ... and it doesn't stop. Art of Air run through their routine again in appalling conditions (these boys are either dedicated, insane or both!). Sky Kites take a a turn. By now there is standing water in the arena and the wind is kicking. I've never seen a buggy swap ends quite that quickly before! Except for the hardened two liners around the PA ("Rain? What rain?") the field is deserted. Joe Public is long gone and everyone else is now cowering wisely in the cider tent.

An empty arena. Lousy flying conditions. A damned good sound system. No one watching. And what happens? Jeremy and Chris organise an impromptu Trick-Out competition.

Was it good? A privilege to watch! Over 20 fliers competing in pairs on a straight knockout basis - judged by popular acclaim. Wink pipped Sean Turpin in the final head-to-head leaving luminaries such as Tim Benson among the also-rans. Fun? You bet. If you (the fliers) want a slot next year it's yours.
 ... Sunday morning. Any hope of a reprieve weather wise soon faded.

BRIGHTON KITE FLYERS SHIELD WINNERS

The Shield is awarded annually to someone that we feel has made a significant and unrewarded contribution to kite flying throughout the years. For those who didn't see it at this year's Festival - the Shield engraving reads:

'In honour of and with thanks for that excellence in all aspects of the sport that you have displayed.'

1998 FESTIVAL TROPHIES

- ◆ **BKF Shield:** Mik Jennison & Toody Oakhill (BKF)
- ◆ **Best At The Fest:** Alan Outram (BKF)
- ◆ **The Kiteability 'Flying Flea' Trophy:** Alan Outram (BKF)
- ◆ **Best Kite:** Martine Châtel & Joël Thézé
- ◆ **Sid Horton Under 16's Young Kiteflyer Trophy:** Sean Turpin
- ◆ **BKF Sid Horton Memorial Trophy:** Mac Mcleod (BKF)

- 1987 **Ron & Keith Macey**
- 1988 **Greg Locke**
- 1989 **Felix Mottram**
- 1990 **Ron Moody**
- 1991 **The Moresbys**
- 1992 **Stafford Wallace**
- 1993 **John Barker**
- 1994 **Martin Croxton**
- 1995 **Ray Oakhill**
- 1996 **Pat & Ron Dell**
- 1997 **Danny Steer**
- 1998 **Mik Jennison & Toody Oakhill**

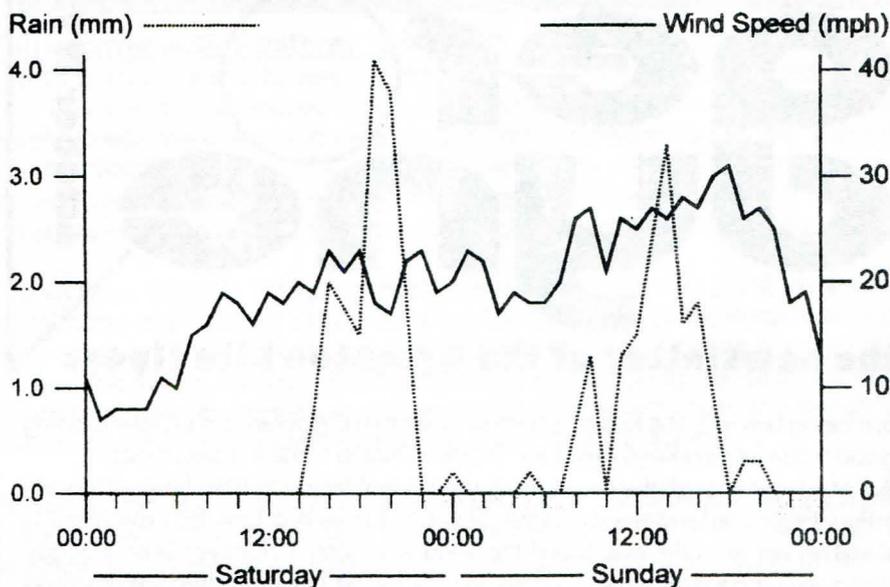
Winds were up on Saturday and by 9am the rain was back with a vengeance. Kites Up had nearly lost their stall in the night. It was obvious that unless the weather improved dramatically (by lunchtime at the latest) we may as well get an early start on the packing up. Lunchtime arrived and if anything conditions were getting worse rather than better. A hastily arranged meeting (where but the Cider Tent?!) and the inevitable decision to scrub the festival was made. All that was left to do was to run the raffle, hand out the trophies and watch the Cider Tent blow down. Oh well...

Thanks to all those paid, unpaid and paying who gave their time, effort & enthusiasm despite the appalling conditions...

MIK JENNISON (BKF)

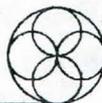


RAIN & WIND SPEED DATA: 98 BRIGHTON KITE FESTIVAL



The source for the above data for Saturday 11 & Sunday 12 July was the Sussex University Weather Station, located within a bear's bung of Stanmer Park. Note the cunning way in which the rain holds off overnight so that every little bit of liquid is available for the following days soaking! Thanks to Phil Chitty for the official horror story. Weather freaks might like to check out <http://www.cpes.susx.ac.uk/es/meteo/station.html>

MIK JENNISON (BKF)



THE SF CODY EMPORIUM COMING TO BRIGHTON...

Leonard Lewis, the owner of River Island, has set up a new venture following the purchase of material at the Sotheby's Cody Sale. Called the SF Cody Emporium, the store carries a range of quality merchandise from around the world. The first store is in Manchester, the second will be in Brighton. Carolyn and I visited the new Trafford Centre some 5 miles or so to the west of Manchester recently. This is a very large shopping mall with over 200 stores, some 30 food outlets, a 20 screen multiplex and parking for a LOT of cars! The Centre is rather confused in design - sort of mixed Mediterranean/Pacific/neo Classical - I think the architect must have had a bad day. For all the kitsch - I think it's growing on me - it has a branch of Manchester's best Chinese restaurant! The SF Cody Emporium has 6,200 sq feet of retail area selling a rather eclectic mix of goods. Glass, china, gadgets (Leathermans, radios, watches etc), greeting cards, clocks, some foods (jams, chutneys etc) and bags. Whilst it is a very odd mix, it all appears to be good quality and I think it may work.

To the rear of the store is a sort of small Starbucks/Seattle Coffee Shop. As to Cody - I was very disappointed as the theming in the Manchester River Island (temporary after the bombing and now closed - I've not seen the new store) was rather stronger. Two modern 2 line sport kites (which they sell) and two rather poor reproduction Cody's hang from the ceiling. Around the walls and fixtures is a frieze depicting the kites, aeroplanes, airships and the great man. At the back is an 8' by 20' print of Nulli Secundus being prepared for flight (I guess at Farnborough) and around the store projectors display silhouettes of kites and Army Aeroplane No 1. The coffee shop is called 'The Airship' - only it's not Nulli Secundus but a modern airship as the logo! They refused me permission to photograph - but to be honest you aren't missing much. Hopefully by the time Brighton opens there'll be more Cody to the SF Cody Emporium.

JERRY SWIFT (BKF)



AN ODE TO PAT & RON... ON THEIR RETIREMENT

Written to be sung to the tune of 'A Policeman's Lot is not a Happy One' (Gilbert and Sullivan)...

There was once a handsome trader named Ron Dell (named Ron Dell)

Don't forget to mention glamorous Pat as well (Pat as well)

They attended every festival we know ('val we know)

And they sold a lot of ripstop to earn dough (to earn dough)

A variety of gadgets on their stall (on their stall)

Kept the kities queuing up to spend and buy (spend and buy)

Carbon fibre any length that you desire (you desire)

Ron and Pat worked hard to try and please us all (please us all)

Now Pat never had a hair out of place (out of place)

Whereas Ron grew it all over his face (o'er his face)

And they ran their stall in every kind of weather (kind of weather)

But they didn't care because they were together (were together)

Ron was famous for his hugs and his kisses (and his kisses)

And he made you feel you were the only one (not a chance)!

Now it's time for him to happily retire ('ly retire)

To enjoy flying high with his missus (yes that's Pat)

Oh a trader's life is quite a happy one (happy one)

But we hope retirement brings you lots more fun (LOTS MORE FUN)

How corny can you get!

ANON (BKF)

A Happy Retirement from all of us!

PORTSMOUTH INTERNATIONAL KITE FEST 98

This year's Portsmouth International was one of the best ever, and for us definitely the best this year. As usual the caravan rolled up on Southsea common, parched brown and as hard as concrete - not useful for getting in ground anchors! Coming from the north, as we now do, this was a bit of a shock - all we have seen all summer is sunshine of the liquid variety.

Carolyn and Alan Outram were helping Arthur and Martin

Dibble with a bit of bear bunging. Saturday dawned with little or no wind, so Arthur rigged his 48 foot bamboo pole. Two bears later and the wind picked up to a rather nice 6 knots or so - apparently the pole is guaranteed to do this as it takes so long to rig.

I had agreed to assist the Blooms with organisation of the arena programme. Whilst some suggested that I would make a very good traffic warden, usual commentators Andy King and

George Webster resurrected last year's joke and the 'gofer' label was firmly applied!

David and Susan Gomberg were over from the US ("do you know what a gofer is? It's a small rat like creature" - thanks David!) flying a variety of kites including his roks and the 'umbrella' line messengers first seen at Dieppe 96 made

by Andre Cassagnes. He had also brought a Peter Lynn Octopus which had seen better days. In an earlier life it could have been either orange or pink!

Richard Dermer, who is current President of the AKA, spent both days flying a huge 'Stars and Stripes' made out of bin bags. This unusual flat kite has been around for 7 years and just gets patched up with sticky tape.

The story goes that the makers were not particularly experienced kite builders so did not know that what they had done should not fly! With an area of some 300 sq ft the kite is bridled in twisted line because it was cheap. The original short spars in the leading edge apparently were left with their bark on! Richard invited the public to fly this monster as he moved around the crowds holding a safety strap. Also over from the States were Charmaine Cornell and Bob Umbowers with some unusual line junk and Sam and Ann Houston with some beautiful kites.

Team Flic from Toulouse, three lads and a lass, played

continuously with the crowds, balancing Rev 1.5s on their heads and knocking off hats. Also from France, the Generation

Kite Club from Normandy and a brilliant range of kites including George Webster's favourite, a flying pesticide molecule - about 3m long! It represented a model of chlorophenol and is a comment on pollution (I think, their English was better than my French).

English kite makers included the brother-in-law (Barry Poulter) with a new Wallace and Grommit rok, a Japanese inspired 'fledge' - a cross between a flare, eddy and a snake kite and also a new 'quadrok' from 'Mad' John Eaton. This beautiful kite was effectively 4 roks stuck together producing a quite unusual flat shape. Teams present included Sky Dance and Punch Lines, both of whom flew brilliant routines. It was obvious why Sky Dance are World Champions. They joined up to become 'Line Dance' flying to a 'Cotton Eyed

Joe'. Also present were Art of Air with another impressive routine. On both days all of them plus Andy King and 2 other fliers (sorry lads no names) joined up for an excellent 12 man team fly. But for me the highlight of the show was a German group called Elbwind from Magdeburger. The family Roth have produced some stunning designs including Clown Roks, designed by local school children and a dragon-headed snake kite. 'Secret of Mana' is a 5m tall stylised edo with a dragon applique, a truly stunning kite. But the best for me was an asymmetric kite around 4m high called 'Nature Time'. The design of flowers and leaves when viewed from further back revealed two faces. The quality of applique and design was truly outstanding. All in all, a vintage Portsmouth.

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COOL ONE... SOPHIE!

Congratulations to Sophie Horton of the Brighton Kite Flyers for winning the Indian Kite Fighting Competition at the 1998 Canterbury Kite Festival.

If you've watched the regular Fighter boys doing battle then you'll appreciate that this is no mean feat - they know their stuff... but then so it seems does Sophie!

Come to think of it - when did you last (if ever?) hear of a female winning an Indian Fighter battle... let alone one just ten years old (well, 11 by the time this reaches you)! Could this be another first?

TOODY OAKHILL (EDITOR)

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JERRY SWIFT (BKF)

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the newsletter of the brighton kite flyers

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WICKED ONE... SIMON!

On August this year Simon Catling surfed around Brighton's Palace Pier using kite traction - could this be a first? With a Flexifoil Surfboard and a H1 80 Skytiger quad line kite he set off from the East beach and was surprised to find that he reached the beach on the western side before the back-up team could get there! Nice one matey!

there! Nice one matey!

TOODY OAKHILL (EDITOR)

HAIR OF THE DOG NEW YEAR'S DAY FLY-IN 1999

Another sore head on New Year's Day? Come and join us at the third BKF 'Hangover Clinic' once again at Devil's Dyke. Fly away those 98 cobwebs... and if that doesn't work - the Devil's Dyke Inn is open and serving food all day!

- ◆ **Date:** 1 January 1999
- ◆ **Time:** From 11am
- ◆ **Site:** Devil's Dyke Inn
- ◆ **Map Ref:** 198 TQ 258 112
- ◆ **Height Clearance:** 1000ft (applied for)

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Team Flic from Toulouse, three lads and a lass, played



DIEPPE 1998 - A PERSONAL VIEW

Looking out of the window now at the calm sea, light winds and unbroken sunshine, it seems impossible that a week ago it poured with rain every hour on the hour throughout the 10th Dieppe International Kite Festival! Near gales were blowing for most of the week and the spectators area was a sea of mud by the end of the second weekend. However there was a good side to this ever spectacular event, which happens bi-annually. To be able to see kites from over thirty different countries in one place is probably unique in the world of kite festivals, let alone the camaraderie that exists amongst kitefliers old and new at such an event.

Doreen and I travelled with Toody and Mik on Wednesday in The Oakiemobile, with "loads of kites that we wouldn't fly" said Doreen (how the hell does she know this - has she been here before?) However, this turned out to be very true! We did intend flying from the poop deck

on the ferry across (aka 'The Fantail Club'), but the wind was too strong even for our specially selected 'bag of crap' kites that we didn't mind giving up to the briny.

Thursdays was the first day of the Drachen Symposium and when I eventually got to the Information Tent (one morning it took an hour to get 50 yards having stopped frequently to

renew old acquaintances!) I discovered that the Symposium was at a theatre in the town, so I arrived late. Never mind, the best of the Cody kite talks and display was on the following day, but more of that from Jerry Swift in this edition.

The Oakiemobile was a godsend every day as a very welcome retreat from the harsh conditions (*I'll 2nd that... Ed!*) but we had to arrive early from the campsite every morning to get a good parking spot. Saturday night we 'wild camped' on the seafront, along with masses of other campervans, to watch the night flying in comfort from the back window. Are we getting soft in our old age or what? The spectacular kites of Peter Lynn (New Zealand), Don Mock (USA), Robert Trepanier (Canada), Michael Alvares (Australia) Aimee and Olive Barsalou (Canada), Andre Cassagnes and Pierre Fabre (France), to name but a few, decorated the sky during the festival in spite of the weather conditions - not to mention the World Cup

happening too. One of Peter Lynn's large kites decorated the face of a hotel at one point, when it broke away, but

as always the Dieppe fire brigade came to the rescue. Michael Alvares entertained so many children with his butterfly kites that they made in the workshop.

Many school parties were in evidence on the weekdays, enjoying the spectacle, making their own kites and hopefully inspired to become kitefliers in the future. Perhaps this is something that should be encouraged more in this country.

The UK tent was manned jointly by Derek Kuhn (Midlands Kite Fliers) and Janet Poulter (BKF) during the festival, and they did an extremely good job as kite ambassadors for this country. A stimulating but very tiring activity to undertake for a whole week.

The highlight of the festival was the launch of the Japanese Yokaichi O-Dako at the weekend. Bear in mind that this huge paper and bamboo kite is 12m x 13m, weighs 700kgs and has to be anchored to a truck full of sand.

The first attempt on Saturday had to be hurriedly abandoned because of rain. It would be useless if the wash paper got wet. So another attempt was made on Sunday when the weather looked more promising. Unrolling and assembling the kite took about an hour, during which a shinto priest said appropriate prayers and lit candles. At the first launch the longerons (60cms in diameter!) broke on one side and had to be repaired. At the second launch it turned over immediately and broke more spars, but at the third attempt it flew to

cheers from the assembled crowd. The flight lasted all of 15 seconds before it turned to the right and finally crashed to the ground. Just long enough to take a couple of photographs if you were quick!

The Fantail Club were in evidence on the Monday afternoon ferry back to Newhaven and I was castigated by John Barker and fellow WHKF members for appearing out of uniform. At first sight I thought they were fishing, because the kites were only feet above the water. Attempts to fly were thwarted by the kiddies flying line that I had, but comments flew thick and fast and fun was had by flyers and spectators. After all, that is what kiteflying is all about, isn't it?

Question: *What is kiteflying all about for you?*

Reply: *I am always looking for an answer!*
Robert Trepanier 1998

RAY OAKHILL (BKF)

aerodyne
the newsletter of the Brighton kite flyers
October 1998

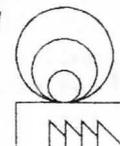
21ST BRIGHTON KITE FESTIVAL - 1999

Next season's Brighton Kite Festival should be a little bit special - it is after all our 21st consecutive event and the club's efforts and preparations should ensure that it'll be the best of them all.

At this moment in time only the date and location can be confirmed - **Stanmer Park** will host the event for the 5th successive time on the weekend of **10 & 11 July**. Repeat festival goers will tell you of Brighton's laid-back atmosphere and wicked sound system - so why change a winning combination? Expect more of the same for '99 only with added kites, kitefliers and - we hope - more sun, fun and fair winds.

And it looks like we could also be hosting the 1999 KSGB Convention from Friday 9 and the Drachen Foundation Symposium over the weekend too! See the next issue for further details.

MIK JENNISON (BKF)



THE CODY SYMPOSIUM - DIEPPE 1998

A mad race through Kent to Dover, over to Calais and arriving bleary eyed in Dieppe, we managed to get to the theatre for the start of the symposium at 10am, only to discover it started at 9am! The boat we had planned to catch was cancelled (it was windy - remember?), hence the rather strange route. Whilst Dieppe is undoubtedly one of THE great events, clarity as to what happens when and where is not one of the strong points.

This first ever SF Cody Symposium was organised by the Drachen Foundation from the 'States. As there is limited interest in historical kites in America, President of the Foundation, Scott Skinner thought Dieppe an ideal opportunity to show the material bought at Sotheby's and the collected Cody archive.

The Foundation has a travelling show of wallcharts demonstrating Cody's history as well as a number of kites and an extensive collection of photographs and other papers. Copies of all these were available in Dieppe. Scott also bought over three Garber target kites, a virtually complete Gibson Girl with balloon, gas generator and transmitter and a Saul barrage kite, all very historic kites in their own right.

First speaker was Ali Fujino who is the Foundation's Administrator. Ali spoke about the

conservation of the 'black' Cody bought in the Sotheby's sale. So far as can be determined this was the kite Cody used for his successful crossing of the Channel. There are no other black kites in any photograph so far found and this is both the right size and shape for the kite used in the boat pull. The Foundation have spent a great deal

conserving the kite. It was in a very fragile condition. Net has been glued to frayed and damaged areas to support them, whilst other rips and tears have been repaired or stabilised. The work was undertaken by a professional fabric conservator although it was the first time she had worked on a kite. In some areas the net has been stitched as no glue would stick. Analysis showed the fabric to be rayon and wool mix. And yes I was surprised - apparently rayon was developed in the 1880's.

The rest of the morning was an opportunity to look at the archive and talk to Foundation staff and other Cody enthusiasts. Although we weren't taking lunch, we went over to the meal hall where the Garbers and the Saul had been set up on stage. Photographs and drawings - there's another project!

Friday saw rather more speakers. David Hughes - with many slides and overheads, on various aspects of Cody and his kites, particularly tying some of the kites to specific dates and using various features of specific kites to suggest when the photographs were taken. An excellent talk and one well worth hearing. As David said, find out one thing and several more questions appear!

Second speaker was Professor Ben Balsley from the University of Colorado,



Boulder, USA. Looking for a better way to hoist instruments for atmospheric research, he has been looking through the papers at various techniques for getting kites to high altitude. The team now use a parafoil flying to some 9000 metres, although he thinks they can go a lot higher. The issue for him is that records are not science! They have developed a 'tram', a radio controlled aerofoil section on a trolley. The trolley runs along the kite line carrying an instrument pack. The angle of the wing governs whether it travels up or down. Using this equipment they can take measurements at frequent intervals and over long periods. The kite is left up for hours and the instrument pack flown up and down the line, using radio telemetry to pass data back to the ground.

The final speaker was Belgian Jan Desimpelaere who set up and then talked through his work on the 24 foot wingspan Cody bought at Sotheby's and which he has done much work on. He also had a Belgian photographic kite from the early part of this century and another smaller Cody with very elevated wings.

Some fascinating kites and well worth a look (and some note taking on names!) if you get a chance... which as it turns out you may! Talking at this year's Dieppe festival, one idea which found a lot of support with the Drachen Foundation was to bring the collection to next year's Brighton Kite Festival. The historic experts did not have enough time (the hall had been booked mornings only) to explore everything they wanted to. So as Brighton is handy for the low countries, northern France and England where many of those interested in historic kites live, it seems like a great opportunity to give them a chance to get together, in the dry, over the festival weekend. Watch this space.....

CAROLYN & JERRY SWIFT (BKF)



BKF FLY-IN REMINDERS

1ST SUNDAY OF EACH MONTH (THROUGHOUT THE YEAR)

- ◆ **Venue:** Ladies Mile Rd/Patcham
- ◆ **Map Ref:** 198 TQ 317 092
- ◆ **Height Clearance:** 1500ft
- ◆ **By Bus:** 26/5/5A from Brighton
- ◆ **Site:** Top/North end of the road
- ◆ **Time:** From 11.00 onwards
- ◆ **Parking:** On site (with key only)

General fly-in day.

2ND THURSDAY OF EACH MONTH (FROM APRIL TO SEPTEMBER INCLUSIVE)

- ◆ **Venue:** Stanmer Park/Lewes Rd
- ◆ **Map Ref:** 198 TQ 342 088
- ◆ **Height Clearance:** 200ft
- ◆ **By Bus:** 25/25A from Brighton
- ◆ **Site:** Next to Sussex University
- ◆ **Time:** From 18.00 onwards
- ◆ **Parking:** On road through site
- ◆ **By Train:** Falmer Station

Flying evening with social bash afterwards at the Swan pub at Falmer.

WELCOME TO NEW MEMBERS

- ◆ **Saul Woods**
Burgess Hill/West Sussex
- ◆ **Nick Gilford**
Storrington/West Sussex
- ◆ **Daniel Clark**
Brighton/East Sussex
- ◆ **Graham Precey**
Peacehaven/East Sussex
- ◆ **Derek, James, Graham & Lorna Hanks**
Cophorne/West Sussex
- ◆ **Bill Hambleton**
Caterham/Surrey
- ◆ **Graham Harber**
Portslade/East Sussex
- ◆ **Angela Edwards**
Neasden/London
- ◆ **Paul & Erica Evans**
Brighton/East Sussex
- ◆ **Dave & Alice Lupton**
Hove/East Sussex

enjoying plenty of space to do their thing on the vast expanse of the Tye. An abundance of bears and assorted furry fauna (masquerading as teddies) have been brought along and after a brief medical check - are despatched to Alan Outram, assisted by Pete Linnell, for parachuting. A grand total of 100 is reached by the end of the day - proceeds, as usual, to the Royal Alexandra Hospital for Sick Children's 'Rockinghorse Appeal'. Nice one guys!

Well what a difference from July's wellies and sou'wester extravaganza! Just a week on and 80 miles north from a storm battered Dieppe... we have SUN. Real 'get-yer-knees-brown' SUN! First of the stuff we've seen in a long time.

People are dry, flying kites, smiling and having FUN. This is what it's meant to be about! OK so it wasn't quite that much of a revelation - but it was a reminder of just how good a really nice flying day could be and just how atrocious most of the season has been... or have we had our own personal anti-cyclone following us around all year?!

Thanks to the 42nd Brighton Scout Group who ran an excellent food stall, the Morris Women for providing additional entertainment, Telscombe Town Council and Ray Oakhill for organising the event and to everyone who supported it.

A last thanks also to the St John Ambulance Crew who said that they'd had a thoroughly exhausting day resuscitating teddies!

TOODY OAKHILL & MIK JENNISON (BKF)



TELSCOMBE TYE KITE DAY

Sunday 20 September on Telscombe Tye and the second time around for the BKF's mini festival come family day here. Despite variable light and unco-operative winds there's an excellent turnout from the public and kitefliers alike. Fliers of all persuasions are

USE THIS SPACE...

Thanks to all of this issue's contributors. Anything sent to the Editor will be considered for print unless marked otherwise... yes, I'm still that desperate for material! Please send something for the January 1999 issue by 1 December 1998 to...

Toody Oakhill
BKF Editor
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East Sussex
BN2 2QA

(Tel/Fax: 01273 243528)

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Pins/Patches:
Ray Oakhill: (As above)
Tee/Sweatshirts:
Simon Hennessey: 01273 582309
- ◆ **Library:**
Pete Linnell: 01273 683082
- ◆ **Brighton Kite Festival:**
Ray Oakhill: (As above)
Tourist Information/Visitor's
Accommodation: 01273 292599

CURRENT CLUB COMMITTEE

- ◆ **Chairperson:** Ray Oakhill
- ◆ **Secretary:** Simon Hennessey
- ◆ **Treasurer:** Gill Pitman
- ◆ **Committee Members:**
Alan Outram, Toody Oakhill,
Paul Thody & Norma House

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





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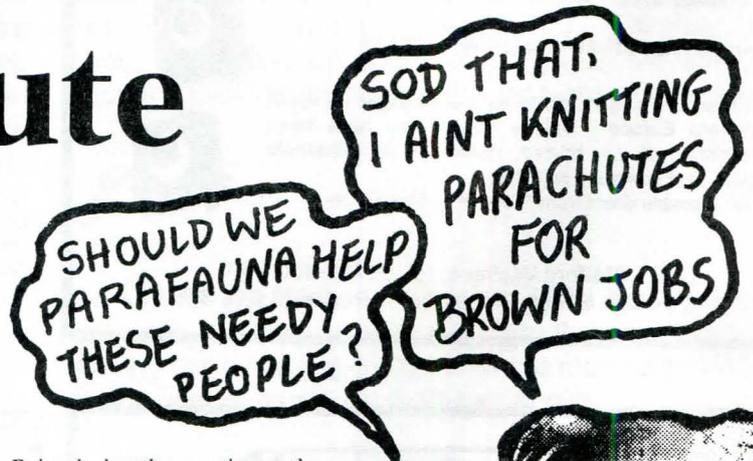
ROMAN GANDLE 50.



THE JOURNAL OF THE BEARLY MADE IT SKYDIVE SQUAD, THE INTERNATIONAL BROTHER AND SISTERHOOD OF PARACHUTING FAUNA AND THE U.K. TED DEVILS. POLITICALLY INCORRECT AND MINDLESS DRIVEL CONTENT REGULARLY EXCEEDS GOVT. SAFETY LIMITS, BUT WE DONT GIVE A TOSS.

'TIS THE SEASON TO BE SILLY. TRA, LA, LA, LA, ..LA, LA, LA...LAHHH! The silly season, you know, that time of the year when the papers and the odd Parafauna Journal are so strapped for news, that they seize on any load of old Tosh, no matter how daft or silly it is.....You dont believe us ?.....Read on.....

Red Berets grounded by parachute shortage



THE Parachute Regiment has been forced to cancel exercises and training because it does not have enough parachutes.

A Ministry of Defence spokesman admitted last night that the recently privatised packing operation for the parachutes had "fallen behind", resulting in "shortages of availability" for several units.

Urgent discussions are underway to solve the problem, but the MoD insisted that the Paras could still meet all their operational commitments.

One Para officer said: "At the moment we are getting roughly a third of what we should be getting. Basic parachute courses have had to be cancelled, a lot of units have lost their continuation parachute training and some are struggling to achieve their tactical training.

"Every airborne soldier is required to make four descents a year to remain current. But this year, some units will be lucky to get one."

Units are experiencing varying degrees of difficulty, with the worst problems found in the two Territorial

by **ANDREW GILLIGAN**
Defence Correspondent

Army Para batallions, one of which, 10 Para, is facing disruption to its main exercise of the year. Senior regular officers, however, confirmed that the shortage was a problem across the Parachute Regiment.

Each time a parachute is opened for a jump, it must be repacked by specialists before it can be used again. Until three years ago this work was carried out by servicemen at Hullavington in Wiltshire, but it was then handed over to a private company, Irvin Aerospace, which also makes the parachutes.

"Irvin's aren't employing enough people to pack the parachutes," another Para officer said. "They worked out the average demand and put their capacity on-line to meet that. But this year demand has been higher than the average."

Irvin Aerospace, based in Letchworth, Herts, refused to comment, but an MoD spokesman said: "We are in discussion at the moment with the company over a series of 'get well' measures.

Brigade-level exercises, the largest regularly undertaken by the Paras, had all gone as planned and a jump into Albania last month during a Nato exercise had also taken place.

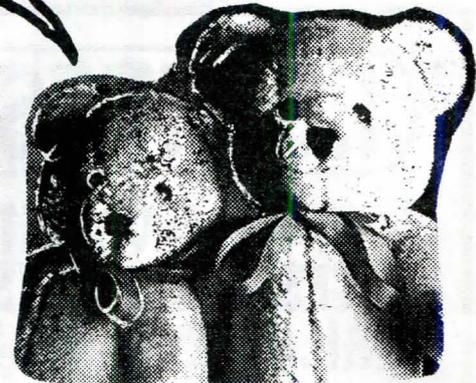
The three regular Para batallions are being forced to abandon many company-level exercises and so-called

"continuation training" — refresher jumps for individual soldiers. Some large exercises are also being scaled down.

"Some units have called off planned jumps for reasons best known to themselves," the ministry spokesman said. "There is an impression at unit level that it's because of the parachute shortage but that is not the case."

We are looking at various responses to get back onto a normal footing, such as recruitment of more packers and extra overtime. We hope to have the problems resolved before Christmas."

The MoD insisted that any shortages were "not critical" and that operational capability had not been affected.



But one Para officer said: "If I had mucked up like this, I would have been severely reprimanded. There has been a lot of shrugging of shoulders. No one has said that you have got to get this sorted out."

The shortages began to be felt in the spring, when demand for parachute training increases because of improving weather conditions.

The problem has been exacerbated by the withdrawal from service of the Army's old "PX" parachute in favour of the "LLP" or low-level parachute. Until last year, units without enough LLPs could practice on the PX, but that option is no longer available to them.

IF YOU THOUGHT THAT THE PARACUTICALLY CHALLENGED PARATROOPS PIECE WAS EXTREMELY SILLY, WAIT, IT GETS WORSE AND EVEN SILLIER, COP THESE PIECES BELOW.....

BALLOONACY

By ROBIN PERRIE

RESCUERS raced to save a "parachutist" blown out to sea and found... a giant Mickey Mouse balloon.

The £40,000 operation was launched after a passer-by mistook the 4ft 6in inflatable for a skydiver in trouble.

In fact, the balloon belonged to Jennifer Brown, six—who lost it when a gust of wind blew it out of her house in Sunderland. Two helicopters, two lifeboats and two passing ships joined the search

£40,000 to rescue a toy

and found the helium-filled balloon four miles out to sea.

By chance, one lifeboatman was a family friend and recognised the toy as Jennifer's.

Jennifer said: "I said a prayer and Mickey came back! I gave him a hug. Now Mam has tied him to my bed for safety."



Safe... Mickey with Jennifer

O.K. So the world is, as always going raving barmy, but this Balloonacy bit reminds us of what happened a few years back, when some publicly minded citizens, alright, Macrame Knitting, wooly brained Idiots at a fly in got it into their addled pates that some Dropniks were actually dropping real live Hume Toddlers from Kites by Parachute

Talk about putt-

TERROR OF DANGLING PARA GIRL

A GIRL parascender was left dangling 100ft above the sea after the speedboat towing her suddenly capsized and sank.

The woman — who cannot swim — used her parachute and the strong winds to keep herself above the waves until she was rescued by a lifeboat.

Her harness was still attached to the boat as it sank, and a lifeboat spokesman said: "She was very lucky.

"The water was shallow so she wasn't dragged under when the boat sank."

The speedboat driver — taking part in a charity event — was helped to safety by a beach life-guard in Clacton, Essex.

ing Two and Two together and getting Fortythree, wer'nt in it. These Dummies had to have the whole thing explained to them in great detail before they were convinced that the friendly local Dropniks were not indulging in something very nefarious.

The Bottom line of all this though, as usual, some silly sod throws a wobbly, and Bobs Yer Uncle, the Great British Taxpayer has to pick up the Tab. But, I hear you say "Better safe than Sorry" Yes, but apart from putting the Rescuers lives at risk un-necessarily, the prospect of a Forty Grand Tab, could inject a modicum of common sense, Know what I mean Harry?.

The Dangling Para Girl can thank her lucky stars that her Tow Boat did'nt go down in deeper water, though it must have been funny to see her apparently attached to sod all. Havig seen the odd Parafauna splash into the 'Oggin, its amazing just how non buoyant a chute, some plush and the odd bit of kapok can be. Yes, we know that Humes are mainly waterproof, otherwise they'd have holes in their Big toes to let the water drain out, but even so, being attached to a boat thats heading for Davy Joneses Locker, whilst being wrapped in a Ripstop Shroud, aint nobodies idea of fun.

The piece about Gyles (nobody has sillier sweaters than me) Brandreth's Teddy Bear Museum is, on the face of it only slightly silly. However we are disturbed to see that Tony (I'm asshole lucky) Bullimore, after his previous narrow escape, which ended with the Drowning of one of our Bretheren (BOO,HISS) fully intends to take another hapless Ted

GYLES BRANDRETH'S Teddy Bear Museum celebrates its 10th anniversary this month with the star of the party being Tony Blair's teddy, Lynton. Other bears include those belonging to Dame Barbara Cartland, Prince Philip and Neil Kinnock. But Lynton's position as star attraction looks threatened.

For he has just been joined by Horatio. This bear is to be the new mascot for Tony Bullimore, the yachtsman who, despite failing to sail around the world, is to have another go. "Horatio will stay with us until his attempt to become the first single-paved round the world yacht's bear." I am told by an ever-amusing Brandreth. "His predecessor sadly drowned during the attempt last year."

Some observers are suggesting that Brandreth be the mascot and strapped to the bow. This is unkind.

along as a Mascot. Lets hope that this Ted does'nt suffer the same fate as the other one. Hang about, the end bit about Brandreth being strapped to the Bow of the boat instead of the Ted, hmmm, hows about Bullimore being strapped to the Bow along with "silly Sweaters" and let the Ted sail the Boat, could do no worse, YOO WOT!

Not sure if the Hume dressed as a Ted, Piloting a Hot Air Balloon is a first, bearing in mind that we believe your erstwhile founder Fredbear was the first Teddy to successfully jump (thrown actually) by Parachute from a Hot Air Balloon way back

in Nineteen Eightyfreezing stiff.

However, be that as it may a Teddy Balloon Pilot is only ever so slightly silly, especially as it was in connection with trying to raise some much needed funds for a very worthy cause. All together now, AAHHHHH! Gordon Bennett.....

■ **BALLOON** pilot Barry Newman took to the air dressed as a teddy bear to raise money for the Cancer Research Campaign. He was promoting the Flying Teddy Bears which were being sold at Northampton's Balloon festival. To get further details of Cancer Research Campaign activities on 01582 764832.

AH SO! TEDDI-BEA MANIA HITS JAPAN, AND HOW, REALLY BIGTIME

The Teddi Bea or Teddy Bear only hit Japan about 10 years ago, and funny enough, at first it wasn't overly popular. Up until about 6 years ago, the best selling soft cuddlies were Dogs, Pandas and Bunnies.

As the first Teds to go on sale in Japan were relatively expensive, there was perhaps very little interest in them from the general public. However this all changed when an an, a magazine aimed at young women ran a feature which portrayed Teddy Bears as a wait for it, Stylish Interior decoration. When a popular Female Japanese singer was heard to declare that she loved Teddies, the popularity of our furry friends suddenly went ballistic.

In the last few years, specialist Teddy Bear shops have been springing up all over the country, and even large department store are holding Teddy fairs, which feature Teds and all the related merchandise that goes with them. Believe it or not, there are already 8 Museums in Japan, devoted to vintage, rare and designer Bears

The Japan Teddy Bear Association has 3,500 members and each year when the JTBA holds its annual convention, it has to contend with an event that just keeps getting more popular and even bigger, The convention in common with most others features private collections of Bears as well as commercial sales of Bears and merchandise. The first Two Day gathering five years ago attracted 4,000 people and brought in revenue of 15,000,000 Yen, this years Two Day Thrash attracted 20,000 visitors and produced a revenue of 100,000,000 Yen.

To illustrate just how popular collector Bears are becoming, last year a limited edition Nagano Bear by Steiff, to commemorate the Winter Olympics and priced at about £180 was sold out long before the 2,500 Bears ever hit the market. As everywhere else Bear aficionados range from those who specialise in rare or Antique Bears, through those who chase Designer Bears to those, like most of us, who buy the Mass produced Bears

Though the general economy in Japan has seen a recent downturn, this seems not to be the case where Bears are concerned. Bears and related merchandise sales are actually booming, not least amongst the Designer Bears, who continue to snap up the latest limited editions by designers from around the World. This in turn has led to an upsurge in homeproduced Bear designers, so much so in fact that recently a book was published



RAF saves para-glider up a tree

AN RAF helicopter last night rescued a para-glider pilot who had crash-landed in a 70ft tree. Police and firemen were unable earlier to reach the flier, who was stuck in a tree canopy at Selsley, near Stroud, Glos. The helicopter from RAF Chivenor, Devon, lowered its winchman,

Mick Crawford, 200ft to the flier, Andy Lee, 33, who was unhurt. After cutting the pilot's lines, the winchman brought him safely to the ground. Once on the ground, Mr Lee, of Hatherley, Cheltenham, Glos, headed for the nearest pub. "After that, I

need a pint and I've promised to buy one for the RAF winchman," he said. "The flight went fine until I was caught by a gust of wind coming down. It blew me into the tree-top and I couldn't move. It hasn't put me off para-gliding. I shall be up again next week."

entitled 100 Japanese Teddy Bear designers. Nationwide says a JTBA spokesman, there are many Bear designers, not all making a full time living but the number of ordinary people who are having a go at making their own Bears is increasing as not everyone can afford to purchase some of the higher priced Teds.

Any number of do it yourself Books and Kits are available to satisfy this amazing market for our favorite friend, the one and only TEDDI BEA.

Theodore Edward O'Hows Ye Farva, the Broth of a Para-glider from New Jersey, who tipped us off about the current Bear mania sweeping Japan says he doesn't know if there are any Para Fauna from the Land of the Rising Sun but he hopes they'll start the Jolly old rag, stick on, and WATCH THE SUCKER

To which we can only add AMEN to that and no joke

0 issues... ITS DISGRACEFUL, IT OUGHT NOT TO BE ALLOWED.

So there we all were at good old Dieppe being Battered and Blasted and every so often I heard "you've got something for you" Well, for those of you who did not get to Dieppe, you were lucky in effect of the fact that due entirely to the Weather, the 10th Biennial was a bit of a washout. However the end did have its highspots, one of which was the small ceremony laid on by a few of you Crazy Sods out there to mark the 50th issue of Roman Candle.

The Card was great, the 50 candle was greater, the even larger Candle and Holder was magnificent, but what was amazing was the Class II Explosive Device Roman Candle. O.K. we won't go into the sordid details of this Bomb was smuggled out of England and into France, as we have no wish to cause a Diplomatic incident suffice it to say that if the perpetrators of the smuggling had been caught, they would have still ended up in the Slammer.

The Explosive device was enormous, mouth wateringly so, not your average high street firework, and we had to think long and hard as to where we could let it off as we had no wish to take out half of Dieppe. It was we set it off on Le Lawn, strapped to a crowd barrier as we had no desire to dig a hole 2ft deep as suggested in the instructions. Holy Cow, what a show, a positive barrage of screaming whistles erupted from the device, all jolly civilised on the whole as there was no thunderous final detonation, just as well as that could have had all the Windows out along the front. So its thanks to Simon, Bazzar and Jerry and Carolyn and every other unknown heroic Crazy Sod who was involved with the Explosive device, most of all the biggest thanks must go to Electric Arthur who actually procured it, hey Arf, don't need a permit to buy things like that ?

So there you go, Seventeen Years of pure unadulterated mindless Drivel. And even allowing for the three year no show, 50 issues is something to look back on if not with pride, then with no little sense of achievement, or maybe amazement. Sodding Hell, who'd have thought that a piece of crap that was started and still continues as something of a running gag would have staggered to 50 issues. I've said it before and I'll say it again, its thanks to all you Crazy Sods out there around the World that we've got our 50th edition. I'll even go so far as to thank all of you out there who think Roman Candle is a race to Kiting, and ought not to be allowed. Remember it was your whinging that spurred us onwards, and our only regret is that we still haven't got around to having R.C. printed on unbleached and nicely correctly perforated paper, all together now Ahhhhhh!

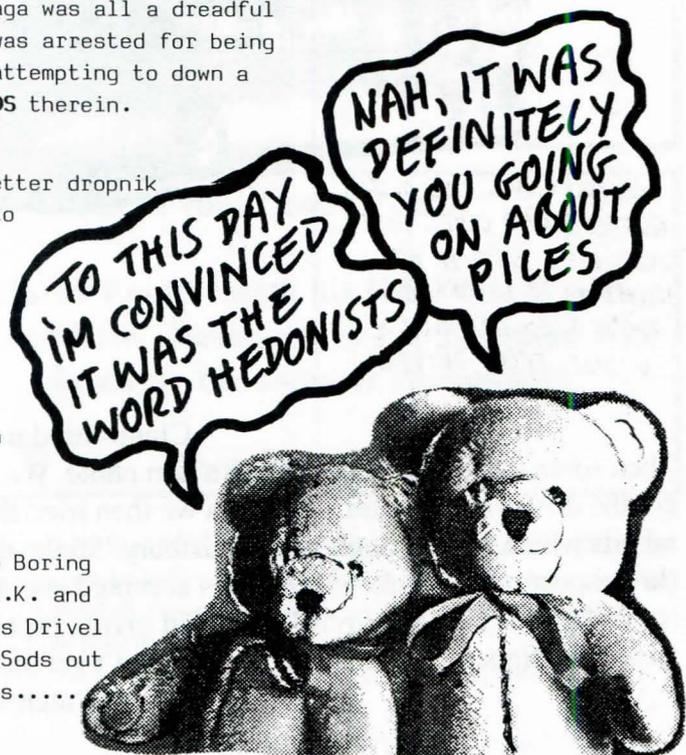
Has anything changed regarding Parafauna **HEDONISTS** who are also cast in the role of **CARROTS** in the life of the **EASTER BUNNY**, you know the number, whilst hordes of **EURO SLEAZE** Bears look on in amazement. It's very easy to blame the Bloody **PENGUINS** and others of that ilk, who although they are still nursing terrible hangovers and still smelling of **HEMORRHOID** ointment, are, nevertheless coping gamely with their mad rubbish lighting technician **FHB**, who is, as ever still swinging his Red wine bottle, whilst endeavoring to cut the heads off assorted **THESPS** as the stage door is being assaulted by the **SOUTH COAST SLAPPER**, who swears (don't she ever) that the **FROTH OFF THE BEER** saga was all a dreadful mistake. **DRUNKEN DAVE** however will have none of it as he was arrested for being drunk and disorderly in a Brighton Telephone Box whilst attempting to down a can of **KESTRAL LAGER** and read the **NAUGHTY BUSINESS CARDS** therein.

If you can understand any of the above, you're a better dropnik than I am Gunga Din, after all its just a cheap attempt to get attention, what is it?, oh, yeah, the more lurid editions of diatribe.

Be that as it may, we're always game for a laugh, and all that what we've been up to for the last seven years. That and precious little else, but then the stupidity of you knew that all along. Pity is, some Sad people out there tend to take it all serious like, but then people of that ilk would find something to moan about if the pages were totally blank.

So, as ever its the usual to the Teddytorial c/o the Boring art. 48. Laurel Lane, West Drayton, Middx UB7.7TY. U.K. and nows maybe we can huff and puff this load of Mindless Drivel over other 50 issues. Once again thanks to all you Crazy Sods out there, you know who you are, keep the Crap coming.. cheers.....

its no bussiness like Parafauna bussiness. like no bussiness.....



ROMAN CANDLE 50.



The one off alternative edition of the journal of the Ted Beret, the John Barker Fan Club and the Society for Compulsory Free Falling Tele Tubbies. Distinctly not a serious competition as we can't seem to get the same level of political incorrectness.

Well this is quite a land mark, Issue 50. We could not let it pass without some recognition. I have only been reading Roman Candle since issue 15, But when you work it out that is longer than it sounds.

Over the years I am sure RC has upset some people, amazed others and left the majority totally gob smacked and wondering what it's all going on about.

Be that as it may, there is a small select band who look forward to the next issue of Kiteflifer with only one thing in mind, the next bit of mindless drivel known to us all as "ROMAN CANDLE". OK, so I am one of the elite group who has been awarded the BMISS tankard for services to fauna bombing and therefore may be a little prejudiced.

I hope I have continued to uphold the standards for which I received this honour. So many thanks for the support and entertainment you have given me, my son and all the converted over the years.

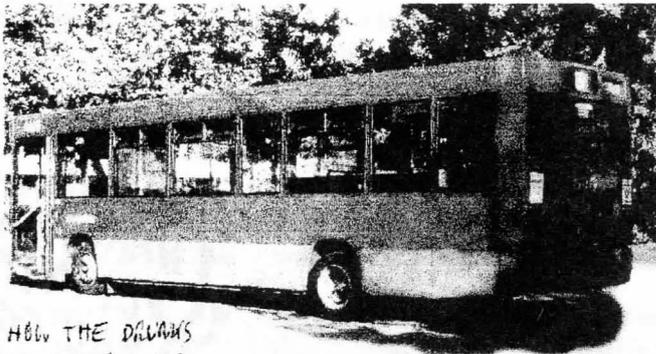
Here's to the next fifty issues,

Best regards,

Electric Arthur, Martin and The Ted Berets



Over the last year there has been a noticeable lack of the man himself so the air has not been blue with his choice turns of phrase. What a pity the climate has followed the same trend. Hurry back we could



do with some better festival weather. We were all sorry to hear that John had been made redundant but when he started on the busses it gave the rest of us wags a new excuse for extracting the Michael. I was going to try and include some here but fortunately the man himself contacted me on another subject and included some pictures and comments in his own inimitable style. As I cannot possibly better them they are reproduced for your entertainment.

HOPEFULLY HOW THE DRUMS
NUTTERS AND OTHER ASST
LOW LIFE SEE IT AT
NIGHT AS IT ROARS BY
PHOTO DOES NOT INCLUDE
V-SIGN FROM DRIVER

Chutes used to be easy, in the old days all we had was hemisphericals. Then some clever sod scales down a ram chute. We managed the onion chute (aeroconical) but have still not got the drive slots to steer it. For fun we then tried the carro-chute, especially for the large quantities of rabbits which were brought to Hengistbury '96 the challenge was then laid down to produce the L.A.R.A. (low aspect ratio annular) which was accepted and successfully completed. Now he wants the L.A.D.F. (Low Altitude Fast Deploy) This is still giving problems when we get V tabs, peel back and air pockets. Give us a flippen chance mate. We still can't get our ram chute to open!

Watch This Space...

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 the 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 out flown 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 veri-ayt would be better, the same can be said of the manoeuvre called 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

The fore going article was first published under correspondence in the October 1988 issue of Kiteflyer from some bloke by the name of Barker??? Is this the first record of having a go at the po-faced? Perhaps it gives us the reasons. The answer after all may not be 42. Did some one get left behind in 88?

At least some of the advice was taken up, but now how many of us know the difference between a coin toss, an axle and a triple salko? Now we know who to blame!!

As we can see from the picture, when the BOF comes into contact with stunters things start to heat up. This unfortunate kite ended up in smoke.



The BOF's last known contact with a kite of more than one line - Basingstoke '96

Talking of smoke the BOF has been a regular participant at WHKF's workshops where the following photo was shot in one of the rare work breaks between cigarettes. OK so he forgot his thermals, blanket and

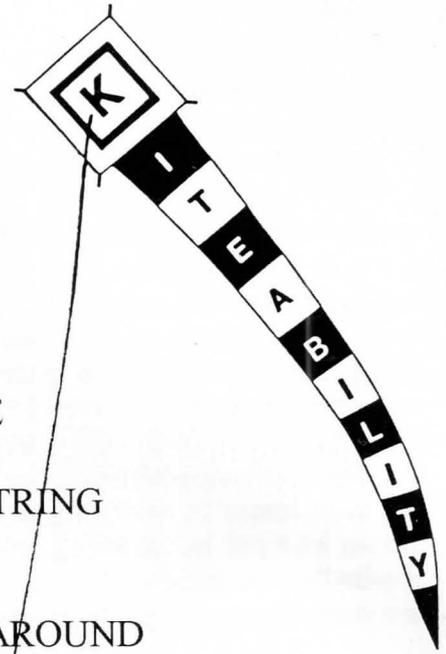


hot water bottle but who else could go to the workshop on sticking kites together and go home to finish the kite on a sewing machine, change the trailing edge design of a Mockform or make one of Bazzar's fantastic Celtic knot hexagons with a pattern in black on black? And they all flew.

Just a final thanks to those who helped in the creation of this, it is not an easy task to do alone. So as in the time honoured tradition it's the usual to the usual, the teddytorial, c/o 'Alf A Dibble, 24 Alexander Road, Thatcham, Berks, RG19 4QU, U.K

KITEABILITY

HANDMADE KITES AND KITE MATERIALS



NOW WE HAVE A SORRY TALE
KITEABILITY IS UP FOR SALE
WE HAVE TO SELL - RIPSTOP AND STRING
JUST ABOUT EVERYTHING

FOR ELEVEN YEARS WE HAVE BEEN AROUND
AND COVERED LOTS AND LOTS OF GROUND
BRINGING YOU WHAT YOU DESIRE
NOW ITS TIME FOR US TO RETIRE

"OH GOLLY GOSH" WE HEAR YOU SAY
BUT ITS NOW **OUR** TURN TO PLAY
THE LAST YEARS REALLY HAVE TAKEN FLIGHT
WE ARE GOING OUT, TO FLY A KITE

HARRY AND MABLE SAY "GOODBYE"
THE TIME HAS COME, AND WE MUST FLY
DO NOT FRET, WE'LL BE AROUND
BUT OUT THERE - ON THE FLYING GROUND

MANY THANKS TO ONE AND ALL
FOR SUPPORTING OUR **KITEABILITY** STALL
WE'VE MADE LOTS OF FRIENDS ALONG THE WAY
BUT THE TIME HAS COME, TO CALL IT A DAY

THERE'S NOT MUCH LEFT TO SAY
AS WE FINALLY PUT OUR TENT AWAY
AND PACK THE GOODIES ON THE STALL
OUR VERY BEST WISHES TO ONE AND ALL



Fatakon

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