

THE KITEFLIER

ISSUE 88

JULY 2001

PRICE £1.90



**NEWSLETTER
OF
THE KITE SOCIETY OF GREAT
BRITAIN**

POWER KITES. TRICK KITES. SPORTS KITES. DIAMOND KITES. ROKKAKUS. FUN KITES. KIDS KITES.

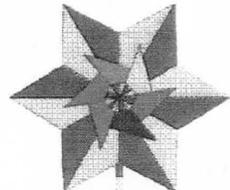
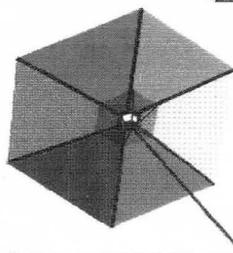
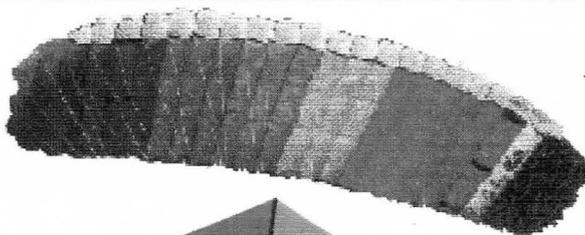
!!! MORE KITE PARTS THAN YOU CAN SHAKE A STICK AT !!!



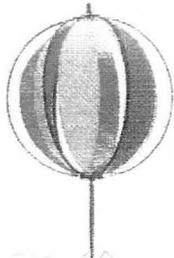
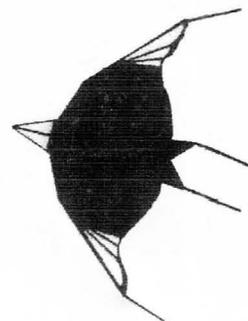
The one stop kite shop we have the lot !!

Phone: 01582 662779
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Email: kites@dunstable-kites.co.uk
Web: www.dunstable-kites.co.uk



IT'S BACK "THE POPPER"
(designed by Pete Rondeau) is now available. Offers hours of fun as it climbs and descends your flying line easy to reset for quick turnarounds works great in multiples. Don't delay, order today to avoid disappointment and the rush for this most sought after bit of line laundry.



SPIRAGLYDE

A new Ripstop nylon for the 21st century.

Now available in a range of 15 exciting colours.



WINDSOCKS. WINDGAMES. BEACH SHELTERS.

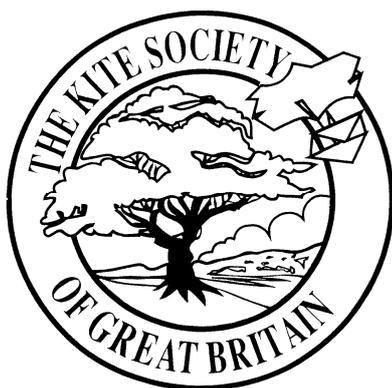
RIPSTOP. CARBON FIBRE. FIBRE GLASS. RAMMID POWEL. LINE HANDLES. REPAIR TAPE. SIEVING KITS.

**The Kiteflier, Issue 88
July 2001**

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Editorial

Dear Readers,

So far this year the kite events have not been too effected by the Foot and Mouth. You can't help but feel sorry for the White Horse Kite Fliers who had TWO of their events cancelled—it can only get better!

It was good to see many of you at the convention held in Weymouth. Our thanks go to all of the lecturers who supported the event.

In this issue there is a long article by George Webster on the History, Development and Design of the Delta Kite. Thanks to George for the article. We have often been criticised for having a single line bias in this magazine—this is not out of choice! We rely on the material we are sent for publication.

We are always in need of material for the magazine. Some of you out there must have something interesting to say about two and four line kites, buggy-

ing, trick flying and any other less covered topics. Send your articles to us! Don't forget that you can also have a private ad free of charge - just send us the details.

The copy date for the next issue of The Kiteflier is 15th September for the October issue.

There are two of the big kite festivals still to come — Portsmouth and Bristol. Details of both of these is in the magazine and we hope to see many of you at one or both of these events.

Don't forget those articles. We can accept almost any format - hand written, emailed as text or attachments. We use Word 2000 here but can read most other formats. If in doubt please ask.

Gill and Jon

Front Cover
Rolf Zimmermann's Lobsters flying at Berck. See them at Portsmouth
Photo: Gill Bloom

Whilst every effort 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.

Dieppe - Official Statement

The "Dieppe Kite Association" and the new Chairman Mrs Frédérique Loos remind you that the International Dieppe Kite Festival will take place in September 2002.

Therefore, all your projects and proposals are welcome and you can send them to "Dieppe Capitale du Cerf-Volant" at the following address:

"Dieppe Capitale du Cerf-Volant"
BP 142
76204 Dieppe Cedex

Tel : 33 (0)2 32 90 04 95
Fax : 33 (0)2 32 90 07 72
E-mail : infos@dieppe-cerf-volant.org

On the other hand, we indicate to you that we have not come to a decision yet concerning the technical staff for the stage.

We'll let you know about the next team as soon as possible.

We inform you that except for Chairman Frédérique Loos and the Organizer Sandrine Frebourg nobody else is allowed to use the label "Dieppe Capitale du cerf-Volant".

Windgallery

Robert Valkenburgh has announced his web site. It can be found at www.windgallery.com. There is plenty of information about his wind music and kites.

You can also email him at

Robert@windgallery.com

Press Release - Inflight Kites

In a fast moving industry there is no standing still - and we have been busy over the past months developing new designs.

The very popular Jive and Bebop have had a facelift. Not only are they larger but both now enjoy new style graphics - pale shade to front and two tone back. Reaction to the new designs has been terrific and we look forward to strong sales. Retail prices remain the same Jive £38 and Bebop £50 excluding lines.

Known for our excellent two line power kites - Jets - we have received numerous request to develop a quad line traction kite, which we have always resisted - until this year.

Hearing the horror stories of newcomers to kite traction being sold large, over powered, dangerous and expensive kites, in conjunction with several retailers we have developed an easy to

fly, not overpowered but perfectly adequate - introductory traction kite. Aimed at buggy schools for training and as the one kite that can be recommended to any newcomer to the sport, with the guarantee that it will not pull them out of the buggy, and they will never feel the kite is out of control at any wind speed ,while still

providing enough power to learn basic kite traction techniques.

The new- Vector QD- has a 3 metres span with an elliptical plan form and enjoys a modern style graphic. Target retail price about £190: with 300lb/100lb quad line set & handles about £230. More information about the Jive, Bebops, Jets and the Vector QD is available on our website www.inflightkites.co.uk

Jim Rowlands

Books

Saved by Kite. A most remarkable escape from death occurred a few days ago, the facts being as follows.

A little boy aged about 10 years old had an extraordinary escape from death at Maidstone a few days ago. He was flying a large kite on an open space at the west end of town. When stepping backwards he fell into a quarry forty feet deep, to the great horror of some persons walking close by. Fortunately for the little fellow the sting of his kite was around his wrist and so instead of being dashed to pieces he escaped with a few bruises, being in reality more frightened than hurt. The kite acting as a parachute, effectually broke the force of the youngsters fall.

From 'Orrible Murder Victorian Crime and Passion - Leonard de Vries.

The Kite Rider by Geraldine McCaughrean. ~~This~~ is a children's book based in 13th Century China which follows the life of Haoyou, a twelve year old who sees his father being forced to make a flight as a kite rider, which kills him. The kite rider concept is based around the premise that a ship's voyage depended upon the outcome of the wind tester - undertaken by a man harnessed to a kite, only if the kite flew well and landed safely would the ship sail. The safety of the man was of little interest! There are many images of kites in the book, from the ones that Haoyou makes to hang around his house to the large Kite Rider kites.

30-Foot Kite Used to Raise Obelisk

From the Internet.

Saturday June 23 8:05 PM ET
 By ANDREW BRIDGES, AP Science Writer
 LANCASTER, Calif. (AP) - Researchers used a mammoth kite Saturday to set a 6,900-pound obelisk upright, a feat they say demonstrates that ancient Egyptians may have harnessed the wind to move even the most massive of stones.

It took two tries but less than five minutes before the reinforced concrete obelisk, which had been prone on the ground, was raised by the tug of a brightly coloured parachute modified to fly like a kite in the stiff Mojave Desert wind.

"It's a heck of a lot easier lifting it with the wind than it is pushing it or pulling it," said Maureen Clemmons, a Reseda, Calif., business consultant who has spent the last four years spearheading the project.

The feat required just two people to fly the 30-foot kite, which provided an estimated 400 pounds of thrust as it danced in the 14-16 mph wind. A complex system of pulleys provided enough mechanical assistance to make the task possible.

Clemmons, 44, said the idea for using wind power to move heavy objects came to her in 1997 after she read a magazine article about modern efforts to replicate how experts believe ancient Egyptians built the pyramids. Stones used in the pyramids weighed about 5,000 pounds.

"I was looking at this picture, all these guys pushing, pulling, sweating, the ramps and the sand and nothing worked," said Clemmons, who has spent \$30,000 on the project. "There had to be another way."

Clemmons was inspired by tales

of Viking ships sailing across land on log rollers, using wind power. In 1999, she brought her idea to the California Institute of Technology, where a small group took on the project as an engineering challenge.

"You can lift up any weight if you provide the right kite size," said Mory Gharib, a professor of aeronautics at Caltech, who has worked with Clemmons for three years perfecting the concept.

Clemmons began with a child's kite and a foot-high toy obelisk and has gradually scaled upward. Saturday marked the fourth time her team has used wind to lift the 6,900-pound version. Eventually, they hope to lift a 20,000-pound obelisk.

Kite experts and Egyptologists are skeptical.

"We just do not believe she's got a prayer. It's just not logical. It doesn't bear the scrutiny of people who know kites," said Valerie Govig, the publisher and editor of Kite Lines magazine, which recently ceased publication.

Experts in Egyptian art at the Metropolitan Museum of Art in New York added through publicist Egle Zygus that the concept of kite-flying pyramid builders is "highly unlikely."

But Clemmons - who maintains ancient paintings and reliefs suggest the Egyptians flew kites - remains a firm believer in wind power.

"How many people does it take to pull an oak tree out of the ground? One gust of wind can pull it out by its roots," Clemmons said.

Cockney Slang

A leaflet from the London Guild of Pearly Kings and Queens invite people to write to them, to "get on the dog 'n' bone" (telephone to our Cockney-unaware readers), or via "the blowin' a gale" (Email). Alternatively you can always visit their "flyin' a kite" (Web site)!

New Kite Meeting

A few of us have been flying our kites at Barton Point coastal park which is on the Isle of Sheppy, North Kent. It is just west of Minster on the coast road that goes to Sheerness. It seems to be a good spot for north and east Kent people who find SEKS at Canterbury and Ashford a little far to go. It might also be close enough for all the Blackheath flyers to come to.

I would like to propose a monthly informal (*very* informal) get together on the third Sunday of the month as this will not get in the way of the SEKS flying days, say somewhere around 10.30AM to 1PM. The park is open all day so people can stay as long as they like.

The first date will be 15 July. Followed by the 19 August. Then it's the 16 September. Let's see how it goes!

I do *not* propose to set up a new club but feel it would be nice to encourage people to join either SEKS and/or The Kite Society.

My contact information is as follows:
 Steve Watkin
 22 Knoll Rise
 Orpington
 Kent
 BR6 0DD
 Phone: 01689 837602 or 877604, Mobile: 07748 655201,
 Fax: 01689 603589
 E Mail: steve.watkin@promodels.be

Poole Kite Picnic - 20th May

Almost a repeat of last year's idyllic scene - the wind was a little more fitful, the sun played hide-and-seek, sometimes behind cloud, sometimes blazing from a bright blue sky - I went home with various parts glowing pink, despite lashings of high factor sunscreen and a large (very silly) straw hat!

We did not see anything of the "youth activities" this year - they seemed to be going on at the BMX track, and the newly built Skate Park, both out of sight of the flying area. However, there seemed to be lots of young people with kites, so I think we benefited from tying our picnic to the Poole Youth Services event.

Perhaps the most wonderful part of the whole day was the sheer number of people who came to this "low-key" local event - some from a great distance. As a very small kite club, we feel a deep sense of gratitude to all kite fliers who made the journey to Poole. You know who you are - you have once again humbled us with your generosity, and brightened our lives with your good hearts.

With my appalling memory for names, there is no chance of a comprehensive list of all the lovely people who came and joined in the fun - please forgive me for that! There are a few whose names I am pretty sure of... Pat & Ron Dell made the pilgrimage from Enfield, by way of Brighton where they picked up Simon Hennessy (happy birthday Simon), with his delightful wife and pair of rug-rats (why are little girls so bossy?) and some other nice people from Brighton, whose names I missed. John & Jean Higgins from Sunbury on Thames, and so many familiar faces from Avon Kite Fliers that I completely lost count! Now, one thing about the Avon mob.... it seems that wherever they go, they take some large kites and other very large things that are not really kites as you or I know them....

It only takes one word to describe what they brought this time.... Roly. Until you have helped launch and "fly" this behemoth of the deep (60 feet long and holding 2 tons of air), you have no idea of how majestic it is, when the wind is just right and there are enough people on the rope to hold it without fear of a disaster of Zeppelin-like proportions. I had seen Roly in action before, and helped with some of the AKF "baby whales", but this was the first time I helped assemble the tail spar, turn the beast the right way up, and then hang on to that rope (I soon found that leather palmed gloves are not much flipping use, when the leather is shiny and slippery).

It was awesome, and Roly did his (or her?) bit perfectly - a real tribute to the careful design and many hours of construction that went into the making of this airborne king of the sea. Heartfelt congratulations to all the Avon Kite Fliers responsible for Roly and all the other fine (very large) kites

they brought to Poole - I saw four large Pyros (converted from Paul Morgan mega deltas, I think I heard somebody say), a "top half" footballer and SCUBA diver, as well as a massive flowform with one of the longest tails ever seen at Baiter. There seemed to be a good number of "foreign" fliers this time, an old-time flier from New Zealand, Robert Brasington (who used to live in Dorset, and helped found the Poole club) and a couple also from down under (I think) with a wonderful collection of large cellular kites. They must get around a bit, they joked that the sand on their kites was from Cervia (sp?) in Italy! We were also delighted to see Betty Sacree again, with her family.

As it was a fairly "low wind" sort of day, we ended up with a great many single-liners in the sky, which proves (even to me, as a confirmed two-line addict) that single-liners should be a welcome part of every kite event. There were a few large power kites (mostly 4-liners) but the buggy pilots kindly restrained themselves, which was just as well with all the visitors wandering around!

All the PKF regulars played their part as usual, "Thank You" all - Roy Menage for parachuting teddies, and bringing his giant 4-liners, Nicolas Wadsworth for his tumbling boxes and beautiful Codys in all sizes, the Barkers and all their kites, the Palmers with their roks & diamonds, Harry Douglas and his fighter kites - nobody will forget the sight of him trying to get one to fly up Roly's "rear vent"!!!

James Hartley did very well, selling his own brand kites to the public and we look forward to his donation of a stunt kite, to add to the club collection.

Thank you, thank you all from the bottom of my heart. You helped me out of a very gloomy period (I have been redundant since the end of March) and your kindness will stay with me forever. Thank you to all the lovely people especially those in silly kite trousers, (like mine) without whom this would have been a non-event - I wish I could remember all your names.

Please remember those who could not be there due to illness - especially Roy Stevens who is waiting to go back into hospital to have a knee joint replaced after a bodged operation - our thoughts are with you, and we look forward to seeing you and Daisy out and about again.

And finally... everybody seemed to have such a good time, they were saying "pity it's only once a year..." Well, if there is a convenient hole in the UK kite calendar (maybe due to a foot-and-mouth cancellation) then we can think about a second picnic - watch this space!

Richard Nourse

Pwllhelli (North Wales) - 28th April

Saturday 28/4/01

Flyers started to arrive at the South Beach Pwllhelli at about 9:45am. A long strip of sandy beach with car parking, café and toilets in close proximity. Weather was cold with a flyable off sea breeze. First to appear was Carol & Paul Foreshaw from Yorkshire followed by Brenda & John Purnall (Bristol) and Ron & Pat Dell (Middlesex) who soon had kites of various description flying. Ray Oakhill (Brighton) unfurled a large Don Mock Flowform, Jane & Peter Jones (The Family) from West Midlands and Poole flew ever-moving Indian Fighters around the sky that was filling with colour. Peter Jones was seen minus shoes and socks frightening the fish, dredging for a drowned fighter. In all fifteen flyers were in attendance.

Sunday 29/4/01

The morning started with a few flakes of snow, but

4th Suffolk Kite Festival - 12th & 13th May

All the signs must have been in our favour this year, as everything was just about right for both days. The sun shone, the wind blew and it turned out to be a glorious festival. Lots and lots of people - 6000 according to local reports.

Friday found members of SKF busy setting up the site, staking out the arenas, with lots of notices to be put in place and the club tent to be put up, also saying hello to kite fliers as they arrived and making sure they settled in OK.

When I arrived on Saturday there were several kites aloft, quite a few courtesy of the Beccles Bunch. By the time I had walked around and said hello to everybody it was time to get the events underway, with a lot of help from Paul and Kay Readhead who were running the PA. With John Arnott and the Skydivers from the Thorpe Flyers, also Darkstar alias Brian Cantle flying his three sports kites at once and Team Adrenalize, the power boys from Cambridge, the main arena was soon buzzing with action.

There was also the STACK competitions going on in their arena. I must say I find it quite amazing what can be done with a kite and 'two bits of string' - or in some cases four bits. All too soon it was time for me to go home but from what I have been told some of the best bits happened after I had gone. There was a very good firework display compliments of Force Nine Kites, a BBQ and some Indian fighter kite flying by Clive of the Skydivers, glad to hear you found your touch again Clive.

Sunday started out sunny and windy and did not change all day. As on Saturday the main arena was soon busy with all our stars of Saturday ably

by the time the first flyers had arrived it had stopped. Conditions were cold, the wind had veered to the west but was very flyable. Many kites again filled the sky as more people arrived. Harry Douglas and his good lady made the journey from Poole. Aled & Fiona Lewis (NKG) made a surprise visit, the final festival after an eleven-month globe trot around the world. In all twenty two flyers made the trip. Local families visited us and joined in.

Alcester & Worcester, NKF, MKF, Brighton and Poole clubs were represented. A very successful weekend on a good beach, in beautiful surroundings with panoramic views of the coastline. Crowned on both days by visits from a school of porpoise.

John Southerton

supported by some of the STACK teams namely Team Extreme and X Lines. The public were treated to some pretty fantastic displays of what you can do with a kite.

We also had quite a few sweet drops for the kids, courtesy of some of the Thorpe Flyers and our own Norman Cotterell, the sweets kindly being donated by Force Nine Kites and then if that was not enough we were treated to some magical stuff by Carl Robertshaw, European and World Champion.

Rougham airfield was a WWII American Airbase and there is a very strong association that runs the site as a museum, with the control tower housing lots of interesting items from WWII. Several of the members have authentic American war time uniforms and drive war time American vehicles.

There was also an American Civil War re-enactment group with the old cannons and tents, plus lots of traders and children's entertainments, and with lots of hard work by Philippa and Pat we had a children's kite workshop, with the children making and decorating their own kites. Who knows, they may have started another world champion on the road.

Finally I would like to express my sincere thanks to everybody who helped in any way to make Rougham 2001 a really great festival.

Peter Phillips

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.

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.

More information about The Kite Society, U.K. based kite groups, kite traders and kite events is available via the internet at <http://www.thekitesociety.org.uk>

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

Kiteflying in Singapore

We are relatively new enthusiasts to the world of making and flying kites and it has gripped us with a fierce passion. Many, many hours are spent with string, glue, sticks and material and we have thrown ourselves wholeheartedly into the kite world of Singapore. There is a small and regular scene of oriental kite wizards who build some very elaborate flying wonders out of umbrella parts, washing pole splinters and Tesco bags. Singapore Kite Association (SKA) is most active in the Asia Pacific region and claim many prizes for their international efforts.

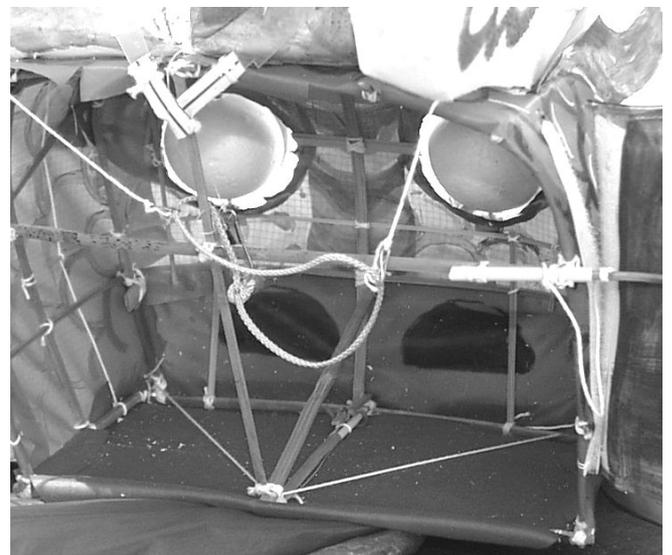
The temperature holds steady between 26 and 35 C every day and night, come rain or shine. Humidity is always high. Us happy residents who live and work in Singapore are further blessed with a double monsoon environment. Good kite flying? No, not at all. His Holiness from Rome moves faster than the wind, a Turkish bath is probably more comfortable and Niagara Falls learned how to pour from the tropical rains of this fair country. The nature loving government plant trees everywhere, bless 'em!

Master Tan lives and breathes kites. His art is supplied from materials collected on his rounds of refuse collection. Mr Go pulls some amazing highflying stunts supported by his professional activities on Wall Street. Mr Ng has been creating and flying kites since the fourteenth century and has a most wonderful and varied collection. Several other SKA members appear on the tiny beach every Sunday afternoon and fill the sky with a myriad of coloured splendour.

Somehow we feel cheats with our ripstop,

wrapped carbon and fancy lines. We fret about the second decimal place of our handiwork. In Singapore, if it flies and looks good in the air, nobody cares how it looks close up. Nobody cares if its made of recycled refuse. Indeed an attitude and skill which we aspire to.

Steve and Rocky Engel



Thankyou

What an absolutely wonderful surprise! It was great to see so many friends at Cleethorpes but when Ann Megrath asked for a bit of hush because there was someone with something to celebrate - I really didn't realise she was talking about me.

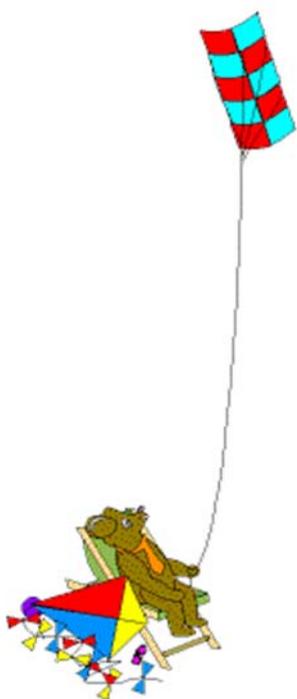
Jerry gave me a jab in the ribs and said I had better get up.

The cake was absolutely brilliant - who could realise we like Teddy Bears! And presents, and people singing Happy Birthday.

It was a 50th to remember so thank you to everyone who made it possible - it really was a wonderful surprise.

With love and all my thanks

Carolyn Swift



Middle Wallop Kite Festival 4th & 5th August

On the A343 Andover to Salisbury Road (Hampshire). 10 am to 5 pm both days.

The Year 2001 Middle Wallop Kite Festival is DEFINITELY ON!! (thanks to all of you who helped make it successful last year).

We have managed to keep the entrance fee of £2 a person (children under 16 get in for free, and the money goes to the upkeep of the Flying Museum, the same as in previous years). Camping is available on the Friday and Saturday evenings for a small fee, in the designated area, for those who want to stay on site.

There will be a licensed Bar, with reasonable prices (including soft drinks and nibbles), as well as food traders, one of which stays open for as long as needed — for those of you who have been before, you know George well!

As I'm sure a lot of you already know, there are 800 acres of fly-

ing space -- England's Largest Lawn! --, of which some will be allocated for buggying (please adhere to this!). Provided you have B.B.C. Insurance, there will be no charge to buggying.

We will have a Kite Workshop for the kids, parachuting teddy bears, a round of the STACK League, tandem buggying rides, and a general fly for all, no arenas, just lots of space.

For all you single line fliers, bring your kites-large or small- and lets fill the sky with colours!

We want to make this another good weekend, so please come along and give us your support. See you there!!!

Contact Roy Broadley (Kites Up) 01256 812487 or Mike Shaw (BBC) 07768 765887 for any further details.

Teston Bridge, Maidstone 11th & 12th August

A few years ago at Teston we had an impromptu Gibson Girl fly-in and 4 were flown together. It seemed quite unique at the time. Many World War 2 airfields were based in Kent, Manson and Biggin Hill to name but a few.

Kent was known as "bomb alley", as bombers on their way back to Germany, that had any bombs left, would drop them indiscriminately on Kent. The people of Kent suffered quite badly. So Kent played a big part in World War 2.

So as a tribute to Kent and its' people let us see how many Gibson Girl kites we can get together on the weekend and have a mass fly -in.

If you have one, or perhaps two, and would like to join in then do come along and see if we can set some kite of record together.

See you there - Pat and Ron Dell, Kiteability

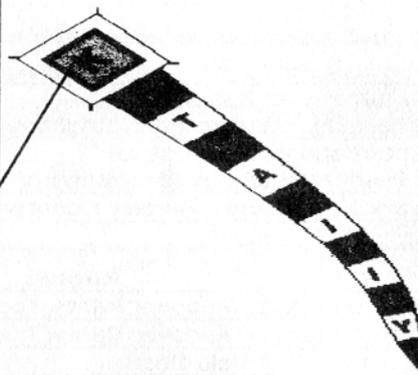
July		
21	Tewkesbury International Kite Festival Brighton Kite Festival, Stanmer Park, Brighton.	Neville Wing Simon Hennesey
22	Tewkesbury International Kite Festival Brighton Kite Festival, Stanmer Park, Brighton.	Neville Wing Simon Hennesey
29	2nd Shipley Park Kite Festival, Shipley Country Park, Heanor, Derbyshire	M.K.F.
	Dunstable Downs Kite Festival.	Dunstable Kites
August		
4	Middle Wallop Kite Festival, Andover Hants. Includes STACK competition.	Kites Up.
5	Middle Wallop Kite Festival, Andover Hants. Includes STACK competition.	Kites Up.
	Royston Kite Festival, Therfield Heath.	Ken Charles 01223 207213
	Milton Keynes Kite Festival, Campbell Park, Milton Keynes.	Info@mkparks.co.uk
11	Teston Bridge Kite Festival, Maidstone, Kent.	Kiteability
12	Teston Bridge Kite Festival, Maidstone, Kent	Kiteability
18	8th Coventry Kite Festival.	M.K.F.
	Taunton Kite Festival, The Racecourse	Lawrence_Rayment@hotmail.com
19	8th Coventry Kite Festival.	M.K.F.
	Taunton Kite Festival, The Racecourse	Lawrence_Rayment@hotmail.com
25	Portsmouth International Kite Festival, Southsea Common, Hants.	The Kite Society.
26	Portsmouth International Kite Festival, Southsea Common, Hants.	The Kite Society.
27	Portsmouth International Kite Festival, Southsea Common, Hants.	The Kite Society.
September		
1	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
2	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
9	Hunstanton Kite and Classic Car Fair, Norfolk	Bryan Cantle

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Avril Baker	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002	www.kite-festival.org festival@kite-festival.org
Martin Corrie		01206 299560	
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Neville Wing	9 Howard Road, Tewkesbury, Glos GL20 8QX	01684 295132	neville@nwing.fsnet.co.uk
Great Ouse Kite Fliers	27 Milton Way, Peterborough, Cambs PE3 9AP	01733 269687	Gokf@tinyworld.co.uk
Force Nine Kites	40/42 High Street, Clacton, Essex CO15 1UQ	01255 221059	Sales@fnk.co.uk
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White Horse Kite Fliers	P.O.Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	Dajjmj@tesco.net
Kreative Kites	4/5 Sadlers Court, The Broadway, Newbury RG14 1AZ	01635 528400	
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Proprietor: Mrs P Dell

Instructions for the Indestructible Kite

Since I started flying kites some three weeks ago, I have found them to be rather delicate being made from such materials as tissue paper and bamboo etc. This has caused me considerable stress and despair and after being released from hospital I set about creating my indestructible kite.

To make this kite you may need some tools and materials not usually used in making a kite. First you will need an arc welder, and a flame cutter. You will need to cut the pattern for a single line delta about 6ft wide and 8ft in height, from sheet metal about 1/4" thick. After cutting remember it may be hot so wear gloves. Now you will need 12ft of one inch diameter steel rod, cut into two pieces, one 4 ft long, one 8ft long. Now weld the two triangles to the 8ft rod, a class a weld is best (a short course in welding may be available at your local college).

Weld the 4ft long rod across allowing a little slack to allow for the dihedral effect. Now attach the keel, drill a small hole to attach the flying line.

You are now ready to fly your kite. I recommend one ton breaking strain line. I fly my kites on a steel hawser which can be obtained from your local ship-wright. When flying this kite landing may cause large craters in your flying field so take a shovel with you when flying. A two line version of this kite can plough a field in two hours when flown by an experienced flier.

Plans for the project are available from me for a small price of £4,000.

Writers name withheld!

[Sent in by **Mr M R Milsom**]

Delta Kites - History, Development and Design

By George Webster

Definition: A definition of a Delta is "A kite with two wings swept back leading edges, each stiffened along a least part of it's leading edge. There is a keel or spine that results in each wing having a conical section in flight. The distance between the outside edges of the wings is determined by a spreader bar".

References

¹Kitelines, Winter/Spring 1981. "You asked what is a Delta". A good account of the history and development of Deltas up to that point. Plans for 6 Deltas. Also the basis of a definition of Delta kites.

²Kitelines Winter 89/90. More on the role of Wilber Green and friends producing the Delta.

³Kitelines, Spring/Summer 1997. Tosa Dako. The ancestor of the Delta.

⁴Mark Cottrell, The Kite Store Book of Kites. Pages 34-36 deal with determining the tow point and the layout of a standard Delta. Pages 8-9 for a swept wing Delta.

⁵Neil Thorburn. Super Kites 3 1991.

⁶Dan Leigh Delta Kites. <http://www.deltakites.com>

⁷American Kite, Fall 1988. 'An interview with Francis M Rogallo, the man who invented the flexible wing, the hang glider and succeeded in mating a jet with a parachute.

1 Introduction

I have decided to write about deltas because the first kite I made as an adult in 1979 was a Delta and since then they have given me hours of pleasure. They are graceful and they usually fly best in the light winds that I most enjoy. Easy to assemble, just insert one spar. Easy to make too. This article is not written to allow someone who has never made a kite to go out and buy the materials and make one. Rather it hopes, without being "too scientific", to tell most fliers a little more about a kite type which many of us own. Perhaps also to get builders interested in new configuration and new types which they could try.

2 History

concerned with single-liners. The origins of the Delta kite are not entirely clear, which is odd for a kite which is less than 60 years old. Most fliers probably think of Deltas simply as one of the kites which have come to us from 1948 – 63, that amazingly fertile period for kites in America, being a descendant of Rogallo's Flex Kite (1948). Other radically new kites were the Allison Sled (1950) and Jalbert's Parafoil (1963). Where would our children's workshops be without sleds? And where would our kite festivals be without soft kites?

Books usually say that the Delta is descended from the Flex Kite and that hang gliders, also developed from Rogallo's work – which advocated that wings should be flexible and allowed to have their shape influenced by airflow, not the rigid struc-

There are references, listed on this page, pointers (A-D) which refer to drawings on the Diagram Section plus a set of kite plans chosen to illustrate points made, particularly section 3. I suggest you look at them now as I haven't made detailed references to the appropriate plan as the point arises. Too complicated.

This is a modified version of an article originally published in The Highflier. Thanks to Harry Peart of the North East Kite Fliers. I sent the history section to Valerie Govig of Kitelines – she said she enjoyed it – so at least she didn't disagree.

I wouldn't have been able to write much of this without reference to old copies of The Kiteflier and Kitelines¹. I'm only

tures of traditional aeronautics. Mind you a true Eddy kite has a very curved aerofoil, but that is a different story.

The Rogallos built the first totally flexible kite in 1941, patenting it in 1948. It was sold largely as a specialist toy in the 60s. But unlike Deltas as we know them it had no stiffening by struts at all, just a crease in the plastic along the centre line and it used multiple bridles to hold the fabric in shape (originally 28 lines, later reduced to 4). So don't look at the definition above, because unlike our Deltas it had no keel, no spreader bar and required a tail, probably because of the shiny plastic used.

The closest descendant of the Flex Kite was the Glite, a commercial plastic kite on sale in the 80s which used a solid nosepiece to fix the angle between the keel and the wing

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leading edges (A). A nose-fitting to pre-form the dihedral was used later with Peter Powell and Rainbow stunters. The legendary Russell Hall (1964) is a low aspect ratio kite which allows slack wings to take up a conic section but requires a considerable tail, and in my experience a locksmith's delicacy to set the bridle correctly.

Undoubtedly the first commercial Deltas were manufactured and sold by Fantastic Kites (which became Gayla Kites in 1961). Wilbur Green of Fantastic Kites was the patentee in 1945/6 and the main part patented was the keel. He had started in kites by designing Western versions of Oriental kites and saw an illustration of a Chinese bird kite with a keel. In 1963 Al Hartig (known as The Nantucket Kiteman) made a Red Baron, a cloth version of a modified red Gayla kite. Soon one of his friends used rip-stop nylon. Hartig obtained a patent in 1967 and his cloth Deltas became the basis for the kite we know today.

The name "Delta" seems to have been coined for one of his kites by 1966². So of the three 'essential' features of a

Delta; the flexible wing doesn't seem to have been derived from Rogallo, and Wilbur Green has claimed that Gayla kites were sent to the USAF before military work on the Rogallo wing and hang gliders. The keel came from a rather unusual feature on an Oriental kite (some Thai kites also have keels) and the spreader being loose enough to allow the wing to respond to the airflow might have been no more than the result of requiring a 'push fit' way of setting up a kite which had to be collapsed for marketing.

This account has tried to explain the development of the Delta in America, however, the world wide range and antiquity of kiting means that inevitably it can be shown that features of the Delta exist elsewhere. The most similar kite is the Japanese Tosa Dako³ which is basically a square plan flown on a corner, multi-bridled down the centre line. No keel, and with two or three spreaders set at about the point found on a Delta. The design has the Delta advantage of being easily rolled up with the spreaders removed, unusual for a Japanese kit, but shared by the Rokkaku. Two spreaders might seem odd, but Nishib-

yashi's aeroplane Delta uses this method. Keels were also known to Western fliers before 1946. I am not sure when Brookite first used a keel on a kite but I remember seeing a plan for a Malay type kite with a keel in a pre 1914 model maker's magazine (an old copy). Woglams (1884) pleat down the centre line of a slack covered Eddy type kite produces a keel in flight.

Delta kites were being experimented with and developed, initially by American fliers through the 1970s and perhaps the most fruitful time when Delta variants emerged was the decade from the mid-70s. But it is interesting to note that Wagenvoords well known book of 1968 doesn't mention Deltas by name though it has a photograph of a Hartig Delta in Central Park, New York, but it does refer to 'dart shaped floaters'. Delta kites are of course in Pelham (1976) where it is recommended that they should have an aluminium spine to cope with them being temperamental in tricky ground winds. And I have met a flier who tried to build a Delta from Pelham in the 70s, didn't notice that the wing spars did not extend to the nose and found it wouldn't fly.

3 Delta Variables

In this section I'll look at the components of a Delta, e.g. Keels and wing shapes.

Materials and construction methods. First a few thoughts about materials and construction methods. The first (Gayla) Deltas were, of

course, made of plastic while the first Hartig didn't use Rip-stop nylon because it wasn't generally available. Many Delta designs still use plastic, partly because it is cheap (free, when reusing plastic carrier bags) and partly because it can be light and colourful. Ultralight designs can be made using aeromodeller's materials or even silver survival blankets. Another ad-

vantage of plastic is that both wings can be cut at the same time ensuring symmetry.

Delta designs now use rip-stop nylon or similar which enables wonderful patterns to be created, however, life can get complicated with material which has two different surfaces, but where in order to control stretch each wing must be cut with the grain at

Delta Kites - History, Development and Design

right angles to the leading edges. There are some good printed fabrics, rarely used nowadays, which would make interesting kites.

Fliers who design their own Deltas might well encounter the two main problems. Deltas with long leading edge spars and with spreaders near the nose tend to glide and over fly. Deltas with a high-aspect ratio are prone to slide off the wind. Both might be helped by using a porous material.

Regarding size of Deltas. I have never seen a Delta of below 6 inch wingspan flying well without a tail. I've seen a 42 foot span Hardec. I've seen plans for an American 29.5ft plastic and bamboo (terrifying) and I have understood from The Kiteflier, October 2000 that the world single kite altitude record was broken by a 30ft, 18ft high Delta.

For a long time spars in Deltas were exclusively wood, except for drinking straws etc in the small/lightweight versions. The only spar which usually comes under great strain is the spreader bar and it has to flex evenly. Some designers claim that a wooden spar which flexes and breaks in heavy winds is a safety feature. Apart from safety problems caused by a shower of broken spreaders under a flock of Deltas caught in a sudden burst of wind there are ways of reducing problems from wildly flexing spreaders.

If you have designed the kite so that normally there is, say, 6" between the centre of the spreader and the top of the spine, then you can incorpo-

rate a 6" loop into the top of the spine sleeve to control how that spar bends. This still allows the spreader to flex fore and aft. If required this also can be controlled by fixing a fin to the top of the spine with a hole to take the spreader at 6". (A possibility would be to develop this "dorsal fin" to provide directional stability needed, to omit the usual keel and to bridle directly to the spine).

You might, of course, decide to move to fibre glass or carbon fibre, the latter with no flex removes the compensation of a flexed spar in high winds, but it will save weight in kites where performance is worth achieving even at considerable extra cost.

Construction. Apart from getting the grain right, the only interesting construction method for Deltas has been how to attach the spreader bar to the wing edges. Recently, purpose built fittings have become available which have rather spoilt the fun and are considered by some to hold the wings too firmly and to interfere with flexibility. You will get some idea of the variety of methods used if you look at the plans available. I have fond memories of Jon Bloom's Stacked Delta which used curtain hooks pushed through punched brass eyelets, and also Earnest Barton's aluminium tubing beaten out flat at one end, pierced and sewn via a leather patch.

Keel. The keel of a Delta is seen as providing both directional stability and the appropriate tow point. It is thus determined by the size and form of the wings. Keels also serve to spread the pull of the

kite across part of the length of the spine (so if it was decided not to have a keel because directional stability was being gained in some other way, then a stronger spine spar would be needed). It is generally accepted that keels should be 8 – 10% of the sail area, probably less if the spreader is quite slack, more if the kite is to fly in string winds and so some Deltas have keels that extend aft of the sails.

If you are sure of the bridle point then the keel is usually made to have a 90 degree angle at the bridle point (bottom point). The keel is made of two pieces to allow the grain of the fabric to be at right angles to each edge (B). It is possible to calculate precisely the best size of keel for any Delta plan⁴ but if you are doing it by trial and error you might find (C) of value as this enables the tow point to be varied while still keeping the keel taut, you can also use the Fred Broadhead solution, Kiteflier April 1999. Although the effect of moving between tow points on the same keel (customarily three) found on some kites to allow for different wind conditions may be useful, an unsightly, flapping keel can result.

Variations of the standard single keel include:

Helen Bushell's Tre-foil Delta. The bottom line of the keel has a straight spar with a single tow point. In some versions the top of the keel is stitched to provide an aerofoil shape to the wings.

Having no keel: The Owl Kite is keel less and gets directional stability from the central arch and slotted apron.

Delta Kites - History, Development and Design

Having a double thickness keel: Invented by Dan Leigh and now called, I think, a Pop Fin, the keel has an open front edge which gapes when the wind drops, fills with air and reduces the kite's tendency to glide.

Twin Fins: I found my Owl kite's stability much improved by adding two fins along the lines of the V central spars.

Tunnel Keels: Various designs of tunnel keel have been produced, some rather like sewing together the two fins above. Others are tunnels which may taper to the front or aft.

It is probably possible to provide directional stability without using a keel, e.g. by the use of a drogue, a tail or by using a swept wing plan, but only the last solution avoids lost efficiency through increased drag.

Plan. The plan of a Delta includes not only the wing shape but also the length of the wing spars and the position and tightness of the

spreader bar. It is possible to set out the range of different dimensions of a Delta with a nose angle of about 90 degrees (Ref 4 again). Briefly the wing spars should be about 70 – 80% of the wing length and the spreader should be set 35 – 40% of the distance from the nose along the wing leading edge.

There is an almost bewildering array of plan shapes which have been used at one time or another for one purpose or another. Bi-plane and even quadraplane Deltas have been built. A good collection of plan types, with notes concerning their characteristics can be on the internet⁶ Dan Leigh is the maker of 'Dan Deltas', for many years the acknowledged leader of craftsmen made Deltas in the UK.

Generally, high aspect ratio kites are slower and provide more lift than low aspect ratio kites. (Here I am using aspect ratio in the crudest sense of: Width (height) of the wing centre line divided by the distance from wing tip to

the centre line).

Wings with swept forward trailing edges use less spar length for a given wing area, but I'm not sure about lift. Many American Deltas use slipped wings with trailing edge flaps and wings with concave cut trailing edges. Kite can also be found with 'frilled' edges, V cuts from the spine to give a butterfly look etc. But remember that even in rip-stop the trailing edges need to be finished if it is going to do a lot of flying.

The range of wing shapes seems to be endless. I'll say a little about two of them. Firstly there is a very rarely seen swept wing Delta design (Ref 4). Secondly there was at one time an unofficial competition for the highest aspect ratio Delta (early kites were about 1-1). My best was 2-1 but I have seen 3-1 with a batten in the wings. More than that would, I think, need a drogue. Finally a Delta can be rectangular (D) Very quickly from the mid-seventies designers combined the Delta characteristics of a

4 Delta Variations

spreader, which allows wing flexibility with older 'Kite Body' designs: Here are some of them.

Delta Conynes

Why triangular Conyne centre sections work so well with Delta wings I don't know, but they do even though Conynes were developed to fly at a different angle in stronger winds. The Marshall Delta Conyne was a famous high performance American kite of the late 70s. Instead of the usual two cells the Dunton

Delta Conyne has a single open ended triangular centre section (more Bells than Conyne?) and has an excellent record in altitude sprints.

Stacked Deltas

Perhaps the most inventive combiner of Deltas, boxes and sleds was Neil Thorburn⁵ whose Stacked Delta used a Conyne centre section, has become a classic and has been modified to be many things, from a Christmas Tree (graduated wings from small to large) to weird monsters.

Delta Boxes.

These are not often seen but there have been boxes flown from one corner with Delta wings added looking rather similar to Edwardian jibbed wing boxes.

Delta Sleds

Again, Thorburn has done it but the most sophisticated combination of just Delta wings with sled is Stormy Weathers "Winged Victory" also with a fine sprinting record. Would we classify the Washington Friendship kite as a winged delta?

Yacht Delta.

Delta Kites - History, Development and Design

Before we come to kites where the Delta principle is used with a modified plan and wing shape we should mention this kite. Think of a Delta triangle as being a side view of a yacht hull and sails then add a fringe across the whole trailing edge width to suggest the sea.

Bird Kites

While even in the west "Bird

Kites" pre-date the development of the Delta, it is true that the ability of delta wings to flex and move are admirable qualities for a good bird kite. Stan Swanson's 10ft Condor remains on the edge of Delta design. Joel Schultz's Parrot kites are wonderfully colourful yet simple and easy to fly. More than one design of Seagull claims to have fooled the real birds. George Peter's birds somehow manage to combine vibrant colour, grace and be-

ing massive.

Aeroplane Kites

There have been one or two aeroplane kites based on Deltas. A plan by Nishibayhashi is included. I scaled mine up to 51" long by 88" span and am still waiting for there to be an ugliest kite in show competition for me to win.

Somehow it seems that more than any other kite of kite Deltas lend themselves to be-

5 Delta Plus

ing 'messed around with'. I am a founder member of SPCD (Society for the Prevention of Cruelty to Deltas) the main form of cruelty is to fly them in high winds. In America, from my limited experience, Delta also have spinning drogues added (1 off the spine and 1 off each wing tip). However, one of the most effective changes of recent years has been French, where the basic, rather floppy Delta, has been transformed

by a 20ft or longer painted training edge to each wing, done in a light trailing fabric.

Deltas can be flown in train, this is slightly complicated as unless a no-keel design is chosen there needs to be a slot in the spine to allow the line to go from one keel point to another.

You can also fly several small Deltas as a 'flock'. I have done this with six small (3ft) kites attached by 12ft lines at 25ft intervals on a main line

with a 6ft Delta leader kite.

You can also piggyback. Done correctly, you need a slot arrangement required for a train but if the difference in size is large enough (eg from 3ft to 8ft) you can simply attach a short line from a small kites keel to the centre of the spreader bar of the large kite. It reduces the flying angle but it can look interesting.

1 Kite workshops for children quite often use simple deltas although it has to be

6 Using Deltas

said that getting symmetry can be a problem and sleds do now seem to be more popular.

2 Lifting, although soft kites can be more powerful in anything more than a light wind and a high flight angle can be a problem, the fact that big Deltas are easy to use and deal with a wide range means that they have been widely used for lifting cameras and fauna drops.

3 Fishing. Using kites for fishing is widespread throughout the Pacific. "Benny's Kites" of Auckland, New Zea-

land make a fishing Delta. It has plugged hollow spars so that it floats. Users are advised how to get the kite to fly at an angle to allow the hooks to be pulled out to sea even with a wind parallel to the beach (attach a shopping bag on a line to one end of the spreader bar).

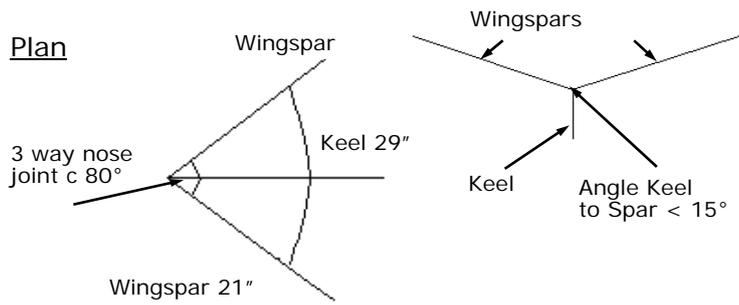
4 Stunting. While I'm not dealing with the whole line of sports (or stunt) kites which are said to be Delta based it should be mentioned that 10 years or so ago there were specially configured and bridled deltas (eg Gryphons) which were slow and graceful 2 line fliers. Glites could also be set up for 2 line flying.

5 Falcon training. This is the most unusual use of Deltas known to me. The birds are kept fit and learn how to fly higher following a lure fixed below the kite⁶

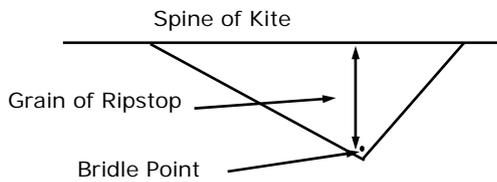
6 Highflying. According to the Kiteflier, October 2000, Richard Synergy on 12.8.00 flew his Delta to 'not less than 13,600ft' breaking a disputed record that has stood since 1898. Not bad for a 'dart shaped floater'.

A) To show layout sketch of a Glite

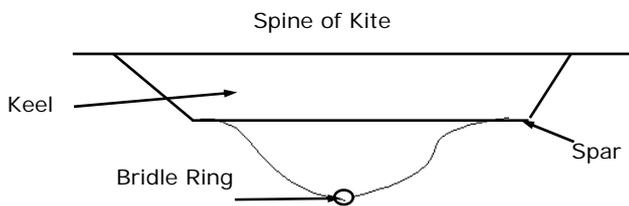
Plan



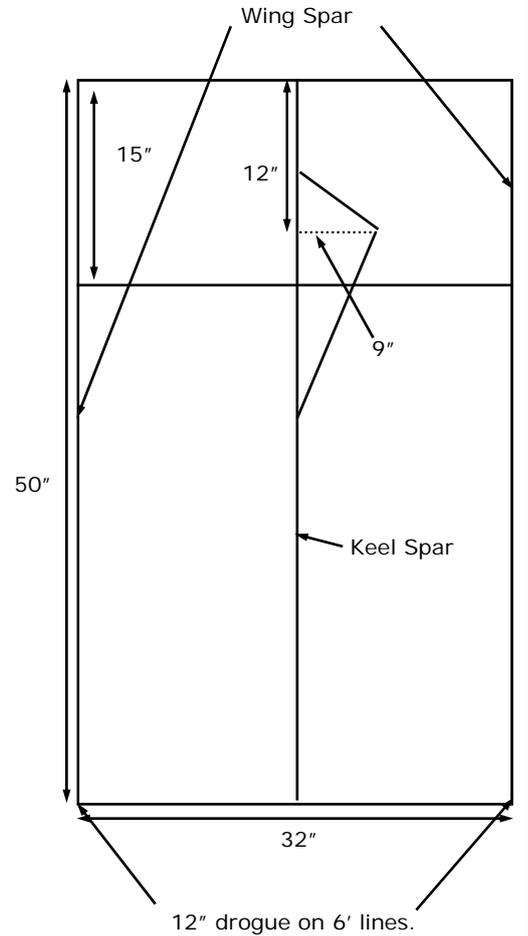
B) To show preferred keel construction



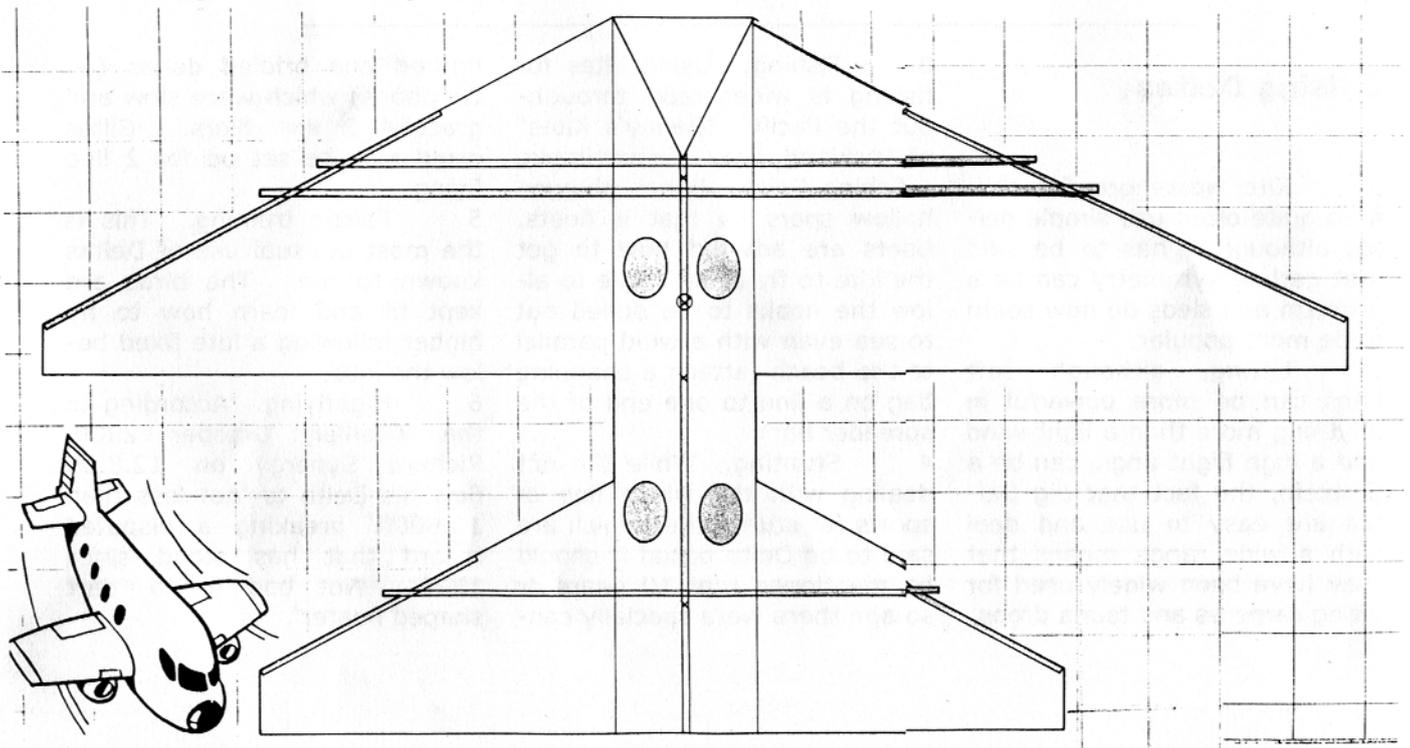
C) To show a keel with adjustable tow point

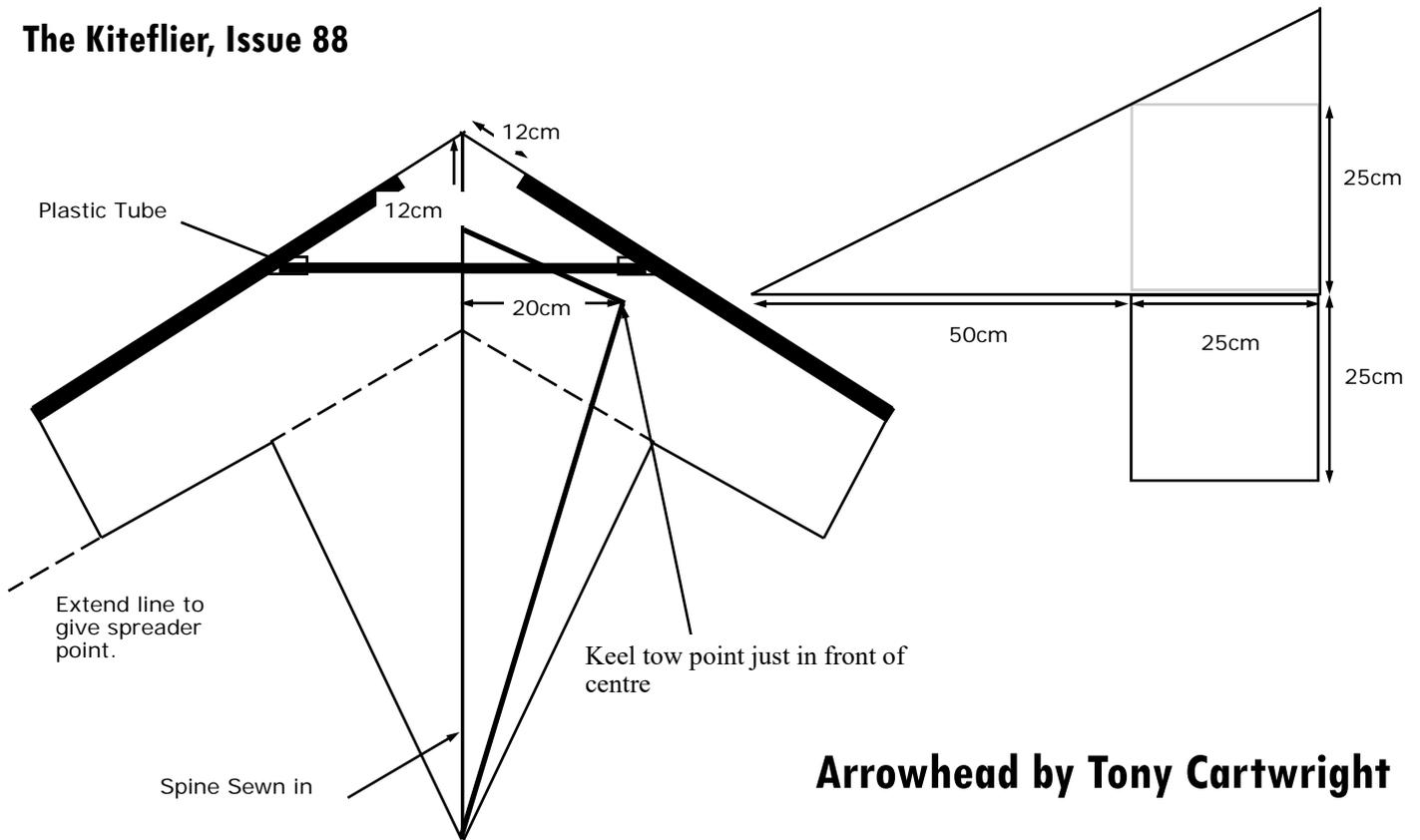


D) My version of Bob Quinliver's Squared Delta. (My kite won't fly without the drogue fitted to the trailing edge of each wing spar.



Nishibyashi Aeroplane Delta





Arrowhead by Tony Cartwright

The Arrowhead was born out of necessity of requiring a quick assembly kite. The shape I had been doodling for many weeks, the first prototype was drawn up, cut and sewn up in one evening. It was based upon a 25cm square. To scale it up is a simple geometric exercise. I have just finished one in a 40cm grid and am planning a 100cm scale. The flying tow angle is guaranteed to give you a neck ache.

Silver Zephyr

This plan uses Silver Polyester Survival Blankets

To attach the keel, lay one wing down flat, position the front of the keel 5 7/8" behind the front point of the wing and glue the hem of the keel to the joining hem of the wing. LET IT DRY.

Lay the second wing over the first and position temporarily with masking tape. Run a light narrow bead of UHU along the upper joint (above the spine line) touch the other wing to it and LET IT DRY.

Lay the spine in position, run another light bead of UHU along the lower edge, touch together over the spine and LET IT DRY.

These LET IT DRY sessions are important, if they are neglected the parts may move and cause unwanted flight variations.

To close the pockets on the wing tips, nose and tail of the spine, fold the polyester over the spar end and secure with a narrow strip of carpet tape. For replacing spares, the tape peels back without damaging the polyester to allow access to the pocket.

At the front of the leading edge spar, a few stitches across the seam taped afterwards will prevent the spar from wandering.

It could be quite an advantage to reinforce various areas of this kite using a vinyl freezer tape (less prone to damage from damp) available from freezer centres or Lakeland Plastics Ltd. Vulnerable areas are:- leading edge from nose to just beyond the start of the leading edge spar, front edge of the keel, up under both wings and across the junction of the wings at trailing edge.

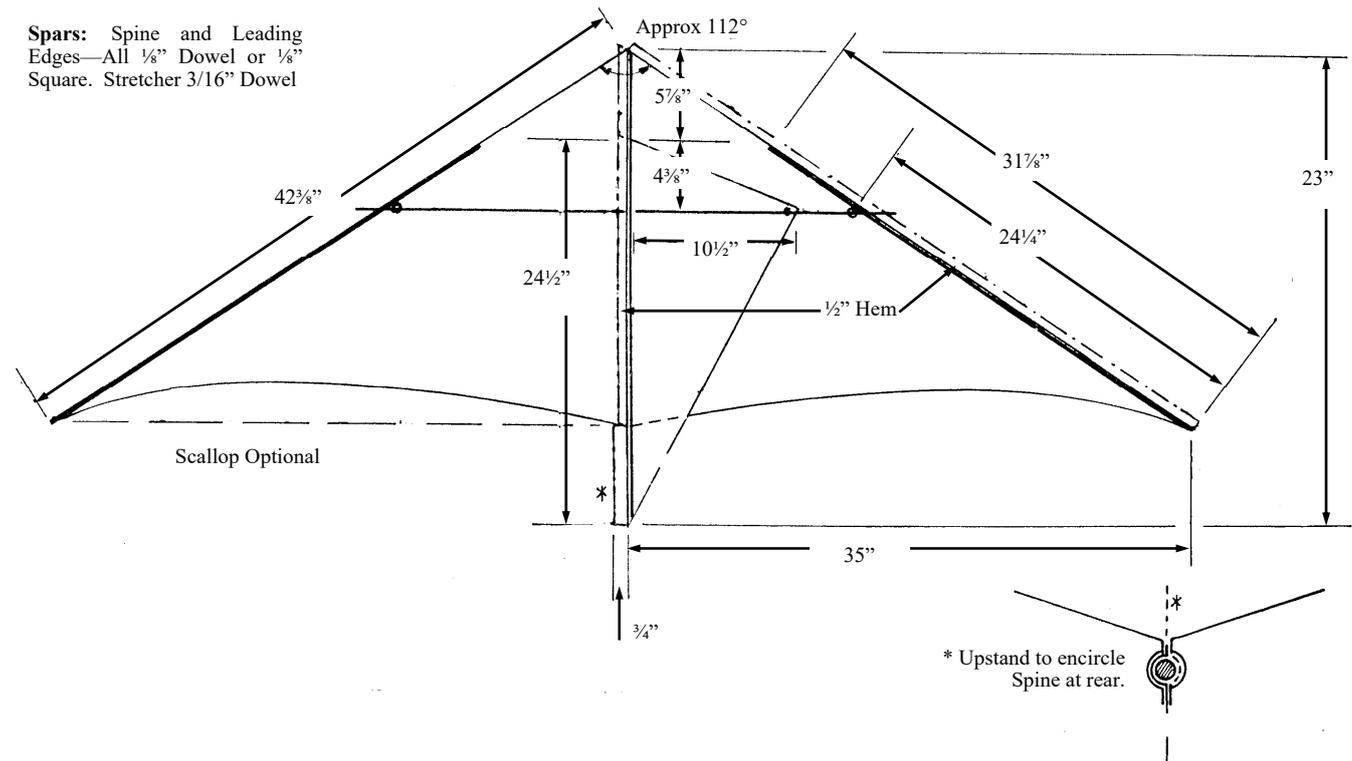
Carpet tape patch reinforcements for stretcher bar eyelets and also for the tow point eyelet.

The 3/16" diameter stretcher may seem too frail, but don't beef it up or restrain it, it is a safety link. If the wind gets too strong the kite may be wrecked or break away, but before that happens the stretcher will bend and break bringing the kite down safely.

If you wish to scallop the trailing edge feel free, it looks nice but is not essential. All my recent Silver Zephyrs have had straight trailing edges and the fly beautifully.

I usually fly the kites on 8lb line. When flown in a light breeze it will take off easily from your hand and take line as high as you like.

David Bloom



10th International Kite Festival, Portsmouth 2001

The Portsmouth International Kite Festival takes place on Southsea Common, Southsea, Hampshire on Saturday 25th, Sunday 26th and Monday 27th August and is jointly run by the Kite Society and Portsmouth City Council. The site is a large grassed area and there are many local facilities including a leisure centre - so plenty to keep the non-flier happy. At the same time the International Festival of the Sea is taking place in the dock area.

Saturday and Sunday will have a full programme of arena displays and demonstrations with Monday, once again being a relaxed informal day with no planned events. The event will run along the normal lines and if anyone wishes to put on a display for the public then please contact us before the event so that we can timetable your demonstration in.

Some of the confirmed attendees are The Flying Squad Kite Team with their spectacular Sports and quad line displays, the Avon Kite Fliers, Al Sparling from the USA with his large display kites, Generation Kite Club from France, Marco Cassadio with his mermaids, Rolf Zimmermann with his inflatable kites, Team FLIC with the Revolutions and other kites, Carl and James Robertshaw plus many others yet to confirm.

Free parking is available for KSGB members and the pass below should be displayed in your windscreen. Please photocopy the pass as required. You will be able to unload your vehicle on the site but PLEASE, once unloaded, move your car to the car park behind the craft marquee. There is NO parking around the arena.

For details of local accommodation please contact the Portsmouth Tourist Centre on 023 9283 8382.

Finally, kite traders are welcome to attend the

event and the cost for 15ft frontage (and under) is £150 and over 15ft £225. This covers two or three days trading. Please note payment is required **before** the event. Pre-booking is essential. Send cheques, made payable to The Kite Society with your booking to the editorial address.

A full timetable and additional details will be available on the web site shortly—
www.thekitesociety.org.uk

SKY STAGE PRESENTS AT PORTSMOUTH THE ANIMAL KINGDOM CREATURES REAL OR MYTHICAL OF THE SEA THE LAND And THE SKY

Please bring for this display: -
Chinese insects/ birds, Peter Lynn Octopus's, Martin Lester Snow Goose, Stan Swanson Elephants, Sky Delight kites, Tim Benson's Bees, the list is endless.
If you have more than you can fly at once, still bring them!! We will find volunteers to help you, lets fill the sky.

Remember our motto "*Give your collection a chance to fly*"

If you get a chance please drop a line, fax, e-mail or a telephone message, with details of your kites, it will help us prepare.

Otherwise see you at Portsmouth.

Thanks Tony "TC" Cartwright, 70 Pierson Rd
Windsor SL4 5RF 01753-866642, Fax 01753-675469 e-mail tc@rokmaster.freemove.co.uk



Kitefliers Car Pass

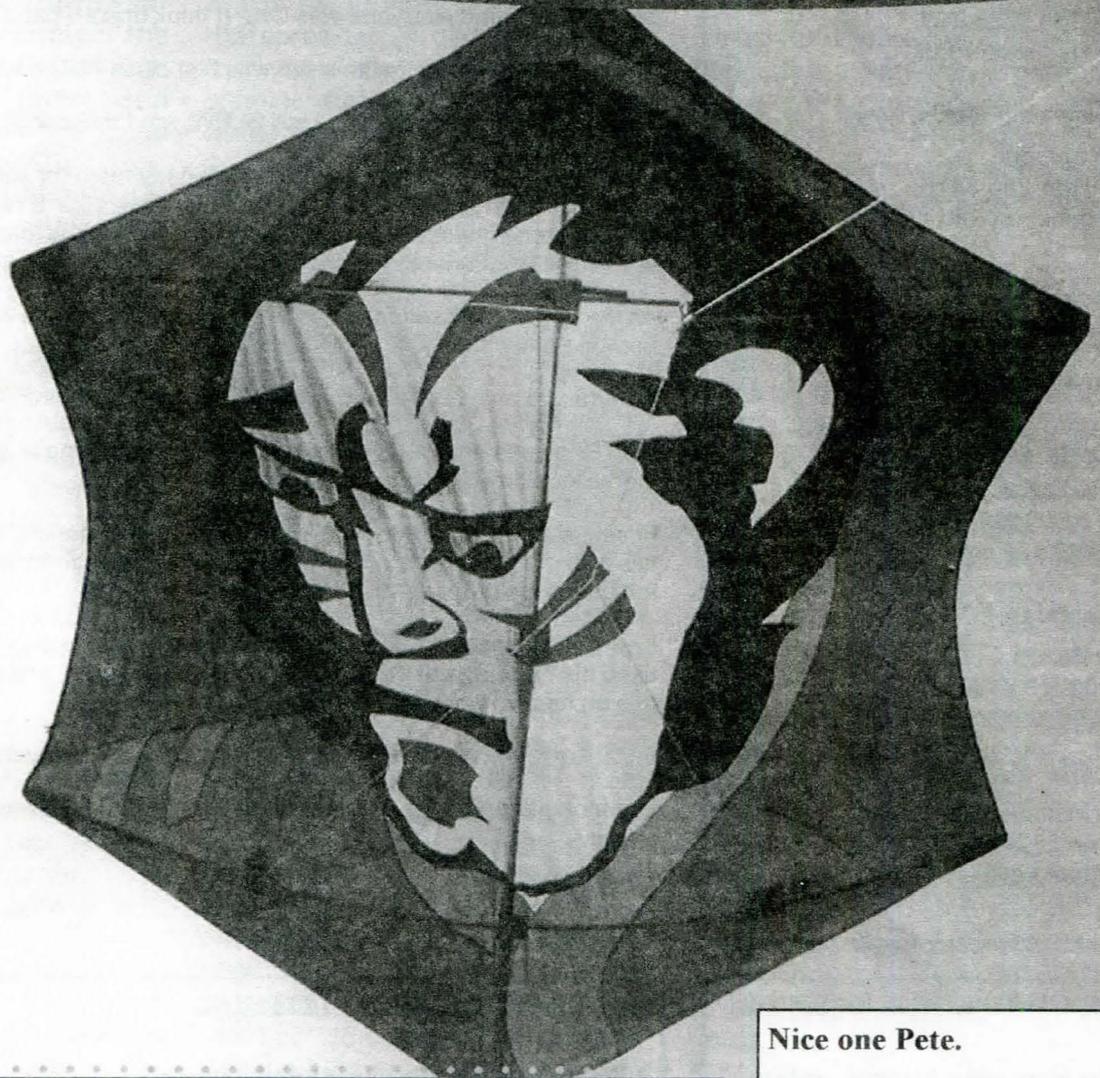
Portsmouth International Kite Festival
25th, 26th and 27th August 2001
Southsea Common, Portsmouth

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

June 2001

MKF EXTRA

The Extra Newsletter of The Midlands Kite Fliers



THE MIDLANDS KITE FLIERS

Foot & Mouth - Still a threat?

No longer the height of media and public attention, the Crisis, we are told, is now under control and diminishing.

A great many places are now open again for us to fly, and events are coming back onto the calendar (if a little re-scheduled).

Nevertheless, not all of the local parks and rights of way are open, and in certain areas, restrictions (and £5,000 fines) still apply.

Please be aware that your local flying site may still be affected, and think before going to fly.

If possible, seek advise on a site before using it, and lets other people know if a site definitely is, or is not available for use.

Some events have been cancelled completely this year due the huge overheads involved, and some have been curtailed, but as this is written some events are still uncertain. Always check before

Nice one Pete.

The kite (above) on display at Cleethorpes for the first time, is a Rokkaku collected by Pete Slater on his recent globetrotting vacation.

Who says we have to make all our own kites? And at the price he paid for it in the Far East. I wouldn't bother making it either.

More of Pete's travels in the full Newsletter.

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WOW... WE CAN FLY AGAIN!

Arrived at Charity Farm just before 10 o'clock and about 50 yards in front of Dennis and Biddy!

Would you believe it the sun was shining and the wind was blowing 5 mph. (yes it was correct after checking it with my birthday pressie, a Kestrel wind meter!)

No sooner had I put the notices in place many members started to arrive, John & Iris, Fred & Ivy, Dave Salmon, Jim Cronin, the Tamworth 4, Roy Ashton (Good to see you again after your illness) followed by a string of members you all know.

After erecting the banners and my cabana (Thanks Jim) I went around this lovely site checking that everyone was OK. (I think that's what a steward should do)

The overall view was that this site was first class AND could we use it more often!

The sun still SHONE, the wind still BLEW, am I dreaming!

Finally at about 12 o'clock I actually joined my team for some hard and concerted practice!!...Although there were only three of us, SKY SYMPHONY certainly created some interest with our display, using a unique idea from Dave salmon; all will be revealed later in the season.

As the day progressed many other members arrived Jim & Jewels, Alan & Lorraine.(they have just become engaged!)

Congratulations, to you both from all your friends at MKF.

With Bi-planes and other aeronautical structures flying in and out, we all had a marvellous day. ...(Why did you miss it?)

Finally as the sun went down, I calculated the car parking fees and after checking this with our Chairman, agreed that £20 should be given to Ken Broomfield for the use of his property that day.

Ken was pleased with the turn out and said he would only be too delighted if we used his Farm again! £20 plus.... You've guessed it, one of my hammers, for use on maintenance of the aircraft!

6.30 Arrived home in a heap! All this practice is too much!

I cannot guarantee the Sun & wind at every event I Steward! BUT! Watch this space.

Graham Binney

© MIDLANDS KITE FLIERS, 2001

Whilst every effort has been made to ensure the accuracy of the information in this magazine, neither the editor nor the club officers accept any responsibility for errors or omissions or for any consequences arising from reliance on information published.

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Cover Picture: Alan Poxon

ORDER YOUR CLUB CLOTHING

Julie White has some club clothing in stock -

- sweatshirts** (£16)
- t-shirts** (£10)
- cloth badges** (£3.50)
- pin badges** (£2)
- car stickers** (£1)
- baseball hats** (£4.50)

Unfortunately, not all sizes are stocked, but can be ordered (orders are placed when demand allows).

See Julie on the kite field, telephone 01332 669203 or email <julie@mkf.org.uk>



KITEFLYING ON THE INTERNET

MORE CHANGES TO EMAIL ADDRESSES FOR CLUB OFFICERS

Since the last newsletter more changes have been made to the email addresses used by the club's officers.

Each Officer now has his or her own MKF e-mail address, and the previous page of the newsletter has been updated with them. If any of the old addresses are used the officers will get the email, but only after redirection.

Julie White <julie@mkf.org.uk> or <julie@kitefliers.co.uk>

A ladies ring was found at Cleethorpes camp site on Sunday morning. At present the ring is with Sara Longbottom in Herefordshire. It has been reported to the police in Cleethorpes. If you hear of anyone who lost a ring at Cleethorpes please ask them to contact the local police or Sara direct.

Cleethorpes Police - 01472 697131
Sara Longbottom - 01981 550326

I have a Cabana for sale if you would insert it please. It was bought new last summer and I'm asking £10 for it. We've bought a new one that can seat two without getting cold ears!!!

Contact: Pete Slater 01332 675067
or e-mail Pete.39@btinternet.com

Sorry if I'm repeating old news but I came across this site a few days ago, really useful to us in the UK. It appears to show, up to the minute wind info (from every airport in the country, there's lots) It's a single map page, click on "your area" wind arrows and you also get actual speed, direction, temp and visibility. It's a cracking decision maker.

<http://www.xcweather.co.uk/>

Right, where are those big arrows?

Regards,
John Eaton, Powerkiteshop
mailto:mJohn@powerkiteshop.com
<http://www.powerkiteshop.com>
01543 878709

CLEETHORPES 2001

19th & 20th May

Wonderful weather, great kitefliers - and Carolyn's 50th birthday - we could not have asked for more.

We arrived Friday evening for a quiet dinner for two in a Cleethorpes restaurant - Valantino's seemed appropriate. Great Italian bloke with beret at jaunty angle and much broken Italian/english - we understand he is a Cleethorpes lad born and bred! Just the two of us then Carolyn spotted Hugh and Lynne Blowers peering at the menu. Three bottles later.... it was a great evening. And really that was the rest of the weekend.

Saturday started with reasonable winds on a warm day. The arena area had been removed early that morning - some confusion I understand with the council's team, so the commentary from George Webster was slow to start.

That got sorted and we had terrific day. Good crowds and varied programme of fliers. Doug and Linda Richardson, Karl and Sara Longbottom and Bryn and Lesley Baggaley were there with their large display kites - I expect to see quite a lot of Wigsley's Wings on the circuit this year.

Sunday started almost dead still. Yours truly lost a Rok, fortunately recovered thanks to the good people of Cleethorpes, as a direct result. I floated it up on very light line, then the wind picked up and I couldn't get it down fast enough! So who was there for the weekend?

The dutch Cody manlifting lads got a couple of their kites out, but the area is not really suitable for a lift. Bas Vreeswijk bought along a beautiful appliqued Genki and Edo as well as an immaculately made Cody. The Cody stayed in this country.....

The sponsors had provided two marquees, one as a 'hostility' tent for kitefliers - a really welcome idea from last year, and the other for the kite workshop with the White Horse Kite Flyers - with their American branch, Ron and Marla Miller. Also in the tent, Ton & Maria Vinken were making miniature kites. Maria is producing some wonderful glass kites.

Dan Kurahashi was showing people how to make immaculate miniature Japanese kites.

Outside the beach was filling up. Rolf Sturm and Jurgen Ebbinghaus, the 'No Limits' team from Germany with the Sesame Street kids, Rolf Zimmerman with his huge inflatables and a dutch group including Guido van Hove who when not flying was drumming or playing the digeridoo. There were several impromptu drumming sessions across the weekend.

North East Kitefliers brought along the European Air

(Continued on page 4)



(Continued from page 3)

Gallery Edo's, always a pleasure to fly with. Malcolm Goodman flew his dragon kite. And against all this, the backdrop of Ohashi San flying his train of 280 Eddy's, disappearing up into a clear blue sky.

George Mattison was giving classes in two line flying. He also succeeded in teaching a very small 'lad' to fly.

A local flyer brought along his radio controlled clown standing about 18" high - absolutely amazing. George



Charlie the Clown, with his flying buddy Andy Ward from Scunthorpe Ed.

claimed it was the first time he had taught a dummy to fly - not sure all of us would agree with that George....

Saturday night saw a reception, hog roast and something of a party in the marquee for invited fliers, followed by fireworks on the beach. And a huge surprise for Carolyn, a Teddy Bear Cake presented by Ann Megrath. Thanks to everyone who was responsible for this. She was speechless!

Which brings me neatly to two of the most important people at Cleethorpes 2nd International Beach Kite Festival - Ann and Eddie Megrath. Together with Andrew Pidgen of principal sponsors North East Lincolnshire Council, they put this annual extravaganza together - it really is a superb event guys - thank you.

Jerry Swift

Organised by Jean Welch Fairs, this event is on a really excellent site in the middle of the racecourse. None of the problems that plagued Doug last year - his excellent advice ensured we got it right this time.

The camping area is always popular. The racecourse did not open all the facilities which caused a few difficulties for a few people, but we do get this at a very discounted rate so we can't be too demanding. John Larson did an excellent job getting everybody on site and collecting their fees for the racecourse.

The trading area was brisk and of course there is the added attraction of a number of exceedingly reasonable nurserymen and a craft fair to help part me from my cash.

There is no formal programme at Beverley, one of its attractions in my view. Alan Poxon did several spots over the weekend on the PA, introducing the kites and their fliers. On Sunday, Sky Symphony gave an excellent demonstration including having the two pairs of kites tied together by long tails - very spectacular.

This is a great weekend and everyone seemed to enjoy themselves - and with good weather what more could we ask?

Jerry Swift

Events Events Events Events Events

Hi there,

We have action at last, but of course, with dates now being at a premium, the inevitable clashes were bound to happen.

We were told of a Scout event at Long Eaton, the Festival at Biddulph, a Japanese Fighter Kite making and flying day at Shipley Country Park, and of course, the Club Fly-In at Sutton Park, all proposed for the 1st July!

Don't say we never give you a choice!

Sadly, the ability to disseminate this information at short notice becomes difficult, so if you have missed out on an event, we are very sorry.

However, there should still be plenty of events left, including of course, the festivals at Shipley, Coventry, Newark, and Rushcliffe, not to mention Shrewsbury, Tewkesbury, and those farther afield.

Remember however, it is still advisable to check before leaving home.

Happy flying,

Alan Bill, Events Co-ordinator.



EARTH, WIND and FLYIN'

2nd KITE FESTIVAL & JUBILEE CELEBRATIONS @SHIPLEY. COUNTRY PARK

**SATURDAY JULY 28th 1.00pm - DUSK
THE WARM UP SESSION**

Bring, borrow or buy a kite and join Midlands Kite Fliers on a
mass fly-in.

Dodd Gross Masterclass

**SUNDAY JULY 29th 10.00am - 5.00pm
THE MAIN EVENT**

Kite Flying, Kite Traders, Conservation Crafts,
'Rok' Fighting, Teddy Parachuting, Japanese Kites
Steel Band Workshop, Street Theatre, Balloon Sculpture,
Face painting, Bouncy Castle... and lots, lots more !

For more information contact the Visitor Centre
on 01773 719 961

Or MKF event Steward Alan Poxon

kitemaking workshop, Bric-a-brac, Plant stalls, Craft Fair, Refreshments, Bar-B-Q, Real Ale Tent, Jazz Band, Oak FM Roadshow, Raffles.

MORE INFORMATION: For more information on the event go to the Rainbows Events pages at <http://www.rainbows-events.co.uk/>.

or the Rainbows Childrens Hospice pages at <http://www.rainbows.co.uk/>.

HOW TO GET THERE: Burleigh College & Garendon High School is at Thorpe Hill to the east of Loughborough. Easily found from the M1, junction 23. Take the A512 towards Loughborough, where event signs will direct you.

Autumn Exhibition, The Showground, Newark, Notts

8 & 9 September 2001
Information to follow

Rufford Abbey Kite Days, Rufford Country Park, Ollerton, near Newark, Nottinghamshire
15 & 16 September 2001

Rufford Country Park will be holding two kite weekends in 2001 and if they are like previous events they will be very informal and friendly.

The flying site is mown grass, but is not very large, and there are some large trees to consider, but kiteflying is possible with care.

All kitefliers are invited to go along, fly their kites, and help the public fly their kites too.

There will be a children's kite making workshop and a kite retailer too.

Go fly a kite for Peak District National Park 50th Birthday Celebrations, Longshaw Estate, near Grindleford, Derbyshire

Saturday, 15th September 2001
Over 2000 people including celebrities, politicians and civic dignitaries, are being asked to put on their walking boots, pack up a picnic and hop on a bus, train or cycle as part of the celebrations commemorating Britain's first national park.

The invitation is extended to all members of the public, so long as they walk or come by bus, train or cycle.

New Event in North Yorkshire - Great Barugh Annual Fund Day, Saturday 14 July

Well it's small but perfectly formed. The village of Great Barugh is having its annual Fund Day (raising money for Cancer Research) on Saturday 14 July. Barugh is located about 8 miles from Malton, in the centre of Ryedale between the North Yorks Moors and the Howardian Hills.

Carolyn & Jerry Swift have agreed to fly a few kites and would love to see other kitefliers. The flying field is on top of the hill, largely tree free and should provide a great site. Foot and mouth precautions may be necessary.

And on the other side of the road is the Golden Lion - so if it rains we have somewhere for some stick practice - anyone want to try stick practice for Indian fighters?

Further details: Jerry Swift 01653 668157
or email Jerry.Swift@btinternet.com

6th Rainbows Children's Hospice Summer Spectacular - Burleigh College & Garendon High School, Thorpe Hill, Loughborough, Leics.
Sunday 22 July 2001 10-5pm

Loads of things to do and see. All the funds raised go to the Rainbows Children's Hospice in Loughborough, Leicestershire - looking after sick children from all over the East Midlands. The 2000 event raised over £17,000.

ATTRACTIONS: Its a Knockout, Royal Artillery- Flying Gunners Motorcycle Display Team, Aerobatics Display with a Pitts Special, Sky Symphony Kite Display Team, Children's Rides, Children's Games, Children's

(Continued on page 6)



8th Coventry Kite Festival

The War Memorial Park, Kenilworth Road, Coventry

18-19th August 2001 (main day - Sunday)

10.00am - 5pm

Coventry Kite Festival is organised by the Cultural Development Team of Coventry City Council and The Midlands Kite Fliers.

Wind or no wind the park is a very pleasant place to be on a summers day.

Enjoy a picnic under the trees, listen to the music, play a round of golf, or go and fly a kite!

There will be Kite Traders and food vendors on site all weekend.

A professional public address system on both days so there will be music to fly to.

Saturday will be a free flying day to enhance the relaxed atmosphere.

Sunday will have a planned entertainment schedule which will include:- altitude sprints, fighter kite displays, quadline displays, the Coventry Cup open pairs competition and getting all the club kites flying. Also kite workshop, teddy bear dropping, rides, skittles and face painting. The MKF's own Sky Symphony sport kite display team will be flying.

**STRICT HEIGHT LIMIT OF 250 FEET AS COVENTRY AIRPORT IS NEARBY
NO KITES TO BE FLOWN ABOVE THIS HEIGHT AT ANY TIME**

We will be putting together another wind garden, so if you have any little wind powered noise makers please bring them along they will be in their own taped area.

There are no car park charges, and no admission fee. **Car park passes are not required.**

ON-SITE CAMPING

Contact our camping steward John Larson on 0114 255 3410 or email John Larson before 13th August to book your pitch please.

HOW TO GET THERE:

The War Memorial Park (Grid ref: Map 140 SP 325 772) is two miles south of Coventry City Centre, on the **A429 Kenilworth Road.**

(Continued from page 5)

Longshaw is a wide expanse of open moorland, woodland and farms within the Peak District National Park, with dramatic views and excellent walking.

The Anniversary Day event includes speakers, displays, exhibitions and guided walks, and kitefliers are invited to fly their kites on the large flying site.

The site is very big, open on three sides, and to the prevailing wind. Some of the ground could get a little marshy, so walking/strong boots are recommended, but the site is big enough for everyone to find somewhere to fly.

Longshaw is west of Sheffield, on the A625 between Calver and Longshaw.

4th Rushcliffe Kite Day, Rushcliffe Country Park, Ruddington, near Nottingham 16th September 2001

Until the trees grow to maturity the open areas are great for flying kites, and MKF have flown there for four years as part of the Annual Rushcliffe kite day held in September.

The car park, with toilets, is a short walk away, but if the weather has not been too wet the wardens might allow cars to be parked alongside the flying site.

There is an excellent childrens playground (keep the kids amused for hours) and the park is alongside the

Nottinghamshire Heritage Centre, with its collection of steam trains and classic buses, some of which can be on show outside the museum. (For a better look at the museum, exhibits and tea room an admission fee is payable.)

HOW TO FIND THE PARK

Ruddington is to the south of Nottingham. The park is on the outskirts of Ruddington, on the A60 Loughborough Road and is signposted.

The main entrance to the park is off the A60. Look for a roundabout into an industrial estate: the park is at the back of the estate.

For more information on this site contact Alan Poxon on 01773 716047 or email him.



ROMAN CANDLE 61.



D. ADAMS RIP

The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. Minimum Re-cycled Mindless Drivel content of at least 99.9%. but then nothing is perfect. Politically incorrect and we dont give a Toss.

Para alert over safety flaw in new Hercules

Tests on updated transporter reveal risk of elite troops colliding in mid-air

ALTHOUGH THE REPLACEMENT UPDATE FOR "FAT ALBERT" IS COMING IN AT ABOUT A BILLION SQUIDS, (NOT MUCH WHEN YOU SAY IT QUICK) THERE IS JUST THE TEENSIEST PROBLEMO WHEN ITS USED FOR FAUNA BOMBING.

THE C130J HERKY BIRD VARI- IENT, WITH UPDATED ENGINES, AND STATE OF THE ART RAD AND NAV GEAR IS NOW IN SERVICE WITH THE RAF.

IN FACT THE PROBLEM IS SEVERE ENOUGH TO CAUSE RAF CHIEFS TO REQUEST THAT 10 OF THE OLDER "FAT ALBERTS" REMAIN IN SERVICE.

The Hercules is used by the RAF in a variety of roles and and the dropping of rapid response Paratroops is a crucial one. However, the latest variant is equipped with Rolls Royce Allinson High Performance Turboprop engines and these are fitted with six bladed props.

Whilst Paratroops can be safely dropped from the rear cargo ramp or one of the side doors, when the doors on either side are used for dropping the troops in quick succession or simultaneously, the fiendish prop wash from the six bladed propellers, tends to spin the paratroops under the fuselage of the aircraft where they are in imminent danger of colliding with each other.

When you realise that a full battle group of Parafauna, some 800 men can be dropped from twelve aircraft in nine minutes into a very small area, via static line deployment then you can see the potentialfor some serious mid air go-wrongs, and up with that the Paras will not put.

A spokesman for Lockheed Martin Aeronautics said that the prop wash problem occurred in simulation and with tests using mannequins and one of many risk assessments had been carried out. but they were confident that this problem, one of many affecting any new type of aircraft would be resolved.

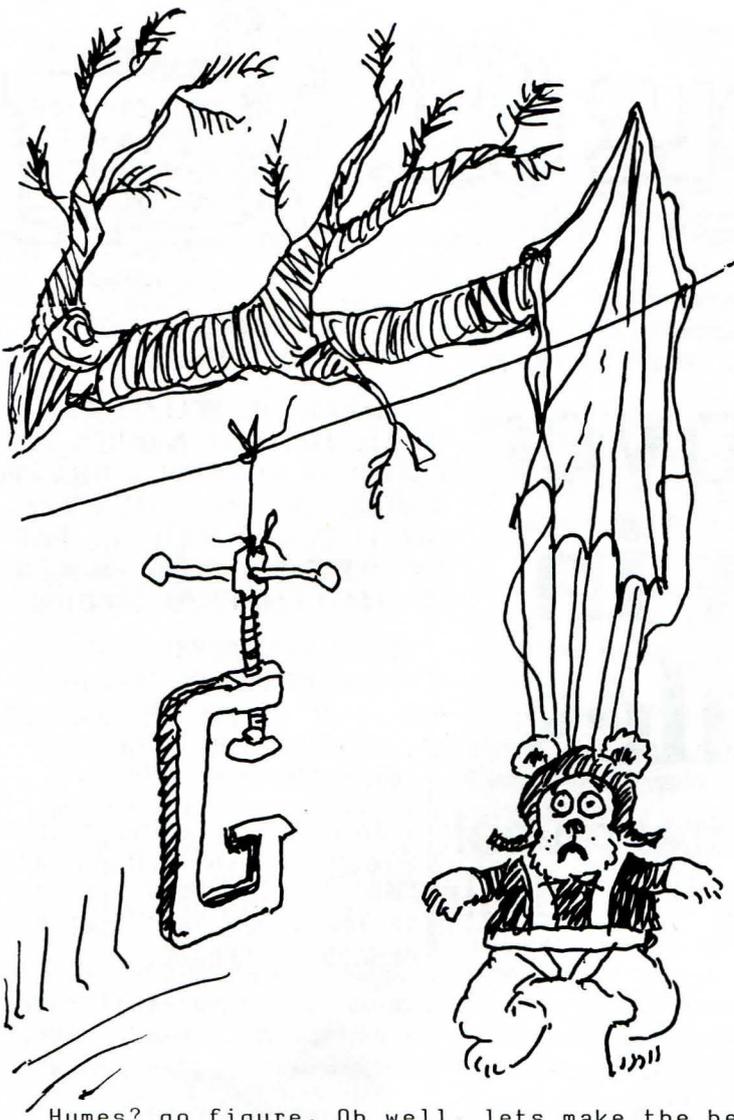


The C130J: the powerfui propellers on the new Hercules have raised concerns about the safety of parachutists

WOS A BILLION SQUIDS?

ABOUT HALF WHAT THEY PEED UP THE WALL ON THE MILLENIUM TENT





OH, NO! NOT A G-CLAMP IN THE GOOLIES,
WELL NOT QUITE, BUT NEAR ENOUGH TO MAKE
YOUR EYES WATER IN ANTICIPATION.

You may remember some time back that the BOF cobbled up a grapnel from some stolen fencing wire in order to rescue a fauna from lodgement up a tree. This worked a treat, but was totally blown into the weeds by Oakie Ones Version which was more likely to tear down the tree than to lift out the stranded fauna.

In California, they do it in a slightly different way, but they do get a result.

We'd better let Squirrely of the Bear Devils Aerial Circus tell it like it was. cos he's the Bear wot was stuck up the tree.

"It was the first dry Sunday in month we were all anxious to get out into the sun and fresh air and get some jumps in after gathering dust over the long winter.

We had travelled to a beautiful park which was full of TREES... Holy Cow! Big, tall, spikey, gnarly, kite eating, Bear snagging trees. Stay calm boy, take a deep breath. One of the Beer gulping string yankers is talking...sounds like they have a big open field to fly in nearby... great! but nope they're gonna fly here in the trees, cos nearer the Beer and the Barbeque. No comm

Humes? go figure. Oh well, lets make the best of it.

Uh oh, Ernie the Ground Crew has that look in his eye that says we're going up, one way or another. Now he's got his finger up in the air like a T.V. weatherman, squinting at the clouds, nodding to himself, knowingly as if he really can figure out the angle finding a spot between the tall pines for the drop zone, trying to look as if he knows what he's doing, but he doesn't fool me.

Whoops, seems like I've drawn the short straw for this fiasco. Fine with me, cos I'm happy anytime I jump, still, there are a lot of trees out there. Never mind, lets do it! we are the adrenaline junkie Bear Devils aren't we? Nope, I'm not afraid hook me and I'll go for it.

I'm up at about a 100ft (really wot a tear arse) and it's Bear in the air. The chute deploys beautifully, those puny humes down there look like ants, but wait, the wind is shifting, I'm heading for that large tree Holy Cow! I'm snagged for good and I'll probably be stuck up here for ever. Those Beer swilling, chicken munching string tanglers don't have a clue what to do and Ernie the Ground Crew is laughing the most. Some joke I'm gonna hang here twisting in the wind till some monster crow pecks my eyes out or a big storm blows me down into the river and I drown, very amusing....

Wait, there's a Kite poking at me. Some silly sod with a Stunt Kite, what's he thinking he can do with that thing, he'll never lift me off this branch. He finally gave up. Now what, hey another boozing Kite snagger is gonna give it a go. He's flying this big Delta over the Tree, and there's a big heavy steel C-Clamp dangling from the string.

What's he think he can accomplish with that, besides knocking me unconscious? Hey, it's coming right at me, OOF, the clamp caught the chute, it's pulling me right off the branch. It worked, I'm free! Those humes aren't so dumb after all. ground crew is still a jerk, but I'm happy to be alive. That was great fun. Heck I was only pretending to be scared. I want to go up again..... right after I throw up.

Note...what we call a GEE CLAMP our American friends call a CEE CLAMP, whatever, it will still make yer eyes water if it hits you in the GOOLIES.....

MINI SKYDIVERS.....

IT SEEMS TO BE A PART OF THE HUME CONDITION THAT YOU LOSE TOUCH WITH THOSE WHO YOU ARE THE MOST FOND OF, AND WHEN YOU NEXT HEAR OF THEM ITS USUALLY TOO LATE.

SO IT WAS WITH DON NEWING. YES, I KNEW THAT FAMILY PROBLEMS AND LATTERLY ILL HEALTH HAD PUT A SEVERE CRIMP IN HIS FAUNA BOMBING ACTIVITIES, SOMETHING THAT HE DID REGRET,BUT EVEN SO, IT WAS QUITE A SHOCK TO HEAR THAT HE HAD PASSED AWAY.

Don was a bloke who was right up the BOF's street, i.e. as nutty as a fruit cake. He certainly brought an individual touch to fauna bombing, who can ever forget that amazing crate of a car he had, stuffed to the gunwales with furries. That Pole dumping rig he cobbled up or for that matter those amazing nobbly knees that were always akimbo no matter what the weather. Did he have a pair of trousers? who knows. all we ever saw him in was shorts.

From appearances as Father christmas in shorts to bemused punter at the Basingstoke evening do with two wads of tissue stuffed into his ears, "cos, the bleeding cabaret is bleeding loud" to his permanent show opening role at the Basingstoke fest(mega downpour, but we're gonna bomb,whoops Total the furry) which really brought the house down, Don was a Good'un who will be sorely missed.

Student survives after parachute fails at 4,000ft

By RICHARD SAVILL

A STUDENT who survived a 4,000ft fall after her parachute failed to open during a skydiving holiday in America was recovering from her injuries at her father's home in Gloucestershire last night.

Lynda Harding, 20, a chemistry student at Hull University, spent a week in intensive care in California with broken ribs, a punctured lung, a broken nose, muscular back injuries and concussion.

On a visit to the Lake Elsinore centre near Los Angeles with friends from university, she tried to use her reserve parachute when her main canopy apparently jammed.

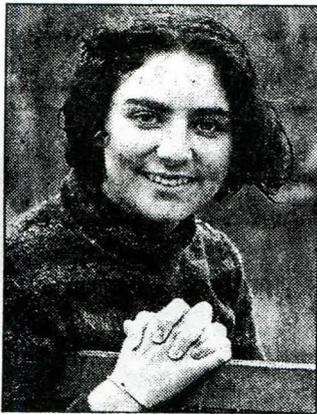
The reserve chute carried her for a short distance but it became caught in the main canopy, which had not disconnected, and she hurtled towards the ground.

Her father, Philip, 41, a violin maker, who flew to America to accompany his daughter home, said: "She is very lucky.

"She jumped at 4,000 feet, her parachute failed to open and she hit the ground probably at about 70 to 80 mph."

Mr Harding, a widower, of Newent, added: "The odds of this happening must be a million to one."

Experts believe some drag



Lynda Harding: lucky

caused by the flapping, tangled parachutes must have slowed her descent.

Miss Harding, who is expected to make a full recovery, said she could not recall what happened after she left the plane.

"The only thing I remember is waking up in hospital." She was unconscious for four days. "I am totally amazed I am still alive."

She fell on to grassy scrubland but may have escaped serious injury because she fell sideways instead of on her feet or bottom.

Her father said it had been his daughter's ninth jump. "She was very keen on parachuting but she is in two minds now," he said.

LUCKY? OR IS IT FATE? WHATEVER ITS A RESULT.

Whilst you could'nt say that this girl walked way from this one, when you read of the injuries shesustained, it makes you wonder if the game is worth the candle.

Although these reports cannot delve into the full circumstances surrounding the incident it makes you wonder if there is something lacking in Parachute training today where the cutaway system is in use.

Of course from 4000ft(1200m) you dont have a wonderful lot of time to react if it all goes pearshaped, but recently there does seem to be quite a few incidents where the reserve chute gets tangled with a malfunctioning main canopy. Whether or not these are due to, how shall we put it "PILOT ERROR" or equipment failure, its certainly quite enough to make you think that something needs sorting out.

REALLY?, WELL NOW THERES A THING.....

TO THE LAYMAN A PARACHUTE IS NO MORE THAN A LARGE POCKET HANDKERCHIEF WHICH BRINGS MAN SAFELY TO EARTH WITH LITTLE MORE THAN A BUMP.

To the average Parachuting Fauna, its much more complicated than that, so much so that "YER AVERAGE" would be more than somewhat miffed if you suggested that all he or she was connected to for that inevitable plunge, could be better employed in arresting the mobile contents of a Cold stricken hooter.

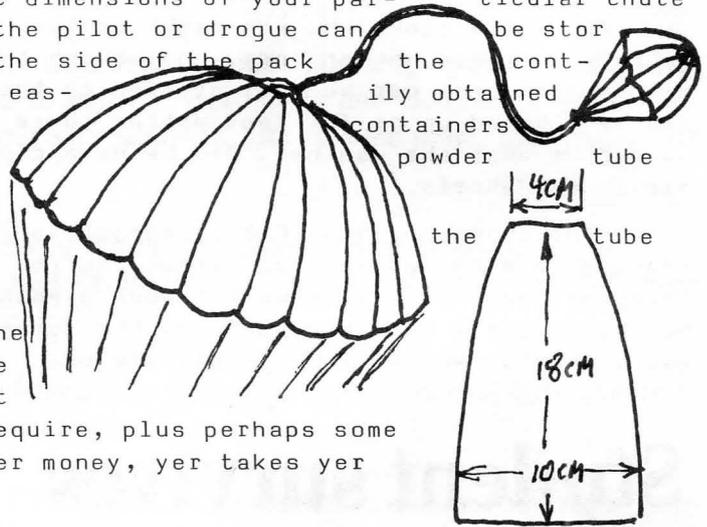
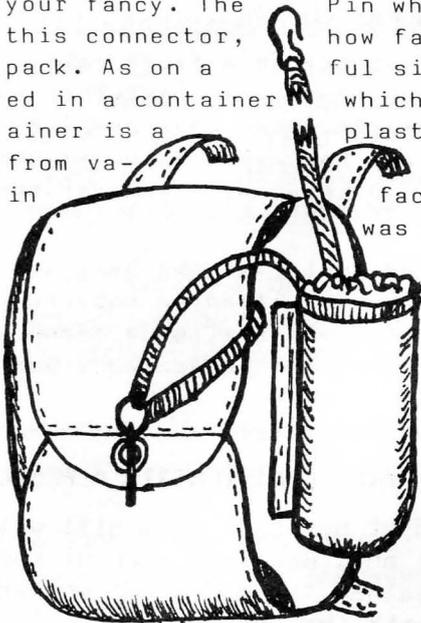
Parachuting fauna are just as serious about what kind of chute they are connected to, as are Hume Parachutists. Although there are literally thousands of chutes in use, we have yet to see even one that resembles the afore-said large handkerchief. is even arguable that in the world of Parachuting Fauna of a Soft cuddly toy persuasion, **CONT. P94**

DROGUE OR PILOT, SOMETHING ELSE TO WASTE YOUR TIME WITH.....

A WORTHWHILE ADDITION TO ANY CANOPY IS A DROGUE OR PILOT CHUTE, WHICH CAN BE MADE TO PERFORM EXACTLY AS ON A FULL SIZE HUME PARACHUTE.

Easily made, the pilot is actually a small parachute in its own right, which helps in the deployment of the main canopy. Consisting of six or eight gores, the pilot is attached to the main chute via a length of tape, webbing, ripstop or whatever takes your fancy. The Pin which secures the main chute pack is attached part way along this connector, how far depends on the dimensions of your particular chute pack. As on a full sized hume chute, the pilot or drogue can be stored in a container which is attached to the side of the pack. The container is a plastic tube which is easily obtained from various household containers in fact an empty talcum powder tube was just the job.

A sleeve to hold is formed from ripstop and is sewn to one of the side flaps of the pack. A tight fit on the tube is required, plus perhaps some glue, you pay yer money, yer takes yer choice.....



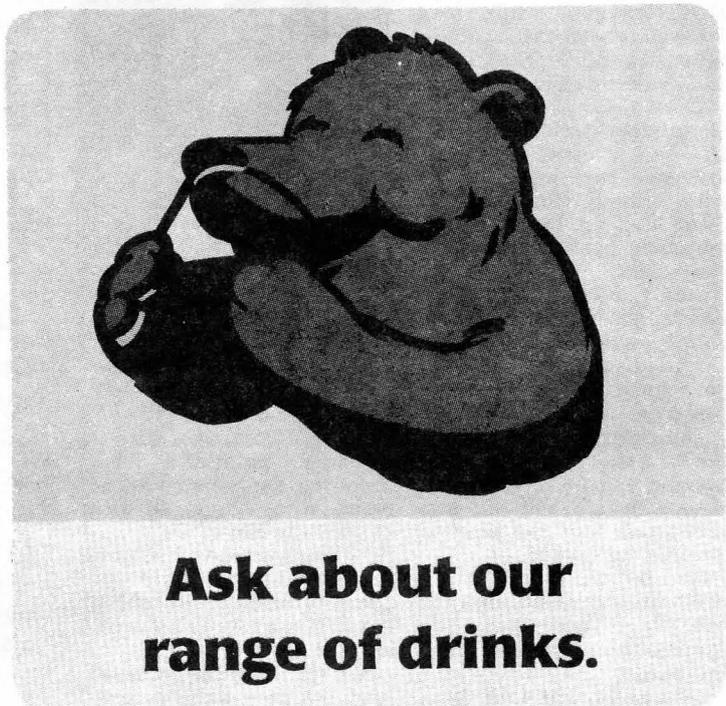
The packing sequence is as follows. The main chute is packed as normal and secured with the pin. The static line is fed into the crown of the pilot chute which is folded neatly and inserted on top of its shroud lines and excess of the connector into the tube. On release of the fauna, the static line pulls the pilot from the tube, which deploys and pulls the pin from the main parachute pack. The shrouds for the pilot can be any length you like, its up to you, as is the length of the chute to pilot connector. lots of room for tinkering here, but when you get it right it looks really good.....

BEAR OR BEER, YOU CHOOSE.....

ELECTRIC ARTHUR SENT US THE BEAR OR BEER MAT SHOWN RIGHT, WHICH HE FOUND AT SOME WATERING HOLE HE WAS ENDEAVORING TO PRISE THE TED BERETS OUT OF.

Let it be said here and now that Arthur was only in the said watering hole in his role as protector of the young and innocent from the machinations of the Demon Drink (thats his story and he's sticking to it) but, said Arthur, the original of the Bear mat is in colour and it looks as if the Bear is drinking a glass of Rasperryade and he's not too sure if any of the Ted Berets would be seen dead drinking that stuff.

Rest assured Arthur, it sure as hell aint rasperryade, its more than likely red wine.....



So as ever its the usual to the usual c/o THE BORING OLD FART, 48. Laurel Lane, West Drayton, Middx, UB7.7TY, yes the Teddytorial, in what will always be ENGLAND, no

15TH BERCK-SUR-MER
INTERNATIONAL KITE
FESTIVAL 2001

I discovered that 11am on the first Sunday of the festival is not a good time to arrive at Berck. Not only are the roads solid with traffic, but all the best parking places are full, so having found a place to park eventually, I took off on foot to see who was there that I might know.

My first contact was with Andy Preston, who is now very busy with Flexifoil, and it was good to have a long chat after several years. On the beach I discovered the Beccles Bunch and it was good to know that George & Jackie Penney were to be there for the week and that Lynn & Hugh Blowers would return

on the following Thursday.

George and Jackie had recently returned from a tour of New Zealand, where they visited Peter Lynn, so with Rolf and Claudia Zimmermann we had a formidable kite and drinking crew... or was it the other way around?

Peter had the Mega Ray in the air with three lines attached and lifter kites to open the mouth and hold

it steady. 800sq metres of fabric aloft is a site to behold! Unfortunately, by the time I had a camera in hand he had pulled the kite down and it remained on the beach until the following Saturday.

The wind was averaging Force 4 to 6

during the week, so there was a considerable amount of sand on the kite by then,

aero dyne

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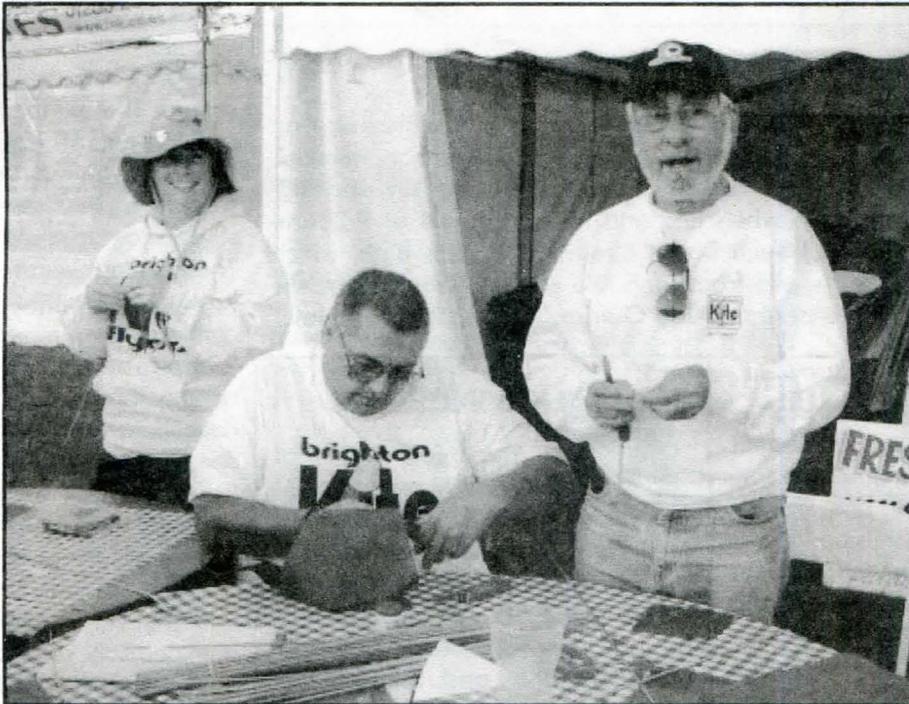
and when the time came to start folding it up into its four bags, Peter calculated that there was 20 to 25 tonnes of sand to be shifted first! It took from midday on Friday to late afternoon on Saturday, but at least he paid for the evening meal... thanks Peter!

The most spectacular kites of the week, apart from the Mega Ray, were the enormous Lynn Teddy Bears, again with lifter kites attached, and the Zimmermann starfish kites, lobsters and seahorse windsocks. There were also several Geckos on view, but then we've seen them before!

The weather was strange in that it was sunny with onshore winds on both

weekends, which served the viewing crowds and kitefliers alike very well, but during the week there was considerable rain and stronger winds. In fact the wind was so cold on some days that some folks had to resort to cheese and wine lunches inside a motorhome! Fair weather kitefliers or what?

Just to return to the subject of parking, I did eventually park



'Brighton Kite Flyers at the Suffolk Kite Festival 2001'
L - R: Norma House, Mick House, Ray Oakhill (Photo by Mike (SEKS))

my motorhome for 24 hours at a time on the seafront, where all parking is FREE(!!!) - just like Dieppe, Le Touquet and other towns on this stretch of the French coast. So what does that say about Brighton and the rest of the rip-off UK towns?

Finally, I would like to thank George and Jackie for being such good provision managers and for inviting me to eat with them in the evenings. We did our best to eat and drink the town dry, but there's always next year!

Ray Oakhill

NEW BRIGHTON KITE FEST WEBSITE & EMAIL ADDRESSES

We have now registered [whizzieworld.com](http://www.whizzieworld.com) for our own stuff and [brightonkitefestival.co.uk](http://www.brightonkitefestival.co.uk) for the Brighton Kite Festival. They currently both point to the Brighton Kite Festival pages on our Whizzieworld website - but if you update your bookmarks and links now, then you'll continue to get the correct pages when the sites are split. Please also update your contacts/address book with the equivalent email address(es) - if you post to 'Mik and Toody' it'll be seen by both of us, while the 'Mik' and 'Toody' accounts are private.

WHIZZIEWORLD

- ▶ Website <http://www.whizzieworld.com>
- ▶ Email (Mik and Toody) mikandtoody@whizzieworld.com
- ▶ Email (Mik) mik@whizzieworld.com
- ▶ Email (Toody) toody@whizzieworld.com

BRIGHTON KITE FESTIVAL

- ▶ Website <http://www.brightonkitefestival.co.uk>
- ▶ Email (Webmaster) webmaster@brightonkitefestival.co.uk
- ▶ Email (Mik and Toody) mikandtoody@brightonkitefestival.co.uk
- ▶ Email (Mik) mik@brightonkitefestival.co.uk
- ▶ Email (Toody) toody@brightonkitefestival.co.uk

Toody Oakhill & Mik Jennison



the case! Dave bravely remained as a solitary figure near the shoreline, using his Matrix to shield him from the worst of the blast - while Oakie dived under his multi-sled, where he was quickly joined by Keith. Fortunately this was to be the only major downpour of the day, despite the threatening black skies which continually appeared and disappeared all around us. We emerged into brilliant sunshine accompanied by zero breeze and spent the following wind recess being entertained by Andy Dinsdale and his bubble blowing equipment. A jazz band had arrived and struck up with the 'Captain Pugwash' theme... it swiftly felt like summer again! The public soon began to appear and it wasn't long before the wind picked up and children were flying their newly made plastic sleds and paperfold kites.

The constant weather fronts caused havoc with the wind, which continually jumped from 0 to 20mph and back again without notice throughout the day. This caused several kites to dive into the sea as the tide came in - one guy's 1.5m Rok was sadly cut out of the sky and drifted away, despite his efforts to swim out to rescue it. Simon was very nearly dragged into the water when a huge gust unexpectedly carried him off down the beach, whilst he was flying the club's new 4m donut (anchored with 2 sandbags!), luckily Mick made a hasty last minute rescue mission and just managed to save him!

By late afternoon and packing up time, the tide was turning and the weather was starting to settle down. However, it was just as well that everyone had reluctantly decided to leave when they did, as heading for home we were suddenly deluged with what had miraculously avoided us for most of the day!

Toody Oakhill

SUMMERTIME ARTS AT CAMBER SANDS

The club had a last minute invite to take part in this event on Sunday 10 June. Despite the horrendous weather forecast, there was a surprising amount of sunshine, blue sky and BKF members at Camber Sands when Ray and myself arrived at 9.30am. Mick & Norma House and Keith Boxall already had kites aloft, which had enabled us to spot the site from afar. We were soon joined by the Hennessey family, Dave McArthur, Alan Outram, Danny Steer and later on by Alex Burt.

Arrangements were made for the mass transferral of assorted kit to the beach - thanks to Keith's 4 x 4, which came into its element on the fine golden sand. On the other side of the dunes the event organiser Michael Rycroft and his team of 3 artists had already set up their gazebo for the Children's Kite Workshop.

We set to work filling sandbags to use as ground anchors and Ray launched his 1m Rokkaku to test the conditions. However, his offering of 'Slack Alice' to the Wind and Sun Gods must have angered or offended them in some way as, just as everyone had unloaded kites from their bags, the skies abruptly darkened... the heavens opened and threw down on us a violent shower of hailstones the size of sherbet pips! We were very glad of the nearby gazebo, which was the only available shelter and rapidly became crammed with bodies. Those not lucky enough to have made cover decided to risk the storm and hope that it was to be a brief one...

but as the thunder began to rumble and someone spotted some distant lightning, we realised that this was not to be

INSURANCE INCREASE

At the BKF Annual General Meeting on 22 April, it was decided that the Family Membership insurance price is to go up from £2.00 to £2.50. Please note that this is for *additional* Family Members only and takes effect from 1 January 2002. The rise will cover the increase in the cost of insurance to the club.

Toody Oakhill

MY 3RD KITES ON ICE ADVENTURE 2001

MADISON/WISCONSIN/USA

This festival just keeps getting bigger and better each year, this being the best yet in spite of colder temperatures and lighter winds than the two previous years. Once again everything came together like clockwork due to the fine origination of Linda Underwood, the Executive Director, her unique staff and all the hard work put in by the coordinating committee. Put this together with 60 world class kite flyers, 28 of them international, and you have the combination for a world class international kite festival at its very best. And once again this was exactly what it was from day one right up to the very last minute.

The one thing that really amazes me is the tens of

thousands of local people of Madison that come out to support their festival. Madison has a population of around 200,000, and at any given time in the beautiful Monona Terrace Community and Convention Centre, it was indeed wall to wall people! The workshops, displays and exhibitions were held here, plus the very spectacular and

majestic theatrical performances of indoor flying by some of the world's best indoor flyers. It looked like everyone in Madison was there, plus the thousands of spectators that were on the ice - this festival must be by far the most supported kite festival by the local people in North America! It has the very unique flavour of the European kite festivals, which are family orientated, it is a wonderful feeling to see the excitement in the children's faces, and the real bonus for me is when people and families seek you out to thank you personally for the show and for coming to Madison.

Saturday was by far the best day, with great wind which pleased all the kite flyers and especially Jody McCann, the Sport Kite Show Coordinator - whom I must add, once again did a super job in organising the sport kite demonstrations. The performers each in their turn had the thousands of spectators spellbound with their performances choreographed to music. It is a great pleasure and honour to share the Sport Kite Ice Arena with such great talented world class flyers, who give their all to entertain the citizens of Madison with their beautiful choreographed routines. Seeing it from the spectator's perspective, it's like looking onto a gigantic stage, with the sunshine as the stage lighting. The sky above the stage and beyond is filled with some of the world's finest designed single line kites of every description,



KITES ON ICE 2001
'You can't beat the Decs Andy!' by Ray Bethell

colour and form - swaying gently as if they are dancing to the music that can be heard all over the 4,000

acre magnificent and beautiful Lake Monona.

The Saturday wind blew all day right on though the night fly and what a magnificent sight to behold, the night sky was filled with kites of every description. I don't think there was a kite left in anyone's kite bag, as every kite was in the sky being illuminated by all the different lighting systems. For sure everyone from Madison was out in full force to watch this, for many a once in a lifetime sight! To make even more visual impact, a light snow was falling and as it was caught by the different lighting it looked like confetti, which added a kind of theatrical affect thrown in by Mother Nature. Then, as if this was not enough, the sky became illuminated with a ten minute spectacular firework show, what a great climax to a perfect night fly and an awesome day's flying!

We were all a bit behind schedule, as we were very reluctant to leave the night fly and had to pack up in a really big hurry, as we didn't want to be late for the banquet. It turned out to be a great evening with food fit for a king! What a great way to unwind and relax socialising with flyers, some of whom I'd only met a few months ago at kite festivals in other parts of the world. On Sunday everyone was on the ice early again ready



'Farewell party in full swing!'
by Ray Bethell

for another great day, but alas the wind was very light. In spite of this everyone did their very best to entertain the thousands of spectators, who seemed not to notice the lack of wind or the great efforts that

the flyers had to go to in order to complete their demonstrations - this is expertise and professionalism at its very best (the show must go on!).

The Sunday evening farewell dinner was held, as it has been for the last two years, at the Essen Haus German restaurant, who by the way serve many excellent varieties of beer that one can choose from! ☺ Once again the favourite game of 'Boot Drinking' was played, which has become a custom at the Kites On Ice farewell dinner. The way the German team 'No Limit' was knocking it back, it looked like they had been practicing all year to try to beat the 1999 and 2000 'Boot Drinking' champions Team

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Decorators... who, I may add, won it again this year! ☺
I'd like once again on behalf of each and every guest kite flyer, to take this opportunity to thank the many sponsors of Kites On Ice who make this unique kite festival happen. Also the city of Madison and its citizens for making each and every one of us feel so very welcome, Craig Wilson who proved to be quite a dreamer, and last but by far not least - Linda Underwood, her sidekick Kristy Kent-Bracken and all the great volunteers, plus all the coordinating committee for proving that dreams can come true. Congratulations - you did it again with flying colors!
Thank you for listening.

Ray Bethell



NEW BKF COMMITTEE MEMBER

At the Brighton Kite Flyers AGM on 22 April, I stood down from my position on the club Committee (from 05/02/97) and Danny Steer was elected as the new member. All other Committee Members and Officers remain unchanged.

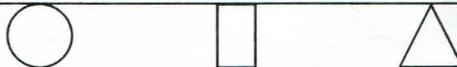
Toody Oakhill

THE BACON SAVERS!

Thanks to everyone who contributed to this issue of Aerodyne - your efforts are much appreciated...

- ▶ Ray Bethell
 - ▶ Ray Oakhill
 - ▶ Mike (SEKS)
 - ▶ Harry Douglas
- Toody Oakhill

DIEPPE FERRY NEWS



At the time of writing (April) there is a new ferry ship about to be put into service from Newhaven to Dieppe. This means that the Fantail Club will once again be able to partake of silly things on the poop deck, like flying kites as gifts for King Neptune and seeing what else will fly above the waves at 15 knots! It will take 4 hours for the crossing, compared to 2 hours for the Hoverspeed, but then you can't fly kites on the Seacat, or does somebody know differently?! The company is Transmanche Ferries, but where you can book it from is anybody's guess at the moment - watch this space!

Ray Oakhill



KITE ART ON THE WEB

Paintings depicting all types of kites by artists from around the world can be found at the following website addresses...

- ▶ <http://countrysideart.com/hatfield4.htm>
'Into the Wind' by Don Hatfield
- ▶ <http://www.carolthompson.com/kites/>
Various titles by Carol Thompson (Olympia/WA/USA)
- ▶ <http://www.geocities.com/portchie/paintings.htm>
'Children Flying Kites' by Portchie (South Africa)
- ▶ http://www.elbertprice.com/Paintings_WhereTheLand.htm
'Girl with Three Kites' and 'Shoreline' by Elbert Price (Santa Barbara/CA/USA)
- ▶ <http://admnet.com/silvia/default.htm>
'Cuba' by Silvia Schiffmann
- ▶ http://www.asia-art.net/catalog_grant3.html
'Flying Kites' by Grant Hou (China)
- ▶ <http://www.thersg.com.au/touring.htm>
'Heaven By A String' (Kite Inspired Art In Miniature)
Touring exhibition by various artists

Harry Douglas

NEW DATE: BORDE HILL GARDENS 2001

As you will know from the last issue, this event was originally planned for Sunday 13 May (when a Family Fun Day took place instead), but has now been rescheduled due to the Foot & Mouth epidemic.

- ▶ **Event:** Borde Hill Gardens Children's Animal Fair 2001
- ▶ **Venue:** Borde Hill Gardens/near Haywards Heath
- ▶ **Date:** Sunday 16 September 2001
- ▶ **Time:** *10.00am - 5.00pm
- ▶ **Site:** Borde Hill Gardens agricultural area
- ▶ **Map Ref:** 198 TQ 322 265
- ▶ **Height Clearance:** 1000ft
- ▶ **Contact:** Ray Oakhill (BKF Events Coordinator: see p6)

Brighton Kite Flyers are invited to demonstrate kite flying and parachute teddy bears for charity. If you haven't been before - it's well worth the trip, as the grounds are very picturesque and we have permission to camp on the site (free of charge) on Saturday night (only!).

**For those arriving on Sunday morning, please ensure that you are on site by 9.30am in order to have access to the flying area with your car.*

Toody Oakhill



BKF FLY-IN REMINDERS

1ST SUNDAY MONTHLY (THROUGHOUT THE YEAR)

Our monthly general fly-in days - a chance for club members to meet up and fly together. Refreshments are available at The Badgers Watch pub, across the coast road opposite the flying site.

- ▶ **Event:** Club Fly-in
- ▶ **Venue:** Telscombe Tye/Brighton/East Sussex
- ▶ **Date:** 1st Sunday monthly throughout the year
- ▶ **Time:** 11.00am - 5.00pm
- ▶ **Site:** Next to the A259 coast road between Saltdean and Peacehaven
- ▶ **Map Ref:** 198 TQ 392 017
- ▶ **Parking:** On the roads next to the site or in A259 lay-by
- ▶ **By Bus:** Nos: 14/711/712/713 from central Brighton
- ▶ **Height Clearance:** 1500ft
- ▶ **Contact:** Ray Oakhill

BKF FLY-IN REMINDERS

2ND THURSDAY MONTHLY (APRIL TO SEPTEMBER)

Six mid-year monthly flying evenings at our festival site - with a get-together afterwards at The Swan pub at nearby Falmer.

- ▶ **Event:** Club Social Evening Fly-in
- ▶ **Venue:** Stanmer Park/Lewes Road/Brighton/East Sussex
- ▶ **Date:** 2nd Thursday monthly from April to September (inclusive)
- ▶ **Time:** From 6.00pm
- ▶ **Site:** Next to Sussex University
- ▶ **Map Ref:** 198 TQ 342 088
- ▶ **Parking:** On the road through the site
- ▶ **By Bus:** No: 25 from central Brighton
- ▶ **By Train:** To Falmer Station
- ▶ **Height Clearance:** 200ft
- ▶ **Contact:** Ray Oakhill

FURTHER BKF INFO

- ▶ **Coordinator/Chairperson:**
 - ▶ Pete Linnell
☎01273 683082
✉brightonkiteflyers@bigfoot.com
- ▶ **Membership Secretary:**
 - ▶ Corinne Hennessey
☎01273 582309
✉corinne.hennessey@btinternet.com
- ▶ **Events Coordinator:**
 - ▶ Ray Oakhill
☎01273 306842
✉rao@mistral.co.uk
- ▶ **Editor:**
 - ▶ Toody Oakhill
☎✉01273 243528
✉toody@whizzieworld.com
- ▶ **Club Library:**
(Loans to BKF members only)
 - ▶ Pete Linnell (see above)
 - ▶ **Club Merchandise:**
Enamel Pins/Cloth Patches:
 - ▶ Ray Oakhill (see above)
 - ▶ **T-shirts/Sweatshirts/Pens:**
 - ▶ Alan Outram
☎01737 771196
✉alanoutram@connectfree.co.uk
- ▶ **Brighton Kite Flyers Website:**
<http://www.brightonkiteflyers.co.uk>
<http://www3.mistral.co.uk/prchitty>
Webmaster:
 - ▶ Phil Chitty
☎01273 305831
✉prchitty@mistral.co.uk

BRIGHTON KITE FEST INFO

- ▶ **Brighton Kite Festival 2001:**
 - Date:** Sat 21 & Sun 22 July 2001
 - Venue:** Stanmer Park/Lewes Road/Brighton/East Sussex
 - Organised by the Brighton Kite Flyers Festival Team**
 - Joint Festival Coordinators:**
 - ▶ Simon Hennessey
☎01273 582309
✉s_hennessey@bigfoot.com
 - ▶ Alan Outram (see above)
 - ▶ **Brighton Kite Festival Website:**
<http://www.brightonkitefestival.co.uk>
 - Joint Webmasters:**
 - ▶ Mik Jennison & Toody Oakhill
☎✉01273 243528
✉webmaster@brightonkitefestival.co.uk

CURRENT COMMITTEE

- ▶ **Chairperson (Officer):**
Pete Linnell
- ▶ **Secretary (Officer):**
Simon Hennessey
- ▶ **Treasurer (Officer):**
Gill Pitman
- ▶ **Committee Members:**
Norma House
Alan Outram
Danny Steer

USE THIS SPACE...

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

Please send contributions to:
Toody Oakhill (Editor)
Brighton Kite Flyers
Lower Ground Floor Flat
43 Grand Parade
Brighton
East Sussex
BN2 2QA

☎✉01273 243528
✉toody@whizzieworld.com

Deadlines for inclusions:

- ▶ **January issue:** 1 December
- ▶ **April issue:** 1 March
- ▶ **July issue:** 1 June
- ▶ **October issue:** 1 September

Whilst every care is taken to get the details correct in 'Aerodyne', the Brighton Kite Flyers cannot accept responsibility for any errors or omissions that may occur.

Opinions expressed are not necessarily those of the Editor or of the Brighton Kite Flyers.

BRIGHTON KITE FESTIVAL

Organised by the Brighton Kite Flyers



STANMER PARK
21st & 22nd July
11am to 5pm

UK & International Fliers
Free Childrens Kite Workshop
Kite and Food Stalls
Parachute your Teddy Bear!
Saturday Evening Night Flying

Free Public Festival
Signed from A23 & A27
Parking at Sussex University
Easy Access by Train or Bus
3000ft Height Clearance

2001

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