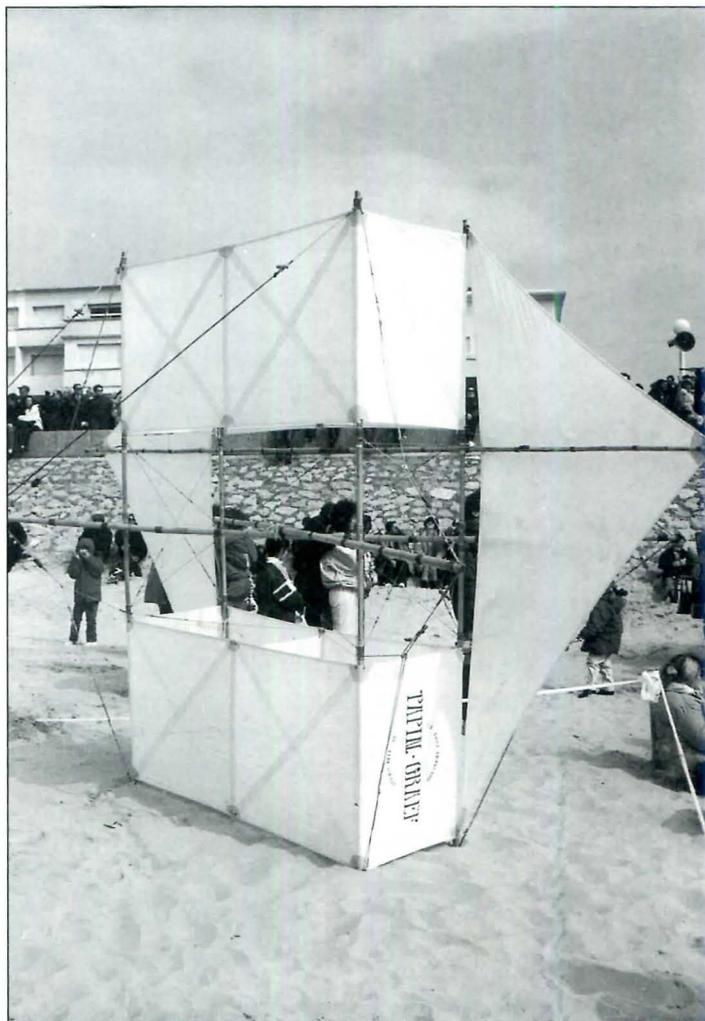


# THE KITEFLIER

Issue 94    January 2003    Price £2.00



NEWSLETTER  
OF  
THE KITE SOCIETY  
OF GREAT BRITAIN

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Since then Jackite have gone from strength to strength with the addition of many more life like birds including the massive American Bald Eagle, Ducks, Geese & Sea Gulls to name just a few. With more to come these versatile kites

fly as either in their own right or as windsocks from poles & are ideal as decoys also used in pest control. They are often used by bee keepers, marinas, farmers, gardeners, orchard owners & government agencies or just fly them for pleasure as they are so life like.



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## Editorial

Dear Reader

First of all Happy New Year—let us hope all of the Kite Festivals go well this year with perfect weather and wind for all!

For those of you who have access to the internet why not have a look at our web pages—[www.thekitesociety.org.uk](http://www.thekitesociety.org.uk). This contains updated lists of groups and retailers and the events list is regularly updated. We are also building up a archive of articles and kite plans that have appeared in the magazine. Many of the articles also have the original colour photographs.

As always—more articles please!

See you on the field.

Gill and Jon Bloom

The ultimate accessory for both kitefliers and bear droppers!

Nokia phone cover spotted on E-Bay.



### Membership Information

The main vehicle of communication between members is the quarterly publication 'THE KITEFLIER', 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.

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 send your name and address (plus the names of any supplementary members) and your payment for the appropriate membership type, to the address shown above. All cheques, 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

Alcester & Worcester Easter Festival . Informal flying **Late News**  
 Saturday & Sunday 19th & 20th April . Festival day  
 Monday 21st. All at Worcester Countryside Park (which is just off M5, next to County Hall Worcester). For additional information contact Allan Gilbert 0116 2243983 E-mail [ag.lg@virgin.net](mailto:ag.lg@virgin.net).

**Front Cover Photo: Left—Paul Chapman with his copy of a Brookite Jibbed Box Kite. Right—French Winged Box Kite seen at Berck, France. Photos 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.*

## Letters

**From Andrew Taylor.**

What words would you associate with Jamie Adey's report on Solent Kite Flyers Southampton Kite Festival 2002? Objective? – No! Objectionable? – Frankly, Yes! Mr Adey seeks to create sectarian divisions among kite flyers. "Seen one sports kite, you've seen 'em all" says Mr A. The great fraternity of kite flyers evidently does not include those who fly anything on two or more lines in Mr Adey's book.

He continues, "If you go to a kite festival, you expect to see kites, don't you?". Well, yes, depending on the wind conditions and people turning up with kites to fly. The fact is that wind conditions at Southampton Festival 2002 were at best patchy and variable in both strength and direction. What was flying successfully one minute could be either falling out of the sky or snapping line and spars the next – certainly not ideal for the single line flyers who, I think, mostly gave up and packed away their kites pending more stable wind conditions. On the other hand, with limited time available to them, the STACK competitors had no option but to keep flying regardless of the wind conditions. If Mr Adey was not entertained it's his loss, because some very experienced competitors were risking their reputations in conditions that were certainly challenging.

The well-known and experienced commentator who had been booked for the Saturday was obliged to cancel at the last moment so, with considerable reluctance and no previous experience, the organiser, Alec Elliott and myself both took a turn on the microphone. If you've ever attempted to give live commentary you'll know it's not an easy task. If we erred on the side of too many "errrs", it's possibly just the way we speak here in Hampshire, though it's some consolation that our rustic efforts managed to afford Mr Adey some amusement.

Mr Adey observes, "Hardly any kites flew in the mainly sunny sky" though he conveniently omits to mention that the all-important WIND conditions were less than ideal. But if few kites were being flown it can hardly be the fault of the STACK contingent, who were certainly flying theirs. He concedes, however, "None of this is really the fault of the organiser, but rather the decision to let STACK take over the event." Very diplomatic, but

**From Alan Potheary**

This letter is written without prejudice.

The best STACK event I went to was at the much missed Weston Super Mare festival about five years ago. In those days STACK did not seem to be so serious as they are these days in that they allowed commentary during their events. A very able and easy to listen to Paul Reynolds explained the moves aided by some of the competitors who flew a practice figure whilst setting up. This all kept the public informed at the same time as raising a lot of interest.

you can't have it both ways. Solent Kite Flyers and other festival organisers welcome STACK events at their festivals precisely because of the active contribution that the competitors are more than happy to make. In my experience, STACK has no agenda to take over events. In common with kite flyers everywhere, its members just want to fly their kites and are appropriately grateful to those organisations who host competition rounds. Suffolk Kite Flyers do in fact give STACK a very nice "corner of a field" alongside their main arena at Rougham Festival, and this arrangement works perfectly well.

Mr Adey comments were doubtless well intentioned, though might have been more tactfully conveyed confidentially to the SKF Organising Committee rather than broadcast all over the pages of "Kiteflier". What concerns me more, however, is that in writing the article as he did, Mr Adey gave no consideration to three important facts -

First, when you denigrate someone else's form of kite-flying pleasure, you cause rifts that are damaging to the various organisations that promote and foster the activity. While it may not be to Mr Adey's personal taste, competitive sport-kite flying is a valid part of the pastime that he professes to love. Others may take a similar view of, say, Buggies or Bear Bunging though fortunately most feel no need to express any opinion and remain content to live and let live. Secondly, Solent Kite Flyers work very hard promoting all aspects of kite flying at schools, youth and disabled groups, as well as providing workshops and demonstrations in support of other organisations. A large part of the funds for this work are raised through the Southampton Kite Festival. If, as the result of Mr Adey's words, kite flyers are put off from attending the event in the future, it will be kite flying that is the loser. Finally, Mr Adey is of course entitled to his opinions, though his forthright comments run the risk of bringing Kite Flying into disrepute, in which case he would deserve to be flogged around the arena with a busted bridle.

I am pleased to be a member of both Solent Kite Flyers and of STACK UK, however the thoughts expressed above are entirely my own and may not necessarily coincide those of the said organisations.

---

All of the competitors were introduced with some background information about them, their equipment and sponsors and all of this was very entertaining and certainly did a lot to encourage people to delve deeper into our sport – it certainly got me hooked! But then again – isn't that what we want to be doing at festivals?

And so I suppose it is to this point that I agree with Jamie Adie with his comments about Southampton.

At the time of writing I am not, or ever have been a member of Solent Kite Flyers or STACK but for many

Letters

years have had deep appreciation of the hours and hours of hard, unpaid work put in by them and, indeed all of the clubs and their members and other organisers. This merry band of people do it for the love of their sport and most of all to have FUN!

Each year every festival is usually an improvement on the year before as lessons are learned (usually the hard way!) and more ideas are tried out.

It is absolutely unthinkable that some one could walk in to an event and be entertained FREE for two days with all facilities and other entertainments laid on and than have the audacity to complain about the unpaid voluntary commentator.

Mr Adie you should be ashamed. Do you not realise when you are entertained by the likes of the Robertshaws, the Flying Squad and (don't take it personally but I don't care if you do) Bitter and Twisted, that they learned their skills by competing in STACK.

**From Hugh Blowers**

I realize that you clearly state that items in the Kite Flyer do not represent the views of The Kite Society, but I strongly believe that an item in aerodyne should not pass without comment.

The item clearly states that at a fly in they have been lifting children via the teddy and octopus tethered to a

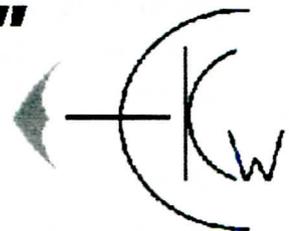
If STACK had not have been at Southampton there would not have been anywhere near the number of other kites flying during the day which you apparently missed nor anywhere near the amount of competitors in the Rok fights - you did join in with the fun didn't you?

Did you also notice the crowds around the arena when the ballet to music competition was on? - Or perhaps by then you had gone home to write your negative comments - oh well then good! You weren't missed - and I could name a few people that won't miss you next year - unless of course you would like to *help* because the club (who incidentally work extremely hard throughout the year attending charity events with their kite workshops and are very much appreciated) can certainly do with some more willing and able bodies!

car. Further they are actively encouraging people to come along and try it. I cannot believe that any kite club would be so irresponsible and I would urge the Kite Society to distance its-self from any such activities. Insurance is difficult enough as it is. I am sure nothing would cover such an activity, and the consequences of anything going wrong are beyond belief.

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PO BOX 585 SWINDON SN3 4YR  
01793 824208**

**MOBILE: 07967 690422  
EMAIL: [darjer2@aol.com](mailto:darjer2@aol.com)**

**CHARLIE SOTICH WORKSHOP  
BOOKING FORM**

We are bringing Charlie Sotich, from Chicago, to do a workshop on the weekend of 15/16<sup>th</sup> February 2003. Charlie is recognised as one of the world masters of the miniature kite, this will be his first visit to the UK.

The venue is Headlands School, Swindon, from 9am till 5pm each day.

The Saturday workshop will be to make three kites, in the morning you'll make a Hata kite from a paper napkin, after lunch you'll make a 3to4inch Chinese paper cut kite and a very small tissue paper kite. Sunday will be the same format but with three entirely new kites, in the morning a Japanese tissue paper kite, in the afternoon a five pointed star kite, and a kite from a postage stamp, plus Charlie will be teaching bamboo splitting and gluing techniques on both days.

You can come on Saturday or Sunday for £25 including light lunch, or if you wish to come on both days it will be £40 including light lunch both days. Charlie can only manage a maximum of 25 in each class so book early to avoid disappointment!

Lunch will be, jacket potato, with various fillings, complimentary tea & coffee will be available throughout the weekend, **PLEASE BRING YOUR OWN MUG!** You will also need to bring a craft knife (Exacto or similar) a cutting mat and a good quality pair of tweezers.

<b>SATURDAY</b>	<b>£25</b>	<input type="checkbox"/>	<b>Both Days</b>	<b>£40</b>	<input type="checkbox"/>	Please tick on which day/days you wish to attend.
<b>SUNDAY</b>	<b>£25</b>	<input type="checkbox"/>	Please enclose a deposit of £10 for each day you are attending, cheques made payable to WHKF.			
<b>NAME:</b> <b>ADDRESS:</b>				<b>PHONE:</b> <b>EMAIL:</b>		

## Wellington Kite Day, April 6<sup>th</sup>

Come along and join in the fun again at Wellington Country Park, off the A33 Basingstoke to Reading road, for a Kite Flying Day.

There is an entrance fee to the Park, although this will be discounted on production of a Kite Society Membership card.

The Park is scenic with flying spaces, picnic sites, a restaurant and disabled access.

Camping is available, please contact 01189 326444 for more details.

For any further details, please contact Roy, at Kites Up, 01256 812487. Email: roy@kitesup.co.uk

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## Swindon Kite Festival, 10<sup>th</sup> & 11<sup>th</sup> May

Don't forget to mark your diaries for the Swindon Kite Festival, on the 10<sup>th</sup>/11<sup>th</sup> May 2003, at Lydiard Park, Swindon. The park is to the west of Swindon about 1 mile from junction 16 of the M4. Camping and caravanning is allowed on site, the fees are: £10 for caravans; £5 large tents; £3 small tents, these fees are for the weekend, access will be available from Friday PM. There are several hotels near the park, the most economical is the IBIS, they charge £29.95 per **ROOM** at the weekends, and I think breakfast is £4 per person, on top of this price.

We have invited Dan Kurahashi. Dan is originally from Japan, he has lived in Vancouver, Canada, for the past 26 years, he's a great character, and is famous for the fact that he is the only teacher to be invited to Fort Worden for all of the twenty years that it's been run-

ning. He is an expert on all forms of traditional kite making. I have asked him to concentrate on kite trains on this visit.

This is a free event, so you won't need a car pass to get in. I think we have attained the label of the *kite flyers* event, we want you to come and join us and just enjoy the laid back atmosphere.

For any further information do not hesitate to contact me on the phone number below, or email me at [darjer2@aol.com](mailto:darjer2@aol.com)

Dave Robinson  
WHITE HORSE KITE FLYERS  
PO BOX 585 SWINDON SN3 4YR  
01793 824208

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## Middle Wallop Kite Festival, May 24<sup>th</sup>—26<sup>th</sup>

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

The usual format, as in previous years...The entrance fee is £2 per 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, Saturday and Sunday evenings for a small fee, in the designated area, for those who want to stay on site. This year, we have booked toilets with hot water (!! ) and lights for in the evening.

There will be a licensed Bar, with reasonable prices (including soft drinks and nibbles), as well as food traders, with George the pancake man (and his good lady wife, Jean) staying open later into the evening.

There are 800 acres of flying space, of which some will be allocated for buggying (this MUST be adhered to!). Please make sure that you have relevant B.B.C./ P.K.A Insurance if you are going to buggy/board. This year will see a registration area to ensure everyone adheres to the rules.

We will have a Kite Workshop for the kids, para-

chuting teddy bears, tandem buggy 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 let's fill the sky with colours!

Please come along and give us your support again, and look forward to seeing you there!!!

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

Footnote: Please note that Middle Wallop is not an opportunity to organise impromptu races, unless they are organised through Mike Shaw before the event. It is a Kite and Buggy Festival, attended by Public, two line and single line fliers. With 800 acres, there is room for all! There were grumblings last year, so the buggy space must be adhered to. Please be aware of the public, as it's a Festival for all, not just a few. Help us to not jeopardise future events.

Thank you in advance, Hayley and Roy

## Basingstoke Kite Festival, June 7<sup>th</sup> & 8<sup>th</sup>

At Down Grange Sports Complex, Pack Lane, Basingstoke. 10 am to 5 pm both days.

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 are showers underneath the Hockey club, opening times will be posted on the door. Water is available around the back of the same building.

The Theme for the weekend is "Circus", so let your imagination get carried away! There will also be a prize for the best Themed kite.

We will have a Kite Workshop for the kids, parachuting teddy bears, flying arenas for the events taking place and a general public flying area.

The marquee will be available in the evening for a bit of a social gathering, so lets hope the weather is kinder to us for next year!!

Please come along and give us your support again, and look forward to seeing you there!!!

Contact: Alan Cosgrove 01256 421800 or Roy Broadley (Kites Up) 01256 812487

## Weymouth International Kite Festival, May 3<sup>rd</sup>, 4<sup>th</sup> & 5<sup>th</sup>

The 13th Weymouth International Beach Kite Festival will this year be held on Sunday 4<sup>th</sup> and Monday 5<sup>th</sup> May. Saturday 3<sup>rd</sup> May is reserved as a free flying day with no organised events taking place but the beach is free to be used for flying. As usual a number of overseas visitors will be there flying their kites as well as many UK based kitefliers.

The festival will run along the normal lines with a few competitions, many demonstrations and free flying. Whilst on the subject of demonstrations if anyone who is thinking of attending wants to do something in the arena as a demonstration can they please contact us in advance so that we can plan it in. A childrens kite workshop will also be held on the beach.

Sunday evening has the usual Civic Reception with the Mayor followed by the fireworks display at 9:30pm. There will be basket meals and light snacks available for those who want to eat and a pay bar. Everyone is welcome to come along to chat and entry is free! The reception is at the Weymouth Pavilion from 7:30pm. The bar will be open until 11:00pm.

For those who wish to there is a slot for night flying on Sunday evening, from 9:00pm, which is followed by the usual firework display.

### **Accommodation**

Accommodation can be booked via one of the following routes— The Accommodation Line on 01305 785747. Or via the Weymouth web site at <http://www.weymouth.gov.uk>. Email: [tourism@wpbc.weymouth.gov.uk](mailto:tourism@wpbc.weymouth.gov.uk).

Reservations can be made for all classes of accommodation including caravan and camping.

### **Car Parking**

Once again there is free parking available but space is limited. Once the tickets have gone we cannot get any more. Tickets are valid for three days, Saturday, Sunday and Monday. One ticket per car for all days.

The car park is situated behind the Pavilion. Please send your request to the address below and remember to enclose a stamped addressed envelope as passes will NOT be sent without one.

### **Traders**

Kite traders are very welcome to attend and ply their wares. The charge structure this year is:

Up to 15ft (4.5m) frontage: 3 days £175, 1 or 2 days £150.

Over 15ft (4.5m) frontage: 3 days £205, 1 or 2 days £180.

Payment and booking must be in advance and should be sent to the address below. Please make all cheques payable to the Kite Society. Note that only 15 sites are available so book early.

**If you require a car pass then please send an S.A.E. to the address below. Indicate the number of passes required. (One per car).**

*The Kite Society  
P.O. Box 2274  
Gt Horkesley  
Colchester  
CO6 4AY*

**BEFORE the 14th April. Please remember to enclose a Stamped addressed envelope.**

# Kite Event Calendar

April		
6	Wellington Country Park Kite Day, Basingstoke, Hampshire	Kites Up.
20	6th Streatham Kite Day, London.	<a href="mailto:bob.colover@easynet.co.uk">bob.colover@easynet.co.uk</a>
26-27	Buckingham Kite Festival, Stowe Gardens, Bucks.	White Horse Kite Fliers
May		
4-5	Weymouth International Beach Kite Festival, Weymouth Beach, Dorset	The Kite Society
4-5	East Yorkshire Garden & Kite Festival, Beverley Racecourse.	M.K.F.
10-11	Swindon Kite Festival, Lydiard Park, Swindon.	White Horse Kite Fliers
11	Poole Kite Picnic, Baiter Park, Poole, Dorset.	Richard Nourse.
17-18	Suffolk Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk	Martin Corrie
17-18	Cleethorpes Kite Festival, Cleethorpes, Lincolnshire.	Barbara Allen 01472 323004
24-26	Middle Wallop Kite Festival, nr Andover, Hants.	Kites Up
24-26	Tewkesbury Kite Fun Weekend, Glos.	Paul Collins 01684 297242
June		
6-8	Margam Park, Kite Festival, South Wales. (Provisional)	Scruffs
7-8	Basingstoke Kite Festival, Down Grange Sports Complex, Basingstoke.	Kites Up.
8	Peterborough Kite Festival, Ferry Meadows, Peterborough.	Great Ouse Kite Fliers
14-15	Teston Park, Maidstone, Kent.	Kiteability
21-22	Southampton Kite Festival, Lordshill, Southampton.	Michael Lowe
21-22	Fylde International Kite Festival, Lytham St Anne's, Lancs.	Phil Womack
28-29	Bedford International Kite Festival, Russell Park, Bedford.	01234 343992
28-29	Shrewsbury Kite & Boomerang Festival, Sundorne Playing Fields, Shrewsbury.	<a href="mailto:jj@kites-in-shrewsbury.co.uk">jj@kites-in-shrewsbury.co.uk</a>
29	Rockingham Kite Fun Day	White Horse Kite Fliers
July		
5-6	Chale Kite Festival, Isle of Wight. (Provisional)	<a href="mailto:chalekites@btopenworld.com">chalekites@btopenworld.com</a>
12-13	Brighton Kite Festival, Stanmer Park, Brighton.	Simon Hennessey
12-13	Barmouth Kite Festival, Barmouth Beach, Wales.	Colin Jepson
27	Petworth Kite Festival, Petworth Park, Sussex	Joanna Mersey
26-27	Tewkesbury International Kite Festival.	Paul Collins 01684 297242
August		
3	Royston Kite Festival, Therfield Heath, Royston, Herts.	01223 207213
9-10	Teston Park, Maidstone, Kent.	Kiteability
9-10	Middle Wallop Kite Festival, nr Andover, Hants.	Kites Up
17	Kites over Capstone, Capstone Country Park, Gillingham, Kent	<a href="mailto:secretary@seks.org.uk">secretary@seks.org.uk</a>
23-25	Portsmouth International Kite Festival, Southsea Common, Hampshire	The Kite Society
30-31	Bristol International Kite Festival, Ashton Court, Bristol.	Avril Baker
31	Hunstanton Kite Festival.	Bryan Cantle

Contact	Address	Telephone	Email
<b>Kites Up</b>	Roy Broadley	01256 812487	<a href="mailto:kites@kitesup.co.uk">kites@kitesup.co.uk</a>
<b>The Kite Society</b>	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	<a href="mailto:Events@thekitesociety.org.uk">Events@thekitesociety.org.uk</a>
<b>Scruffs</b>	77 Oxford Street, Pontycymer, Bridgend CF32 8DD	016560871871	<a href="mailto:margam@kiteshops.com">margam@kiteshops.com</a>
<b>Martin Corrie</b>		01206 299560	
<b>Simon Hennessey</b>		01273 582309	<a href="mailto:Simon@hennesseys.co.uk">Simon@hennesseys.co.uk</a>
<b>Joanna Mersey</b>	Bignor Park, Pulborough, Sussex RH20 1HG	01798 869214	
<b>Richard Nourse</b>	85 Bells Orchard Lane, Wareham, Dorset, BH20 4HP	01929 554690	<a href="mailto:richard.nourse@virgin.net">richard.nourse@virgin.net</a>
<b>Great Ouse Kite Fliers</b>	Peter West	01733 269687	<a href="mailto:Gokf@btinternet.com">Gokf@btinternet.com</a>
<b>Michael Lowe</b>	44 Bellemoor Road, Shirley, Southampton, Hants SO15 7QU	023 8077 0788	
<b>Bryan Cantle</b>	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP.		
<b>Kiteability</b>	45 Windsor Road, Welwyn, Herts, AL6 9JY		<a href="mailto:Patnron@kiteability.co.uk">Patnron@kiteability.co.uk</a>
<b>M.K.F.</b>	Alan Bill, 90 Weybourne Road, Great Barr, Birmingham B44 9DE	0121 360 1955	
<b>White Horse Kite Fliers</b>	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	<a href="mailto:Cowpat.ed@whkf.org.uk">Cowpat.ed@whkf.org.uk</a>
<b>Phil Womack</b>		07957 308734	<a href="mailto:Fylde@fly.to">Fylde@fly.to</a>
<b>Kreative Kites</b>		01635 528400	<a href="mailto:kreativ.kites@argonet.co.uk">kreativ.kites@argonet.co.uk</a>
<b>Avril Baker</b>	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002	<a href="mailto:info@abc-pr.co.uk">info@abc-pr.co.uk</a>
<b>Colin Jepson</b>	Fairbourne and Barmouth Steam Railway, Beach Road, Fairbourne, Dolgellau, Gwynedd LL38 2Z		
<b>Malcolm Goodman</b>	134 Thames Road, Billingham, TS22 5EX	01642 550827	<a href="mailto:Thekiteman@ntlworld.com">Thekiteman@ntlworld.com</a>

## Megateam World Record

Press Release HQ World Record Megateam Tour 2003

After more than six months of preparation it's all go. This coming year we are going to have a serious attempt at the world record Megateam kiting.

We would like to see this world record officially published in and by the Guinness book of world records. Our aim is to use a minimum of 75 people to set this record but our initial goal is set at 100 kites.

Every participant in this world record attempt will be using the same sponsored equipment to ensure that the kite's speeds and line lengths are equal.

At the time of registration all participants will receive a registration number, which is linked to a specific piece of equipment, this means that everyone will be assigned to his or her own kite.

In total 100 complete sets HQ Tramontana "Megateam" (HQ and AVIA )of kites including lines (Blue Line) will be made available to us which have been designed specifically for this world record attempt.

These kites will, throughout the year, remain the property of the HQ Demo team and will be present at all of the designated festivals for use during official training sessions.

Registration fees are estimated to be between €50 and €75. At the conclusion of the attempt the participant may keep their assigned equipment.

These registration fees will be complete donated to an international charity. The nature of such will be determined at a later date.

The key to the success of this operation lies partially in the participation of seven kite festivals that lend their cooperation to this world record attempt. There are to be six training weekends plus the actual world record attempt itself.

We plan to invite the media and press as well as sev-

eral TV crews to cover this spectacle. Also, Guinness book of world record officials will be present to officially document the record.

Also, apart from the official festivals, we plan to visit several other festivals, both here and abroad, where the kites will be made available for training purposes.

To ensure this attempt becomes a success, we are seeking as many kiteflyers as possible who have good control over their kite. They must be willing to sacrifice their time to take part in at least two of the training weekends as well as the world record attempt itself.

We are also seeking a number of volunteers who are willing to act as crewmembers at several venues for a variety of field duties and administrative duties during these festivals. Our preference goes to those who do not wish to participate actively in the actual kiteflying.

Registration is preferably done by using the on-line form at [www.kiterecord.com](http://www.kiterecord.com) or in writing using the registration form below.

### Information and Registration

HQ Demoteam "Flying Circus on tour"  
Mark Collewijn  
Van Ubelstraat 9  
6981HL Doesburg NL  
Tel.: 0313-475764 na 19.00  
[www.teamflyingcircus.nl](http://www.teamflyingcircus.nl)

[www.kiterecord.com](http://www.kiterecord.com)  
e-mail: [info@kiterecord.com](mailto:info@kiterecord.com)

### Information and festival organization

Kultur Nord  
Uwe Schwettmann  
Bahnhofstrasse 11  
D 26122 Oldenburg  
Tel. 0049 44121719715

[www.kultur-nord.de](http://www.kultur-nord.de)  
e-mail: [Uwe.Schwettmann@kultur-ord.de](mailto:Uwe.Schwettmann@kultur-ord.de)

### **E-Bay Kite Item**

Seen on E-Bay, the internet auction site, an auction for an Abraham Lincoln Kite circa 1860. Original condition complete with frame. Made from paper with wooden ribbed frame. 15.5" x 11.75". It remained unsold at \$1,750 with the reserve not being met.

This must be one of the earliest paper kites in existence. If anyone knows of an older one then please let us know.



## Ice Kites Expedition

On 24 December 2002 Brian Cunningham and Jamie Young started their attempt to travel across Antarctica from the South Pole in approximately ten days using the power of the wind alone.

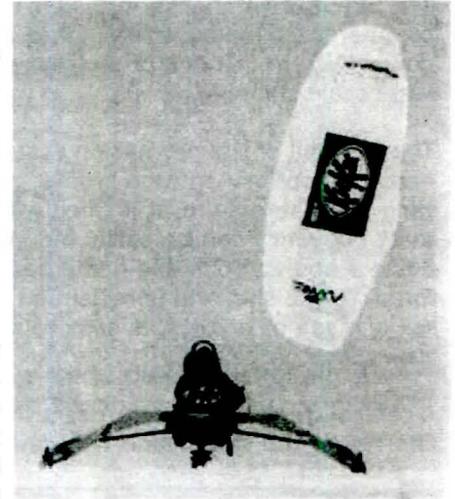
The journey normally takes about two months by traditional methods.

For this endeavour the pair planned to use specially designed kite buggies made by Parastorm Ltd. The buggies also carried all the equipment and food (enough for 30 days - just in case).

Advance Kites supplied the five kites that each person took, and ranged in size from 1.9m<sup>2</sup> to 10m<sup>2</sup>. The main sponsor was from Kit Kat.

Unfortunately on 1 January 2003, Jamie Young and Brian Cunningham had to abort their ice kiting expedition across Antarctica. Since arriving at the South Pole the team had been frustrated by almost windless conditions which consequently made travelling by kite an impossibility.

Although the team's research had indicated suitable wind strengths at the time of year, the region experienced unusually calm weather and, according to local meteorologists, the windless conditions looked likely to continue for most of January. Wind at the South Pole has approximately 25 per cent less power than in most other areas because of the zero humidity and high altitude.



For more details see [www.icekites.com](http://www.icekites.com).

## New Stuff

**Team Spectrum:** Many of you may have seen Team Spectrum at kite festivals around the U.K. Flying their kites for the public. They now have a web site at [www.teamspectrum.org.uk](http://www.teamspectrum.org.uk) with an email address of [info@teamspectrum.org.uk](mailto:info@teamspectrum.org.uk).

The web site contains details of their display, kites, sponsors and so on. If you are interested in having them at your event then contact them directly.

**Bike and Buggy:** We have new premises, a good range of kites, buggies & mountain boards & some of the best kite flying sites in the country!

We would happily offer discount of 10 % to society members. David Brownless.

Bike and Buggy  
2 Leopold Street  
Nairn  
Scotland  
IV12 4BE  
Tel 01667 455416  
Fax 01667 454722  
[www.bikeandbuggy.com](http://www.bikeandbuggy.com)  
e- mail [sales@bikeandbuggy.co.uk](mailto:sales@bikeandbuggy.co.uk)

## Logo for Poland

Hitting on the idea of the kite was "like finding gold in the street," Szymon Gutkowski says. Gutkowski is the managing director of DDB Corporate Profiles, an advertising agency in Warsaw. A kite, he says, connotes youth, freedom, playfulness and hope "in any language, any country." It floats gracefully above nations and politics. "It's extremely positive." And soon it may become Poland's national logo.

Last year, Poland's Ministry of Foreign Affairs hired DDB Corporate Profiles, a branch of the global agency DDB, to design a logo that could be used to promote tourism and trade. This summer, the company unveiled its design: a red-and-white kite whose tail is

held by a dancing stick figure that doubles as the K in the word "Polska." The Polska lettering is thick, red and curvaceous, a nod to the emblem of the Solidarity movement. The red-and-white design on the kite is a four-square checkered pattern, reminiscent of the emblem on Polish war-planes



## Skysails

The SkySails technology provides for the first time commercial shipping with a viable and powerful wind power system. It is a propulsion system designed for large scale shipping.

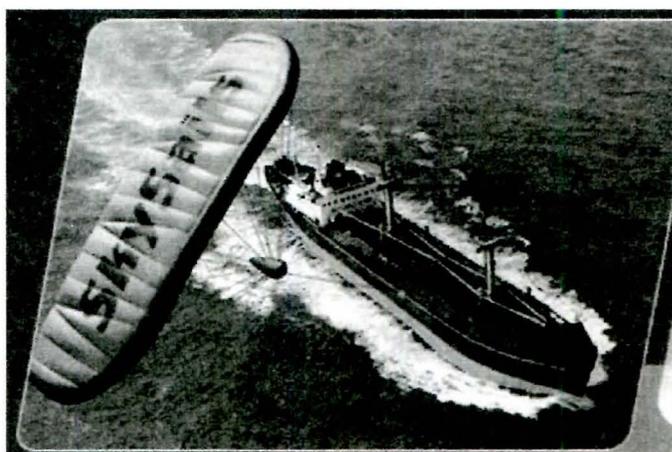
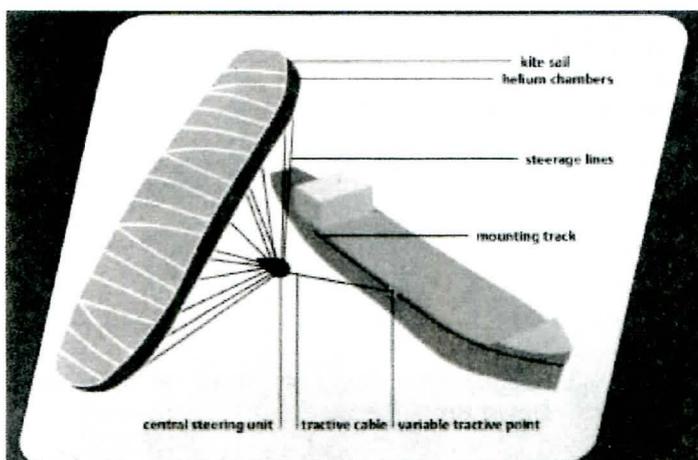
The kite-sail of the propulsion system has an aerodynamically optimal surface profile, comparable with the wing of an aeroplane. It is filled with helium and due to its buoyancy can be easily mounted and secured. Being a non-combustible noble gas, helium poses no threat to the ship and is reclaimed after use. The kite-sail is made of textiles, is easy to store and takes up little space on board.

A central tractive cable transfers the power from the kite-sail to the ship. Modern synthetic fibres such as

Dyneema are suitably strong and available from a number of suppliers. A mounting track connected to the ship picks up the tractive power of the sail and transfers it. The variable tractive point guarantees the ideal positioning of the kite-sail, regardless of the course or wind direction. Thus, courses up to 50° to the wind can be achieved.

The controls of the SkySails system are fully-automatic and similar to a plane's autopilot. The kite-sail is positioned according to the direction and strength of the wind, as well as the ship's course and speed. The route management data is inputted to the kite controls.

More information can be found at [www.skysails.de](http://www.skysails.de)



[And memoirs of a Kite Shop!].

**THE COSTA DE LA LUZ OFFERS THE BEST KITE FLYING IN EUROPE !**

For the past twelve years Paul and I have travelled the world, flying our kites. Even before we opened KOSMIC Kites, a decade ago, a holiday had to be where we would find beautiful scenery, plenty of open space, good people, hopefully a great climate, and some wind to fly in! We live near Epsom Downs, and Richmond Park with almost all these things.

We have spent many good times in Fuertaventura, North and South pegging down all sorts of Single Line displays for people to see, and enjoy, from Martin Lester's Whale, to box kites. Then as Paul competed more and more with stunt kites all over Europe we moved into North Shore Radicals, one for every wind level, and then The Stranger, tricks, tricks, tricks! Adding four line skills with Revolution Kites, landing on a five pence piece. Then came the Power Kiting boom, Flexifoils everywhere, stacked up to 8 at a time. Followed almost immediately by Parafoil Mayhem, four lines harnessing the wind like never before. This devel-

oped into Traction and Kite Bugging, and a whole new sport in itself. Leading to Land boarding. Kite Skiing and, of course, the fastest growing radical sport in the world today and, undeniably, the most exciting, Kite Surfing.

Fuertaventura is great, wonderful beaches, wind and always good weather. BUT, after the 5<sup>th</sup> or 6<sup>th</sup> visit you begin to yearn for some culture and a change of view! So we hit the Balearics... better... but not enough space, and ... not enough wind!

So, we started to look at mainland Spain, and where the wind would be a given. We had been to Andalucia, Marbella, Estepona and the Med, lovely! BUT, very often still air, and very English too, plus pretty expensive all in all.

And then, out of the blue, various people started to tell us about the coastline the other side of Gibraltar. The Costa De La Luz. between Gibraltar and Portugal... Real Spain! TV Travel programmes, holiday home programmes, Spanish friends, windsurfers, kite surfers, the list went on and on, and WE HAD TO INVESTIGATE!

## Letter from Spain

## Letter From Spain

A year ago we headed off to explore this area, Spain's Cornwall. We just fell in love, and found the Region has absolutely everything for everyone. Unless you want kiss me quick, and fish and chips that is! The list of pluses follows....

Culture & History—Cadiz, Jerez, Seville. 120 miles of natural beaches. the cleanest sea. And always a breeze on the Atlantic coast. A fantastic all year round hot climate. Mountains, 'White' listed villages, Tapas, fish, fish, fish.! Markets. 25 Minutes from Morocco. Whale watching. The Bay of Trafalgar. Canoeing. Golf. Famous Andalucian horses. Bodegas Parque Natural, bird watching reserves. Windsurfing. water skiing. kite surfing, with some of the best lagoons, and teaching schemes in the world.

All this and still completely Spanish, cheap, friendly and beautiful!

There is a unique atmosphere in this part of Spain, relaxed, warm, friendly, and yet not horribly isolated from the real world. You go there, you mix with the locals and the Spanish on vacation, you enjoy all that this coastline has to offer, and you vow to return.

You can fly to this part of Spain from many UK air-

## Private Ads

### FOR SALE

Did you get some money for Christmas?? Too late for the end-of-season clear-outs?? Well it's your lucky day - take advantage of my 'clear-out'. She-who-must-be-obeyed says the boys & I must have a kite reduction as we can't buy a Ford Transit simply to go to festivals, so, with tear in my eyes, here goes:-

'Elliott Mystic' - a 4m\14ft span delta. Needs three things to fly it:-

1. A force 2-3 to launch it (as it weighs several pounds) .
2. A good intermediate flyer who can understand the effects of slack\ taut lines during launching .
3. Someone big enough to hang onto it !! ( It's like flying 2-3 stacked 10ft flexifoils).

Definitely one NOT for the kids!! I've never Axeled with it so there's a challenge for you. I have broken spars before & the areas that have shown themselves to be the 'weak points' are all reinforced. With padded handles & lines £120.

**Flexifoil Stranger** - The Original - With video (Blue & White) - £55.

ports, and can use many cheap airlines, landing at Gibraltar, Jerez, Seville and Malaga.

We loved it so much that we bought a lovely little house there, which is available to rent in 2003. It consists of 3 Bedrooms. 2 Bathrooms. Kitchen. Laundry Room. Walled Garden with Eating Area. Sun Terrace. Lounge/Diner. Sleeps 5. 1 Double. 1 Twin. 1 Single.

Views over countryside and Golf Course. 5 minutes drive from miles of beach and centre of Conil Town. 2 minutes drive from supermarkets and many shops and supplies. Plenty of free safe parking next to house. Late June, July, August and Early September use of three communal swimming pools, with Life Guard. Tennis Courts, all year! Many safe childrens play areas. Grass 9 Hole Golf Course on Site. Prices from £300 to £550 per week depending on season. 10% discount available to Kite Society members.

Check out the Beach of the Week on our Website for more details.:

Www.kosmickites.com or call Kosmic Kites on 020 8390 2221.

Elaine Hallam - Email: Hankin@KOSMICKITES.com

**Flexifoil Stranger level 7** (with video & instructions) - as the man says - responds like no kite you've ever flown before - but this old dog can't learn the new tricks—£70.

**Spirit-of-Air, Omega XS** Ultralight (Yellow) - £65.

**Benson - Box of tricks** Orange trim - was my son's & now he's into foils—£70.

**Dot Matrix**, signed by Carl Robertshaw, - nice kite but I just never fly it—£135.

**L'Atelier Masque** (French Team Kite) bought as a 'Festival Present' & it's another that seems to stay in the bag - £190 or offer .

All prices include UK courier delivery or discount offered - if you're based close to Guildford \ Horsham I could meet you.

Call Steve - evenings - 01403 753 625; days 01483 894 100;



**For Sale** Impact Kite £5.00 O.N.O. Tel: 0117 972 0558 (or 0117 907 2295 office hours). Anne Hodge.

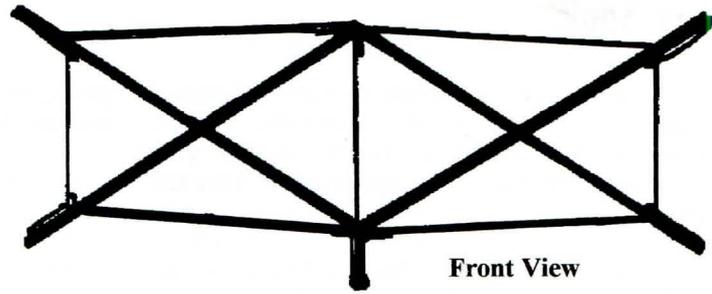
*Private ads are free. All we require is that the copy for the advert be with us by the 15th of the month prior to publication. So for the next issue—April—we require the copy by the 15th March. Send the copy by mail or email to the editorial address.*

# Hargrave-Sauls Barrage Box Kite.

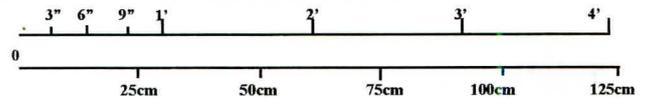
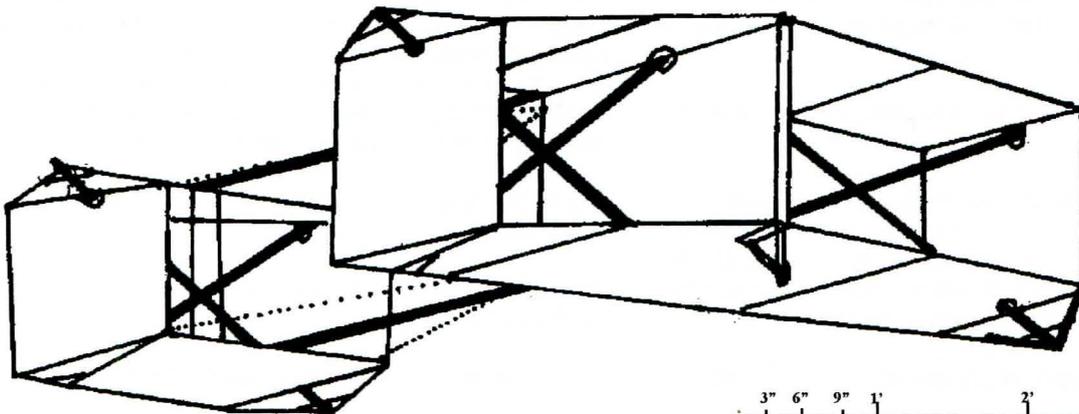
## Gary Woodcock

Fabric 3/4oz ripstop.  
 Front cell Bracers and central longerons—  
 Carbon.

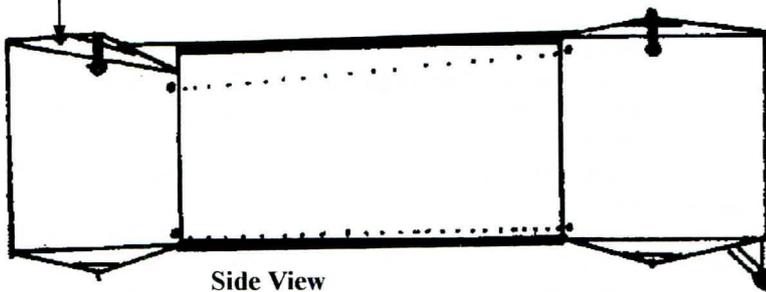
Front wing Battens 1/4 x 1/2 bamboo.  
 Rear cell bracers and cell corners 1/4 dowel.  
 Weight 24oz



Front View



10° Angle



Side View

Tow Point

Winglet

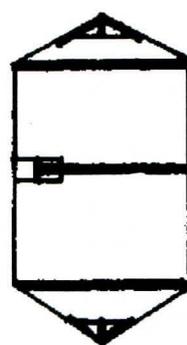
Wind Speed 5 knots +

Leading Edge Sweep 1:8

Lateral Dihedral top wing -5°

Lateral Dihedral Bottom Wing +5°

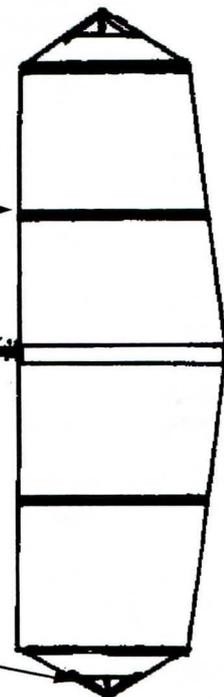
Longitudinal Dihedral + 10°



Top View

Bamboo Batten

Soft nylon rope sewn to winglet



## Kite for a Purpose (The Golden Age of Kites?)

### 1 Introduction

My purpose in writing these articles is not primarily the history of kiting but in the development of kites as we know them, i.e. to explain and inform about kites seen in the air today.

There are as usual diagrams, plans and photos. As before capital letters (PELHAM) means a full reference in the bibliography. The layout is:

1. Introduction
2. Needs for kites
3. The fliers
4. Omissions and exceptions

It is sometimes said that the last years of the 19<sup>th</sup> century and the first years of the 20<sup>th</sup> century were the 'Golden Age of Kiteflying'. I don't much like the phrase, as it seems to imply that everything since has been in decline. An alternative title could be 'Kites for a Purpose' – all those kitefliers included in this article had a purpose – or two – in mind for their kiteflying.

I have selected five fliers from the period – Eddy, Conyne, Bell, Hargrave and Cody. Once I'd made the selection I knew there was an important omission to be apologised for (see section 4). But each of the five is a name known to western kitefliers, though not everyone is quite as clear as to why they are important. In every case we could expect to see either 'their' kite or a direct descendant at a kite meeting today. A chronology of the key years is set out below. While it would be neat to be able to say 'it all happened in 10 years from 1893' in reality most of it happened in the 13 years 1893 – 1905. I think that the pace of development is remarkable – as a comparison look back to 1989 – 2002. The 4 line Revolution was invented at the start; there have been radical developments in 2 line precision and power kites. The Circoflex was invented in 1994. But compared to the 5 below?

- 1891 Hargrave invented the cellular kite (or box kite) he had been working on many aspects of flight since 1883.
- 1894 Hargrave lifted 16ft by 4 box kites in 21 mph wind.
- 1896 Hargrave boxes adopted by the U.S. Met Office
- 1898 Eddy filed his patent
- 1899 The Wright brothers fly their quadline kite.  
Hargrave box kites brought to Europe.  
Cody started to build kites.
- 1900 Eddy receive patent – as does Woglam.
- 1901 Cody applied for patent for his man lifting system
- 1902 Silas Conyne got his patent.  
Bell builds kites and sketched the regular tetrahedron.  
Cody man-lifting in U.K. and sets U.K. height records
- 1903 The Wright brothers first flight.
- 1905 Bell's first man lifter 'The Frost King'.
- 1906 George Lawrence photos San Francisco using Conynes.
- 1908 Cody become the first person to fly in the U.K.
- 1909 Bell's Cygnet kite.

Before looking at each kiteflier in turn, it's worth considering the question 'why all this activity at this time?' Certainly the five were very different individuals.

- While Eddy and Conyne lived all their life in the U.S.A.,

Bell was a Scottish/Canadian who made his fortune in the U.S.A., Cody, an American who adopted British nationality and Hargrave an English born Australian.

- While it was important to Cody, Eddy and Conyne that their inventions should be patented, Bell (whose wealth came from the heavily patented telephone) was open with his scientific enquiries and Hargrave would not patent anything as he believed knowledge should be free to all.
- Again two of the five have a wider fame than designing and flying kites – Cody built the first aircraft in England and Bell had the telephone.

Usually a period of rapid invention and development is caused by the availability of new materials, new techniques or new needs. In this case there was little change in materials – kites could/would be made of silk or fine cotton using bamboo or hardwood right through the period. Admittedly the use of piano wire for high altitude flying was introduced in 1887. Compared to the line available it was cheaper, lighter and thinner (line drag is an important factor in high altitude flying).

A relevant new factor at the end of the 19<sup>th</sup> century was a network of experimenters interested in flight, together with improved communications so that published papers were read and examples of new practice spread quite quickly.

### 2 Needs for Kites

The reason why these five emerged when they did was that in the last quarter of the 19<sup>th</sup> century there emerged a series of needs the kite might meet. These were:

- 2.1 Scientific interest in the upper air, developing into meteorology
- 2.2 Aerial photography
- 2.3 Man lifting for military purposes
- 2.4 Powered human flight

Of course some of these needs were not new e.g. Chinese man lifting 2000 years ago, Ben Franklin and the electrical kite in 1752, Cayley had used kite shapes in his glider of 1804.

There had been other uses for kites before this period (e.g. shipwreck life saving – see a later article) and there have been new needs in the last 100 years. Examples include Sauls' kites used in anti-aircraft barrages in the U.S.A. during the Second World War. Plans for using a barrage of Cody kites were finally abandoned in 1940. Airsea rescue used the Gibson Girl kite to lift the aerial (see The Kiteflier October 2002 for an article concerning the origins of this kite). One use of kites – for traction – which had been highly developed by POCOCK in the 1830's has been revived in the last 15 years for recreational purposes as kite buggying and kite boarding. Now to look at the 'needs' in more detail.

#### 2.1 Exploring the upper air/meteorology

In 1749 Thomas Melvill and Alexander Wilson in Glasgow used a train of up to 6 paper kites 4-7ft high to lift thermometers attached to the line at known intervals. Tassels were used which, when the fuse had been burnt through, both cushioned the fall and made the instruments easier to find. The experiments continued for some time but ceased on Wilson's death before they tried to replicate Ben Franklin's lightning equals electricity experiment. This took place in 1852 using a simple diamond/square kite apparently made from a silk handkerchief using cane reeds not bamboo. Had there been a nearby hill Franklin would probably simply have used a metal spike on the hill to 'trap' the lightning and show that it was another manifestation of electricity. Franklin and the experiment is one of the most common images involving

## Kite for a Purpose (The Golden Age of Kites?)

a kite. The kite is usually drawn very badly being an arch top or diamond rather than a square. The experiment did lead to a practical gain – the invention of the lightning conductor.

By the early 19<sup>th</sup> century balloons were more advanced than kites – Montgolfier's hot air balloon dates from 1782 – and could carry great weights. But they had two serious disadvantages:

- Attached to the ground they became uncontrollable in a strong wind
- Non-captive they drifted and would lose their payload

Into the 1880's and matters came to a head in the U.S.A. There was a disastrous and unforeseen blizzard in New York in March 1888 and there was growing evidence that knowledge of wind speeds, pressure and temperature at altitude would help weather forecasting. Also at about this time better lightweight instruments were developed in France – linked to experiments in 1878 by Herve Houngon.

Flying high altitude trains for meteorological purposes was pioneered by the French Trappes Observatory in 1880. However, long trains of kites with tails were particularly difficult to handle. Eddy whose tail-less kites were used made the breakthrough from 1884. By 1896 they had been replaced by Hargrave box kites to be worked on by Marvin and Clayton to become the patented 'Blue Hill Box Kite'. Interestingly Blue Hill Hargraves had the meteorological instruments fitted to the kite not hanging from the kite. By 1898 it was routine for kite trains in the U.S.A. to lift instruments to 8000ft from one of 17 weather stations. While box kites were normally used, in light winds the Lamson Aerocurve (a great kite, see PELHAM p44) was used as the top kite and one-reached 11,060ft in 1897.

Not all kite-assisted meteorology was American. France had launched kite trains to over 5000m using kites designed by Pantenier – the firm continued into the 1950's. I know of two British examples. In 1902 William Dimes used Hargrave kites to lift a meteograph and took a series of readings at 200m on the North West Coast of Scotland. In the same year Cody had a contract with the Newcastle Daily Chronicle to lift meteorological equipment which resulted in the U.K. height record being set by the highest of 3 kites in a train which reached 14,000ft on Newcastle Town Moor on 5<sup>th</sup> September 1902. But by 1918 the aeroplane and new types of balloons had replaced kites.

In my part of the kite world it is very unusual to see a 'true' Hargrave or U.S. meteorological kite. Perhaps the main influence of meteorology on kites, apart from providing the incentive to develop types such as the Eddy (and the Meteo – see 3.2) was the experience that it was practical to fly at high altitude using kites made following precise plans to high standards.

And the absolute height record is still held by the top kite in the train of 8, which reached 31,995ft on 1<sup>st</sup> August 1919 over Lindenburg, Germany.

### 2.2 Aerial Photography

The first aerial photographs using a kite were by Archibald in 1887. There was a great development of such photography in France (e.g. Batut whose wonderful first photographs were taken in 1888) which still remains the centre of that aspect of kite flying today.

In the U.S.A. lifting cameras by a train was seen as one of the main early uses for Eddy's kites. Eddy's contemporary Woglam (see 3.1) also took aerial photographs in 1895.

However, it was the Conyne which was used by George Lawrence in the most famous aerial photograph – that of 1906 San Francisco after the fire caused by the earthquake. He used a train of Conynes each a short bridle from the main line but stopped from tangling with it by thin bamboo battens. The camera was suspended from the line by a complicated system involving its central position in a triangle of 15ft weighted booms, which he called his 'captive airship' (now there is a name that has caused some confusion). The camera weighed about 49lb – the negative size was 18" by 48". The reward was similarly huge – Lawrence earned about the equivalent of \$300k at today's prices for the shot.

I don't think that photography has had much of an influence on kites seen today except that it acted as a spur to Eddy and Conyne.

But even in 1942 Domina Jalbert (inventor of the soft kite) lifted his daughter on a trapeze slung beneath a train of French Signal kites because he wanted the publicity from her photographs appearing in the local paper (Kitelines Summer 1977).

There are still circumstances in which kite photography has advantages over helicopters etc – for example when an unobtrusive 'friendly' arrangement is required and resources do not run to satellites. Such a photograph is the one taken by French photographer of the Hindu Kumba Mela Festival in India in 1991 (Drachen Foundation Journal Summer 2001). And at larger kite festivals nowadays quite often someone is 'trying a new rig'.

### 2.3 Manlifting for Military Purposes

There are very old stories of Chinese armies raising soldiers for observation, as well as daring rescues and Japanese robbers. As PELHAM points out, these are all examples of man carrying kites (where the man was fastened to the kite itself) rather than man lifting, where the man was suspended from the line. The only man carrying that I know of in this period was by Bell's large tetrahedral kites (see 3.3). Interestingly Japanese fliers have recently concluded that man carrying on a flat kite is very difficult to do – presumably because of the effects on the airflow and the centre of gravity of the kite.

Of course kites had been used to lift friends of the kiteflier before this period – e.g. Pocock's daughter Martha was lifted '100 yards' in 1825 – this is the first reliable record of a kite lift in the U.K.

However, by the last decade of the 19<sup>th</sup> century the need for observers (soldiers in the sky) had become more pressing. It had always been true that high vantage points enabled you to see further and that the development of trenches meant that observers were needed to map the enemy's positions. The big change had been gunnery (both on land and at sea) where there was now the ability to send a shell accurately for several miles but no way from the ground to spot where it had landed, particularly how close to a given target. The British army had not covered itself with glory in the Boer War (1899 – 1902), but the artillery had been good and observation from balloons had worked. But balloons were heavy to transport, time consuming to set up and unsuitable in anything above a light wind. Incidentally, my reaction to the idea of soldiers hanging in a basket was the danger of being shot by the enemy. However, the material used in British balloons was virtually self-sealing and experiments (reported in WOGLAM) showed how difficult it was to hit a small target in the sky.

While the British Army had experimented with earlier systems, e.g. Baden-Powell's Levitor Kite (see 3.5), the most

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reliable system devised was that patented by Cody in 1901. The French Army used Conynes, also Cody look alikes by Sacconey. Russia had a system – so did Belgium but more on this in 3.5.

I'm curious why I have never come across an American Military lifting system.

Obviously by 1918 aircraft had developed so that kite observation became obsolete, but recreating the kites and the systems has provided much fun.

### 2.4 Powered Human Flight

By the last part of the 19<sup>th</sup> century it was becoming clear what would be the arrangement for sustained man carrying flight, viz.:

- A structure producing lift
- An engine to provide motive power
- A method of using power to move the airframe i.e. a propeller
- A pilot to control and direct the whole thing

The earlier, arm-flapping, birdmen had been shown to be getting nowhere – one obvious problem is that of George Faux (JENKINS p92) who, each time he plummeted to earth from the roof of his house, said "I'm a really good flyer but I cannot alight very well". There was one successful gliding birdman – Otto Lilienthal, who made many glides from 1881 but was killed in 1896. Quite possibly had he lived and been able to attach an engine he would have won the race.

But in general the most successful advances came from the use of kites. Back in 1804 Sir George Cayley's first successful glider has used kites. A large kite was the main airframe with a smaller one reversed and attached to the tail end of the main kite by a piece of wire, to enable the correct tail angle to be achieved.

The most significant contribution – which directly influenced the winning of the race – was the development of the box kite by Hargrave. The Wright brothers adopted this structure and flew a four-line dirigible box kite to discover whether their wing warping method would work. It did and although a design dead-end, was used on the first flight in 1903.

It could be said that there were two groups competing to be the first to fly, the birdmen and the drivers. The drivers saw flying as designing a machine, which was essentially stable and steerable like a car, plus being able to rise and fall. The birdmen sought a machine which, while not necessarily stable by itself, could be stabilised by the actions of the pilot who – it became clear – would need the ability to tilt as a major part of aircraft control.

Hargrave never flew primarily because he didn't have an engine or a propeller. Bell sought and achieved great stability in his kites but his engine couldn't drive the kite he tested and he used a different approach to the airframe in his 1909 successful flight. He was a 'driver'.

I find it interesting that the Wright brothers business was bicycles – by themselves unstable but achieving stability by the movement and controls of the rider.

It is worth noting that the prime kiteflier/flyer, Cody, was a horseman, again an activity where balance is vital – even though horses naturally tilt but don't bank when turning. He was a 'birdman'.

## 3 The Fliers

### 3.1 Eddy

William Abner Eddy was born in 1850 and became an accountant, journalist, amateur scientist and kiteflier. As a boy he had tried to launch a lantern attached to a kite's tail. Later he became interested in lifting meteorological equipment using a train of hexagons. This is a design notorious for the length of tail required. Eddy, who had settled in New Jersey, claimed that although he had heard of the Malay, he developed his own kite independently prior to seeing Malays for sale at the 1893 Chicago Worlds Trade Fair. Essentially the Malay is a small paper kite (diagram 1) with the crosspiece bowed. Eddy's modifications were:

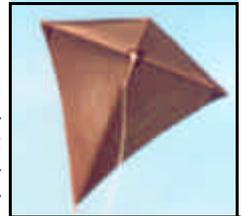


Photo 1: Eddy Kite

- To move the crossing point up the spine
- In one version to have the crosspiece set at 45° to the rear of the spine. When flexed this resulted in the end of the cross spar being not only bowed but swept back. This is a very similar effect to the bow on an 'Indian Fighter'.

The third feature of the Eddy compared to other diamond shaped kites of the period was to have a loose fitting skin or cover. So the kite in flight (see photo 1) had curved airfoils each side of the keel and a 'bow' i.e. a ridge running across the cover which was formed by the cross spar.

For us the major feature of the Eddy is its lack of tail. This was seen as a very remarkable feature at the time and spectators jeered Eddy for his incompetence in not having one fitted.

Eddy waited until 1898 to apply for a patent, he had to wait an unusually long time – 20 months (average at the time 10 months) – before it was granted in 1900.

The question 'what was new about Eddy's kite?' become more complicated when it is realised that well before 1898 Gilbert Totten Woglam was designing a very similar kite in New York – just across the water from New Jersey. I do not know if they knew each other but it does seem a remarkable coincidence. Woglam received his patent five weeks after Eddy after having to wait for 4½ years. Woglam's Parakite (the name was meant to show that his kite was beyond a 'boy kite') went even further than Eddy to ensure a slack cover by having an open box pleat on each side of the nose of the spine (see photo 2). Woglam was informed and clearly knew of the Hargrave box kite and Japanese and Javanese flat kites. He used trains of Woglams to lift an American flag to 1000ft and to take photographs in 1895. There is an interesting discussion of all this in MAXWELL EDEN p 149. Woglam was a great character, e.g. he had 100 parakites each 'rated' for suitable wind strength and each with a name.

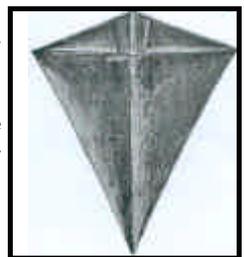
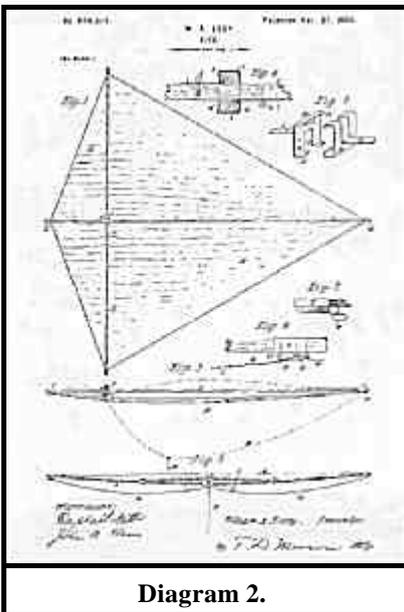
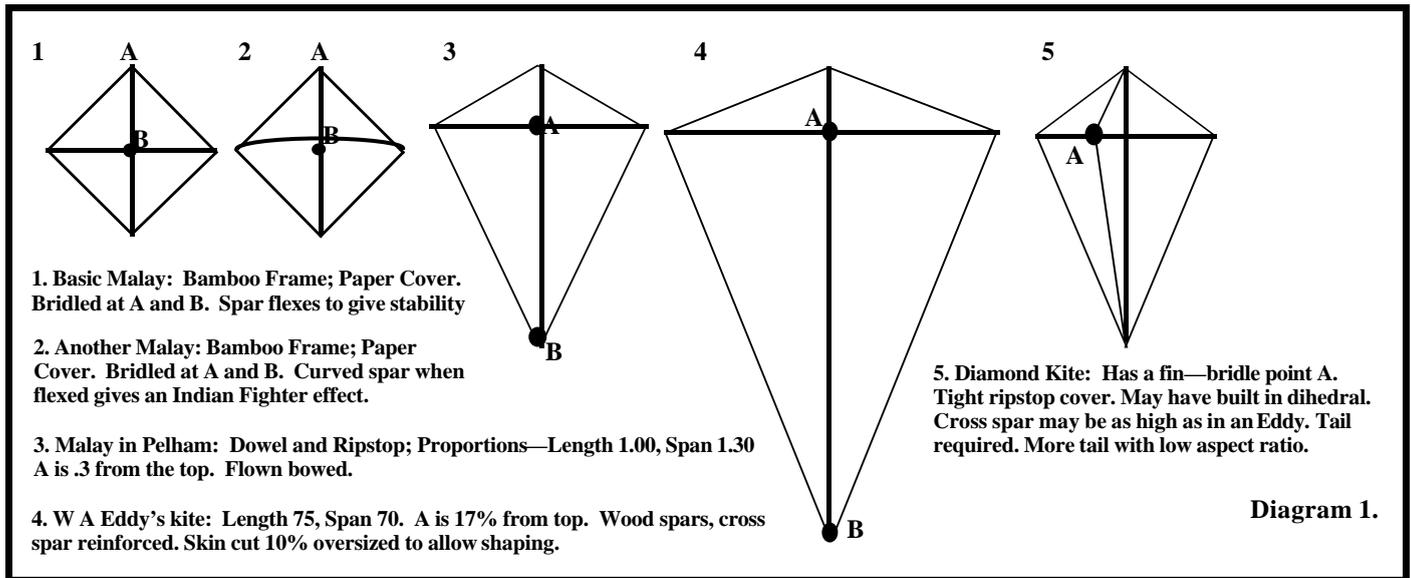


Photo 2: Woglam Parakite

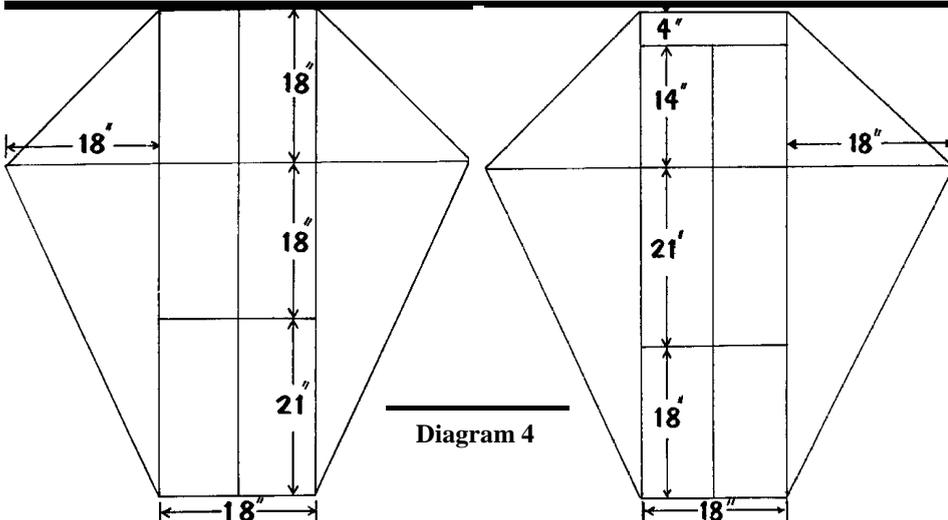
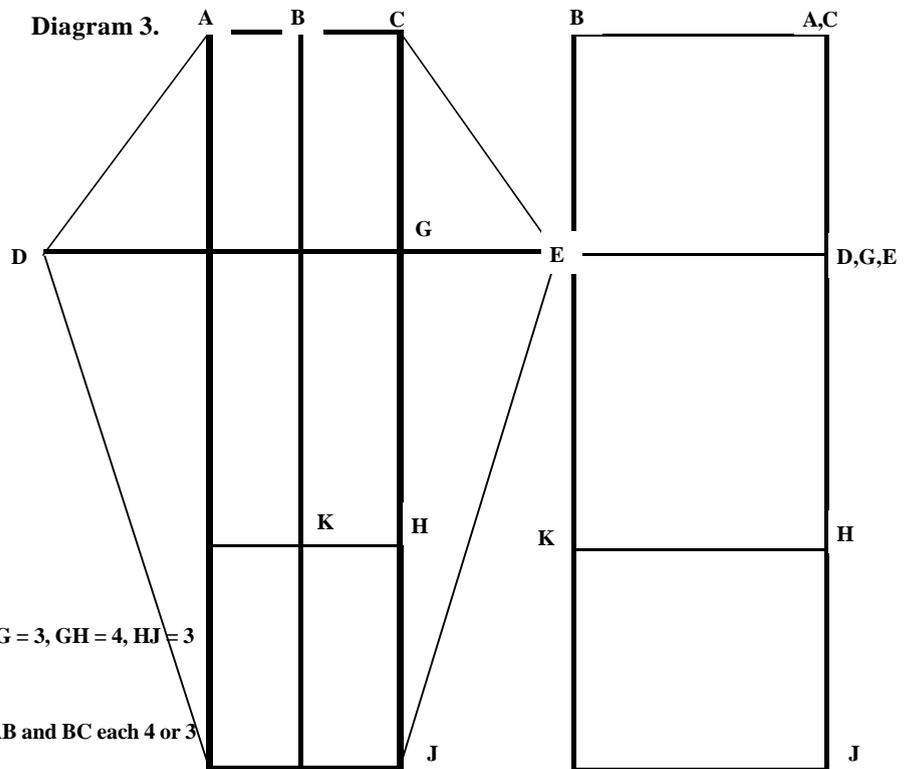
There is a tendency to call kites Eddy's in America that would be called Malays in Europe. But there is real confusion because at least four types have been called Eddy (diagram 1).

1. Kite with No 4 plan, slack covered and with cross spar bowed to 10% of the span and tilted back 45°.
2. A similar kite but with the cross spar set to bow at 90° (the original patent).

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Conynes dimensions were—where CJ = 10, Then CG = 3, GH = 4, HJ = 3  
 Where DE = 8 each wing 2.5 and AC = 3  
 Bridle is B to K. Cell depth (eg ABC) is AC3 then AB and BC each 4 or 3



The left design is from a 1908 publication "The Boy Mechanic". Cotton broad cloth or cambric is recommended cover. The wing spar is set in pockets at the wing tip. Passes in front of the longerons and should be tight enough so that the resulting slight bow causes the spar to be just tangential to the longerons. This takes careful fitting but the results are said to be worth the effort.

The right hand design, by Dan Leigh. It was this kite that led physicist Ray Biehler into his investigation of relative cell proportions. In the left design both cells are actually too large and the better proportions and locations are given here. Dan Leigh states that the best place for attaching the bridle is at the very front edge of each cell.

## Kite for a Purpose (The Golden Age of Kites?)

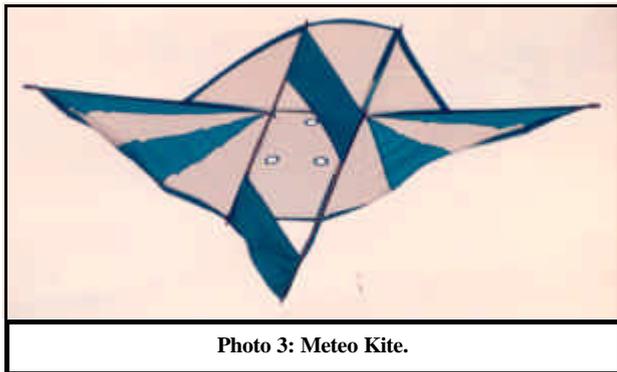


Photo 3: Meteo Kite.

3. A lightweight kite with No 3 plan. Has a tight cover with a dihedral piece set to give a 'bow'.
4. Kites with No 5 plan. Have a keel and are properly called Diamonds.

Another point of discussion about the Eddy kite is whether the shape of the kite can be given by framing string around the four points. It might help to look at the patent drawing (diagram 2). Whereas children's diamonds often used framing strings with paper covers most modern kites are made to break down and use fabric which can have reinforced edges. Framed Eddys were designed to have the cross spar sprung in with a dihedral curve.

Eddy experimented with kites with a kite shaped hole in the cover at the crossing point. A hole of perhaps 5% of the area helps in stronger winds.

Finally there is an interesting book (25 Kites That Fly by L.L. Hunt) reprinted in 1971 but published in 1929. 'Eddy, Woglam, Kirby and others in the United States either independently discovered or perfected the Malay kite until its performance is little short of marvellous. It is said that Eddy made his cross stick longer than the spine, Woglam held invariably to the depth of the bow being 10% of the length of the spine and Kirby made spine and cross equal with a greater bow calling his kites 'bird kites' from their proportions being like those of a bird' (p37). Rather confusing and who was Kirby?

Eddy was an active flier using his kites to lift flags, lanterns and cameras.

Given that there are questions about Eddy's patent and given that the Blue Hill Observatory only used his kites less than two years how important a kiteflier is he nowadays? What is his legacy? He established that with proper design and accurate construction it was practicable to make a buoyant tail-less flat kite. That insight led to other flat kites.

MAXWELL EDEN argues (p140) that Eddy's still dominate the skies. But wherever I have flown in America (admittedly only in seven states) delta kites rule. In the U.K. anything approximating to a pure Eddy is rare and certainly less frequent than deltas, boxes or even Codys.

### 3.2 Silas J Conyne

Of the five kitefliers included in this article Conyne is the one about whom I know least. An article about him and his kites (Kitelines Spring 1985) has no personal details, says he 'remains a mystery' and was considered 'strange' by other members of his family, some of whom, embarrassed by his kite flying, would deny kinship.

He seems to have lived in Chicago when the Conyne kite (diagram 3) we know was patented in 1902. Conyne called it

'an aeroplane designed to be held captive and to be used with aerial advertising apparatus'. He claimed for the new kite durability, ease of assembly, lifting power, lightweight and 'a pleasing appearance when in the air' – and for the first 100 years it has delivered.

Looking at diagram 3 we can see that essentially the Conyne is a diamond split down the middle and rejoined by two triangular cells. But two key design points are:

- That the cells are separated by a gap (Conyne had another patent in 1911 for what was apparently a 'Conyne' but with a full length triangular tunnel keel).
- That the shape of the cells depends on the wind pressure from the wings i.e. the cells are not braced in any way other than the leading edge keel spar.

While diagram 3 gives the original proportions, diagram 4 shows a 1908 version and what has been claimed to be the optimal cell sizes.

Measurements taken from an original 'Conyne Aeroplane No 3' have the kite 60½" high (cell 18", gap 24") and 53¾" wide with 18" wings and 18" centre gap. His bridling was a two leg 10% and 70% from the top of the leading spar, meeting to form a right angle with the cross spar. Conyne kites are easy to make, the only construction detail to note is that Silas J specified that the cross spar went behind the bottom edge of the top cell (often sleeved there nowadays) but in front of the wings to allow each wing to adopt a smooth curve. There are some Conynes today (possibly going back to PELHAM) which have the spars behind. And, just a thought, why not make a slack covered Eddy with the cross spar in front, though you would lose the 'bow'.

The Conyne kite was successful, e.g. it was called (stamped on the kite) the 'Best Kite in the World' having won Gold, Silver and Bronze at the St Louis World Fair in 1904. A train of Conynes won a man lifting competition in France in 1905. Maillot, a noted kiteflier who lifted weights, switched to Conyne kites – sometimes called French Military kites. The French also used a 3 celled version of a Conyne as a Signal Kite (see diagram 5). A high angle, hard puller.

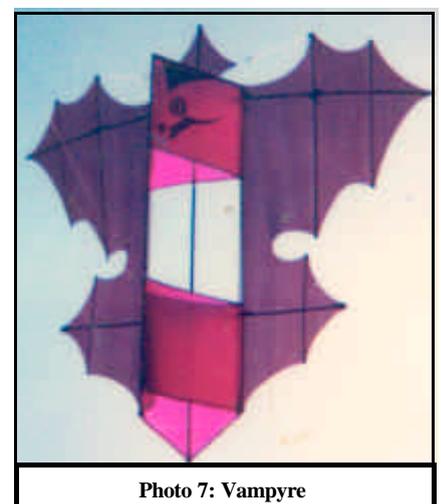
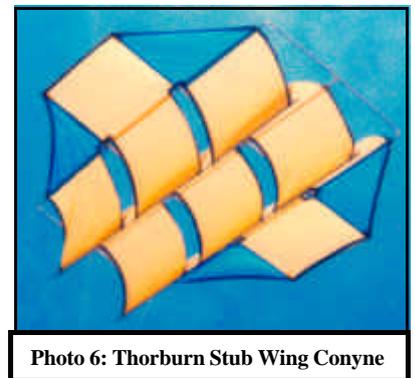
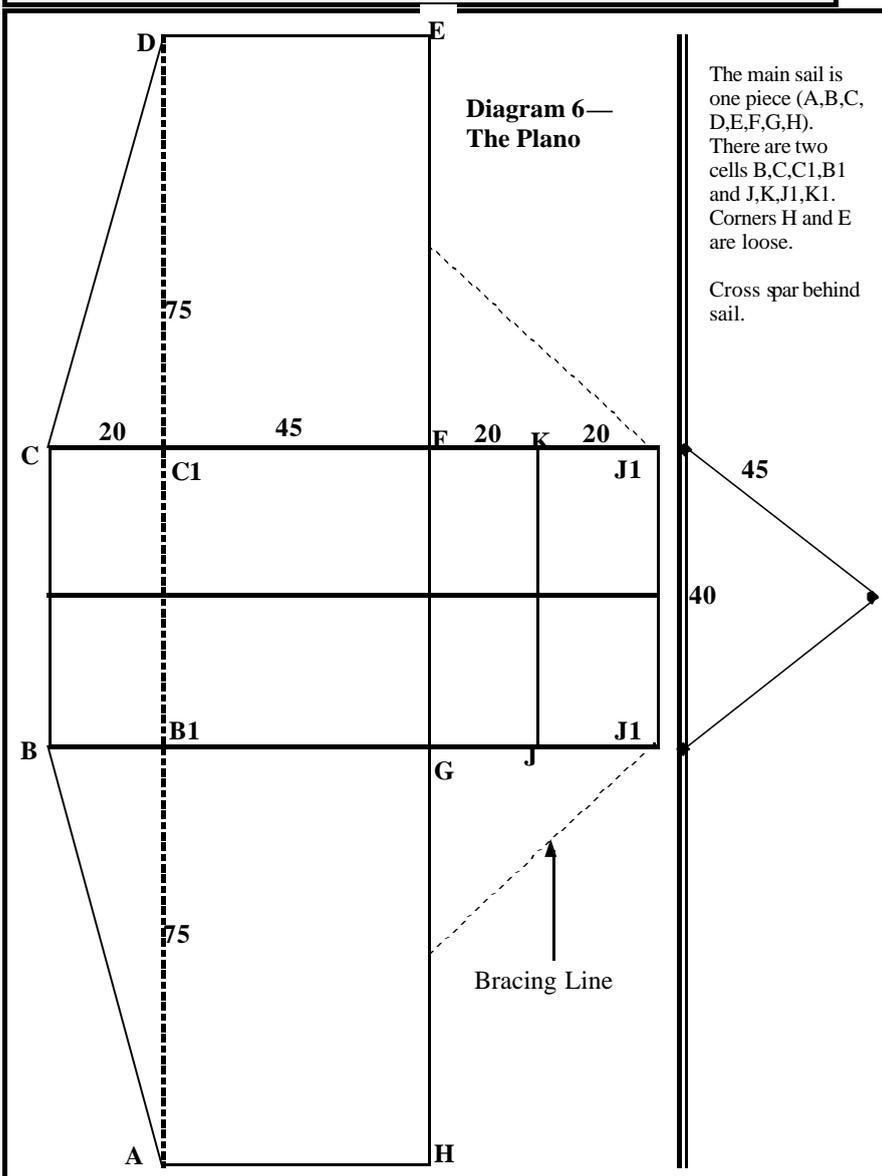
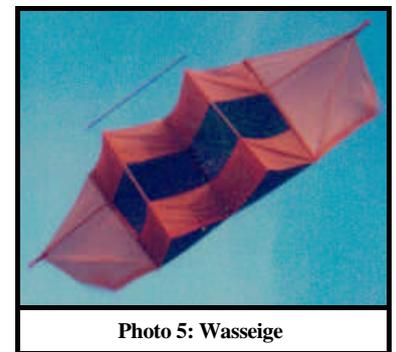
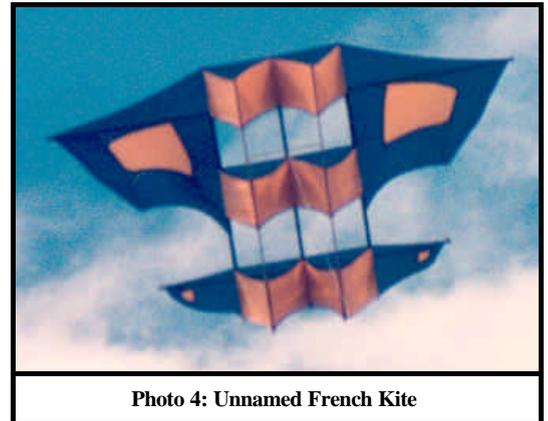
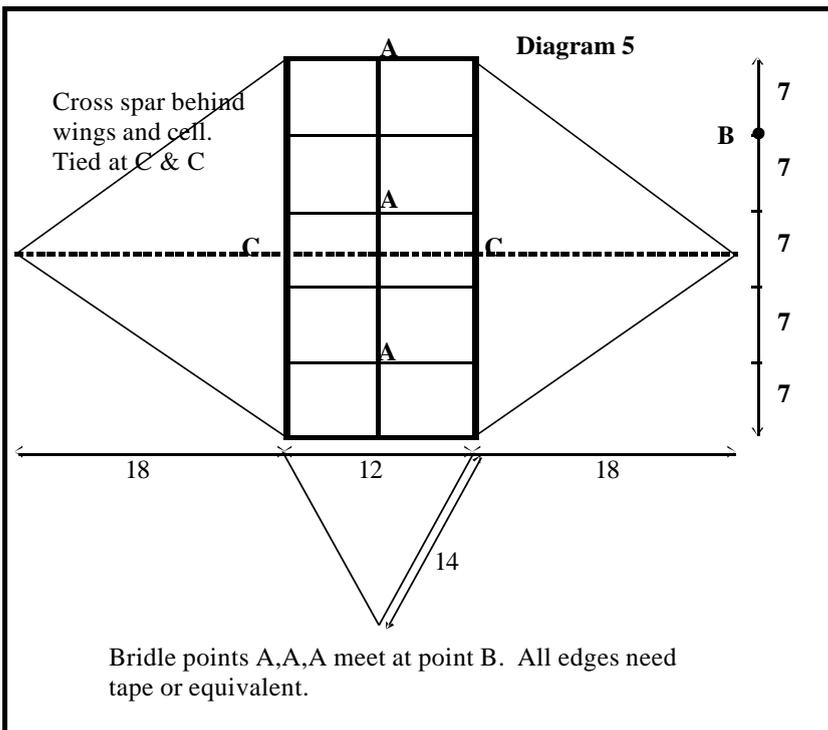
What is Silas J Conyne's legacy to kitefliers? Firstly the Conyne is a relatively simple kite to make, any reasonable size works, it will fly in anything except a light wind and 'has a pleasing appearance in the air'. Secondly in the U.K. we have Brookite, our oldest kite manufacturer, who must have been making Conynes for 80 years and it is still easy to find their cotton cloth Conynes – which do need a fair blow. Top of their range has been the Master Kite – a double Conyne (wing, triangular cells, full height panel, triangular cells, wing) --PELHAM mentions one with detachable panels for high winds.

Thirdly we have kites which incorporate the Conyne master-stroke of the unsupported triangular cell (a braced triangular cell would make Bell its ancestor).

The main developers of the Conyne idea have been the French designers Pantenier, involved with the meteorological station at Trappes near Paris, who designed the Meteo as a kite for lifting instruments (see photo 3 and an unnamed kite photo 4. Both kites bought to Blackheath in 1983).

Another variation, rarely seen by me, is the Plano (diagram 6). Take a fairly large Plano and attach 2 or 3 sets of Conyne cells across the width and inside the height of the flat surfaces and you have a Wasseige (diagram 7 and Photo 5). I've seen a photo of a 1992 German version, which was 6 cells

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wide and had an overall width of 7m. Wasseige need a 'trapeze' style bridle, i.e. a spar which is held horizontally to ensure the cells are held open. Some bow-induced dihedral also helps. Again easy to make, they are impressive fliers, largely because they are so 'un-modern' – the unsupported square corners of the sail flap happily and there is the rippling of the Conyne cells. 'Like a washing line in the breeze' Mark said.

Conyne cells have been used in several ways combined with Delta wings. THORBURN used Conyne cells for the stacked delta and the well-known Dunton delta/Conyne sprinter has a single full-length Conyne keel. Thorburn, of course, couldn't resist sticking Conyne cells in various combinations sometimes including stub wings (photo 6). An old Conyne variant is the Vampire (photo 7) now made by Raindrop Kites which combines Conyne cells with Cody Wings.

### 3.3 Alexander Graham Bell

A Scottish Canadian, whose family had been interested in hearing and teaching, he started as a teacher of the deaf. This led to his understanding of sound, hearing and thus the telephone. Born in 1847 he went to Canada in 1870, worked in the U.S.A. and by the age of 29 was rich. He spent the rest of his life following his scientific interests – for many years from a house with laboratories attached in Nova Scotia. His interest in kites was as a way into flight. In later life he encouraged the development of aircraft and developed hydrofoils. In 1919 his hydrofoil reached 71 mph and for 12 years was the fastest boat in the world. He also tried to breed sheep with more nipples in order to increase flock size.



Photo 8: Andre Cassagne Clock Kite

A large, bearded, expansive, patriarchal figure he was well respected and popular – after all he set up a local industry making 10" sided red silk triangles. His very able wife, who was profoundly deaf, was independently wealthy. One of the most romantic photos in all kite literature is that of Mrs Bell standing in the middle of a 2m, tetrahedral frame leaning forward to kiss the plus-foured AGB (see D H Eber "Genius at Work" 1991).

We know much about Bell's working methods as he kept meticulous and detailed diaries and was one of the first researchers to use the camera as a method of record (but was never interested in aerial photography). As a result there are great kite photos in Eber's book.

Bell was very good at putting together a team – like Cody but unlike Hargrave who worked essentially alone.

Bell's interest in kites was as a step towards achieving manned flight and he started with Hargrave's two-celled box kite. This he called 'the high water mark of progress in the 19<sup>th</sup> century' in his article that appeared in National Geographic magazine of June 1903. Bell thought about the shape of box kites (see diagram 8), recognising that the bracing needed for a rectangular kite involved spars required to stiffen the shape and not support the actual flying surfaces (he doesn't seem to have considered wire bracing). The two penalties were weight and wind resistance. This led him to triangular sections where the spar does both functions. He

followed up with hexagonal box kites – seen as six triangles with common sides. Incidentally he considered other box shapes including the circular kite still sometimes seen (photo 8). But he was concerned with the 'problem' that such a triangular cross section still had rectangular sides, which would require support. On 25<sup>th</sup> August 1902 he came across the regular tetrahedron, tried to sketch it and complained in the notebook "can't draw it". I'm not going to try. One description of a regular tetrahedron is that it is a triangular based pyramid, i.e. has four identical sides. Perhaps the easiest way to visualise it is to use Bell's own approach, viz.: there was an old puzzle asking someone to make four triangles using 6 matches. The solution is to make a triangle of matches and then sit a tripod of matches aligned onto the triangle. This is potentially an extremely strong structure; cover any two surfaces and you have the basis for a kite (photo 9).

About this time Bell had also reasoned that an efficient flying machine might well comprise many small units rather than one large one. There was at least one respected scholar at the time arguing that a frame large enough to support a person would be too heavy to fly (see Bell's National Geographic Magazine article).

Bell's cottage industry of making 10" red silk triangles and then joining them to make tetrahedrals got into full swing as he realised that very large kites were possible and that rock steady kites could come from a range of shapes made of tetrahedrons. By 1907, having flown his first man lifter the Frost King in 1905, all that he appeared to need was a suitable engine to drive, what were now becoming, enormous kites. The Frost King had 1300 cells but the high point for kite fliers was the 1909 Cygnet with 3393 cells.

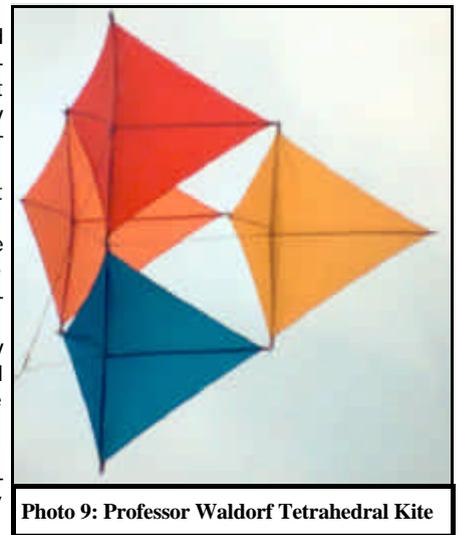


Photo 9: Professor Waldorf Tetrahedral Kite

Bell left kitefliers a three-part legacy:

1. The idea of making large kites by using standardised small components. One of the best exponents of this is Andre Cassagne with his Bell inspired circular kites (photo 8). Also Peter Dolphin with his Sun and Moon circular kites.
2. The use of triangular sections in box kites – but I have not seen one of his hexagonal box kites for years.
3. The tetrahedral kite. Rock steady, majestic if on a large scale, the most solidly three dimensional of all box kites, tetras tend to be made and flown by specialists (photo 9).

There are two reasons for this; assembled they take a great deal of room and assembly tends to be extremely long-winded. Various systems have been used. One of the funniest half-hours of my life was with my son trying to use the instructions to assemble a Professor Waldorf tetra. Sorry Peter. And this was on a carpet with no wind except gales of laughter.

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### 3.4 Lawrence Hargrave

Born in Greenwich in 1850, emigrating to New South Wales at 15, his father was a judge and Solicitor General of N.S.W. He successfully avoided exams which would have enabled him to become a lawyer, spending 5 years as an apprentice engineer and 5 years serving expeditions to New Guinea (I used to educate lawyers and this seems a fair swap). This was a highly dangerous business, on the first trip in 1872 the ship was wrecked off the Queensland coast. Hargrave survived by some cool thinking and some luck, the captain and part of the crew were killed on landing by native Australians. From 1878 – 1883 he was Assistant Observer at Sydney Observatory. In 1883 his father gave him an income of £1,000 per year. Married and with family he then used this to devote almost 30 years to aeronautical research.

Probable reasons for his failing to achieve powered flight

- He was very much a 'one man band'.
- That although he kept good records and believed strongly that scientific advance should be shared and not restricted by patents, there is an impression that although he was in touch with workers elsewhere, others seemed to be able to make more of his results than he could of theirs.
- He tried to develop a suitable aero engine, but although he got some way towards a rotating radial engine he never had an effective power source.
- He persisted with a system of flappers rather like flails and known as 'trochoidal motion' as being the best way to move an aircraft rather than the propeller.

Hargrave experimented with a wide range of shapes for kites (see PELHAM p36 also W.HUDSON SHAW) but by 1894 he had settled on his cellular kite and had been lifted to 16ft by 4 of them at Stanwell Park Beach. There was an attempt to repeat this dizzying feat at the centenary festival.

Hargrave was probably helped by an article by the American Langley asserting that lifting surfaces could be stacked one above the other and so long as there was a suitable gap there would be no adverse effect on lift (see also C HART).

The 'walls' of the box provided stability and Hargrave really determined for all his box kites the best arrangement for stability – which was to have two lifter cells separated by one or a set of longerons or centre spars. By 1897 his kites were being used for weather research in the U.S.A. and became widely known in the U.K. In Europe Santos-Dumont's aeroplane of 1906 was an arrangement of Hargrave boxes.

A feature of Hargrave's work was the appreciation that a curved airfoil (e.g. the cross section of an aircraft's wing) gives more lift than a flat surface. Not new, this had been experienced by the glider Lilienthal in 1874. To my knowledge, apart from some of his 'boxes' only the Lamson Aero-curve kite was built with a pre-formed airfoil shape.

Is Hargrave's legacy that he is the ancestor of all the box kites we see? With one exception I think so. The exception is the family of externally braced kites such as facets or snowflakes (and I'll consider these in a later article). Those who point out that the Chinese have long had three-dimensional kites with the shape rigidly pre-formed sometimes dispute Hargrave's claim. Good examples are lantern kites, pagodas etc – I've seen a photo of a kite in the shape of a rectangular aquarium where the fish move during flight. But to me they are not 'true' box kites because their shape is determined by the object or creature being represented rather than a form used for its flying properties, which has no natural basis.

With such an enormous family of box kites all I can do is pick some particularly interesting designs or applications.

1. Codys or other military man lifting systems are dealt with in 3.5 below.
2. The Pomocerf was a Russian box kite from the early 20<sup>th</sup> century. The photo (photo 10) is a modern lightweight version.
3. Harry Saul in the 1930's developed a kite originally for advertising purposes, which was really a Hargrave with part of the space between the longerons infilled (photo 11). He later produced a viable barrage system whereby every aircraft would be deterred by the lines.
4. The Gibson Girl box kite (photo 12), designed in WW2 to be flown from a dinghy lifting an aerial is many peoples idea of a box kite. Sized 36" long by 27" it is a simple 2-celled box in yellow silk with an aluminium frame. Still to be seen, see The Kiteflier October 2002 for an article discussing its origins.
5. A popular box kite of the 1980's was the stub wing box (photo 13) sometimes called the Keyhole Box and marketed in the U.S.A. as the Cloud Seeker. Flown square to the wind I have a version which has the bridles so arranged that in a high wind the kite can be flown 'sideways', i.e. with the narrow side to the wind.
6. An unusual Hargrave variant is the single celled Mark Cottrell Swept Wing Box (photo 14).

There are, of course, dozens of descendants from Hargrave's cellular kite (never box kite) to be seen – even merely mentioning the names makes obvious omissions. Rhomboid or Diamond boxes (photo 15), the Morgans Optic Box (photo 16). And, of course, the fliers called by Ron Moulton the 'Cotton Club', who make replicas of historic European kites such as the Gomes, the Grund etc.

### 3.5 S F Cody

He was born Samuel Franklin Cowdery in Iowa in 1867. A cowboy at 14, then a failed Yukon gold prospector he came to Europe in 1890. Although some contemporaries were sure he was illiterate he wrote 'The Klondike Nugget' in 1898. This was one of the most successful melodramas of the period and he toured with the show in which his partner and her sons also appeared. That is a summary of Cody's life up to the point at which he started to make kites. For more read G JENKINS – there is some great stuff, e.g. he used to make a living backing himself on a horse in a race against a French cyclist.

We know that in 1899 he was designing kites – being much influenced by the Hargrave box kites which were bought to the U.K. that year. He first developed the Cody Compound (photo 17 – yes this one needs a drogue). I have seen a single celled variant.

But it is for the Cody War Kite or 'Bat' (photo 18) for which he is best known to kitefliers. Several versions of the Bat exist and, apart from the patent papers (diagram 10) no authoritative contemporary plans exist. In general high wind versions had deeper centre cells (and thus more dihedral); even standard kites seem to have had extended wings. Where possible Cody flew them with the top knot not always seen today and used a drag panel (he called it the 'save all') to stop the pilot kite flying at too high an angle.

Kite design was to take the Hargrave box and to realise that using one set of diagonal braces which were extended beyond the cell gave him dihedral wings and attachment points which enabled him to tighten the fabric on the whole kite. The distinctive 'scalloped' edges were designed to give taut edges

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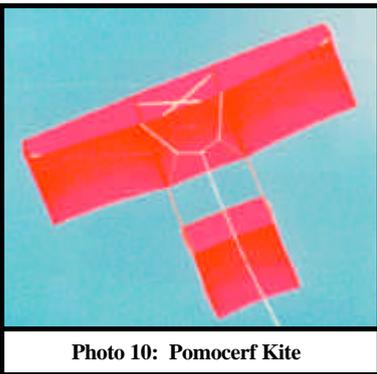


Photo 10: Pomocerf Kite

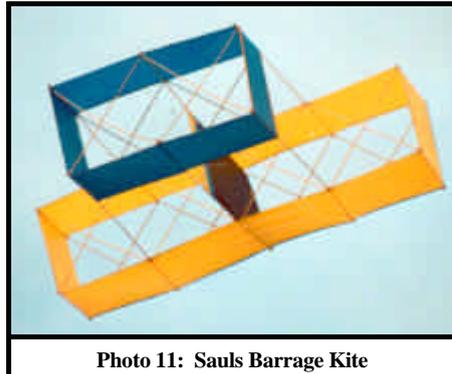


Photo 11: Sauls Barrage Kite



Photo 12: Gibson Girl Box Kite

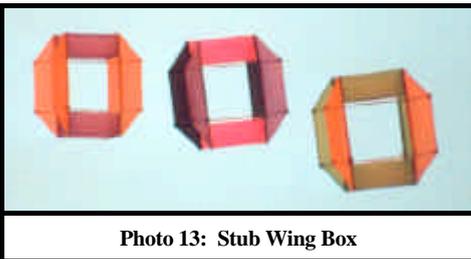


Photo 13: Stub Wing Box

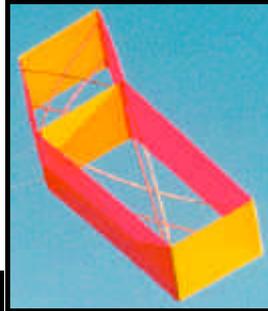


Photo 14: Mark Cotterell Swept Wing Box Kite

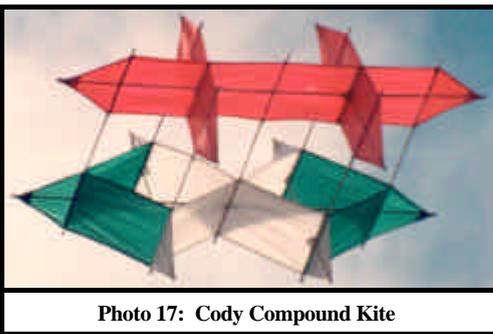


Photo 17: Cody Compound Kite

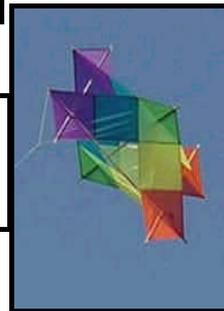


Photo 16: Morgan Optic Box

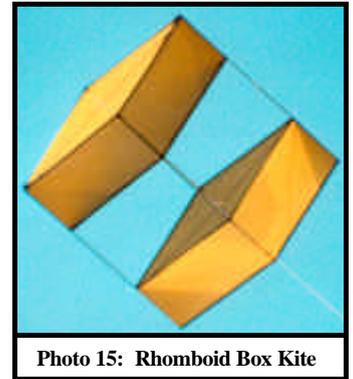


Photo 15: Rhomboid Box Kite

unachievable with his fabric with a straight edge – he wanted as little flap as possible.

Cody's place in history rests on three achievements. Firstly on 16<sup>th</sup> October 1908 he became the first person to fly in the U.K. Conscious that he was an American he applied to become a British subject with the final part of the process – taking the oath – made in public on Doncaster Racecourse in 1909. He was attending an early Air Festival at which there had been no aircraft flying due to the weather and the crowd was restive. This crowd pleaser reminds me of kite festivals where there is no wind but a famous kite flier is in attendance – what can we do?

Secondly he designed the control surfaces and was the engineer on the only successful flight of Britains first airship in 1907.

Thirdly, and this is back to kites, he designed the most successful man lifting system. As was mentioned in 2.3 there was a real military need to lift observers and the Baden-Powell Levitor kite system of 1895 was clearly dangerous. Levitor kites resemble rokkakus, relying on all spars flexing to give dihedral, before a train was developed a single kite 36ft high was used. Cody patented his system in 1901 (diagram 10) which, although this was not accepted by the Navy and not as widely used by the Army as he had hoped, did allow him to work at Farnborough from 1905 and contribute to flight in Britain.

The man lifting system used Bat kites in three roles:

1. The pilot kite – 14ft span.
2. The (usually four) lifter kites – 17ft span.
3. The carrier kite, 20ft span from which was attached the observer's basket which hung on the line.

Having established the pilot kite in the air the lifters were sent up the line to their predetermined points. This was achieved by having four cones up the line of increasing size. A lifter was attached to the line by a ring, the size of which meant that the first kite would slide over the lower three cones before being jammed by the fourth, the second kite would lodge on the third cone and so on. Only when the whole rig was flying and a load of 1 ton was recorded on the wire would the carrier kite be launched – its progress being controlled by lines from the basket which the observer would use to control the flying angle and thus the lift. From 1902 Cody's system made many man lifts. In 1905 Sapper Moreton was lifted to 2600ft, but the record was Lt Burke-Smith at 3340ft on 17<sup>th</sup> July 1905.

Of all the kitefliers Cody was the one who pushed furthest ahead with manned flight – this is not to deny the basic work by Hargrave. After making the first flight Cody developed a monoplane, but it was his original design of biplane (it was big at 52ft span and weighing 1 ton) which in 1912 won the trials to be the aeroplane adopted by the British Army. Having been mocked for his cautious approach he became immensely popular by 1912 and when, on 7<sup>th</sup> August 1913 he was killed trying out his new 'hydroplane' he was the first civilian to be given a military burial at Farnborough and estimates of the crowd vary from 50,000 to 100,000.

# Kite for a Purpose (The Golden Age of Kites?)

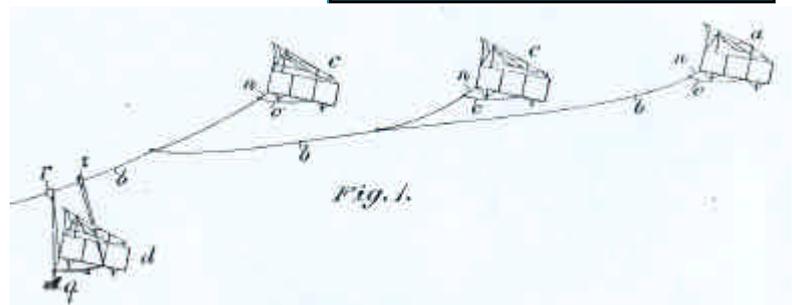
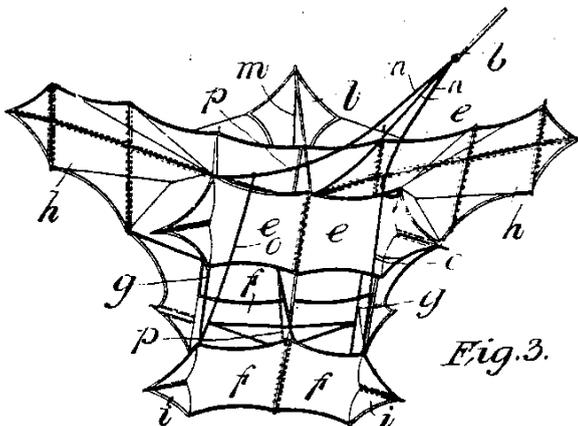
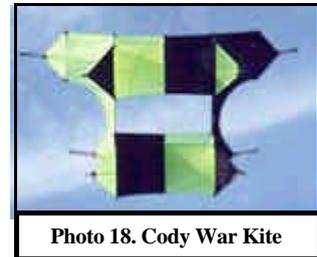
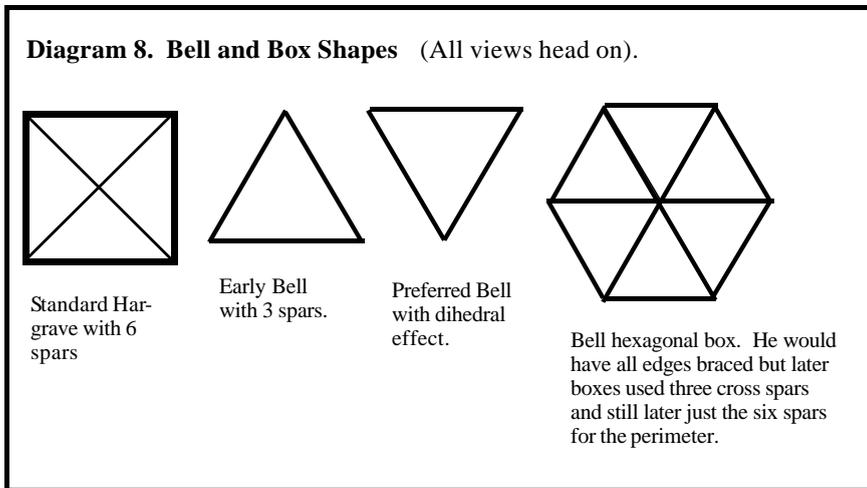
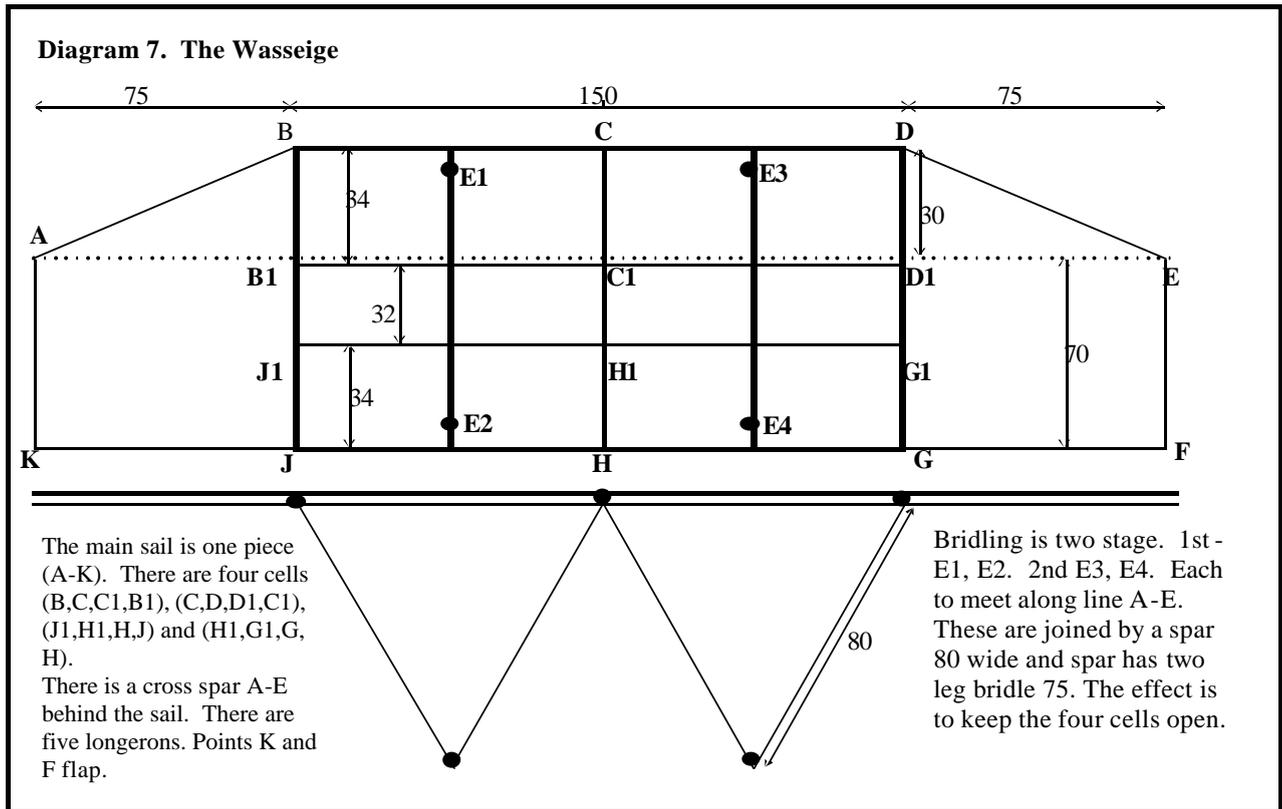


Diagram 10. Cody Patent extracts

## Kite for a Purpose (The Golden Age of Kites?)

Cody achieved so much because he was a hardworking experimenter who was a good practical 'turn your hand to it' engineer. Physically he was strong with good eyesight and balance – a good pilot. He was universally liked and could set up and inspire a team.

What is his legacy? As mentioned in 2.3 above, there were several contemporary man lifting systems, several of which used Cody type kites. My favourite is the Georges (photo 19), the kite was cruder than some but the name appeals to me – it was the name of the Belgian Army sergeant in charge of their man lifting system 1909/1915 [Kitelines Summer 1983].

Today, I know of two Cody man lifting teams, one German and one Dutch. Both descended from the 1970 revival team of Martin Lester, Nick Morse and David Turner. I can't resist quoting Martin 'Scary! yes! We got up to 300ft, high enough to die. The first 50ft are the worst because if you fall you might live!'. I have not seen a successful launch in England for nearly 20 years. The danger became very clear to those of us at the 'Original Washington' (Tyne and Wear) festival in 1988. A squall hit the train just before the carrier started to lift. Result; the pilot kite broke free and landed miles away, the lifters imploded in the sky and fell. No casualties.

Cody's legacy for the average flier is the Bat kite. Most festivals in England will have a Cody flying if the wind is above gentle. Spectators always respond to that slightly sinister Victorian shape. Kitefliers love them:



Photo 20: Tod Vincken Cody Design

- Some make them in modern materials or as 'repros'. I have read about, but never seen a 'Dyco' – a Cody rebridled to fly tail first.
- There are craft built ones available
- The large commercial kite makers now have Codys in their range. The colours bother me – I feel that you ought not to detract from the dramatic shape by too busy a colour scheme. Cody usually used off white silk.

- There is a 'Slody' or 'Genkody' (Drachen 4/92). A mixture of Coy, Genki and Sled.
- There is even a brilliant piece Cody design by Tod Vincken now on the market (photo 20).

### 4 Omissions and Exceptions

Of the five fliers:

- Eddy has many links with other flat kites.
- Conyne, we have followed up the derivatives of his triangular cells.
- Bell and Cody both derived their kites from Hargrave (although the tetrahedral doesn't look much like it).

There are two questions.

1. Are there other inventors of box kites whose influence can be seen today but have been omitted?
2. Are there box kites, which don't owe their ancestry to one of the five above?

These things are a matter of judgement but I would admit

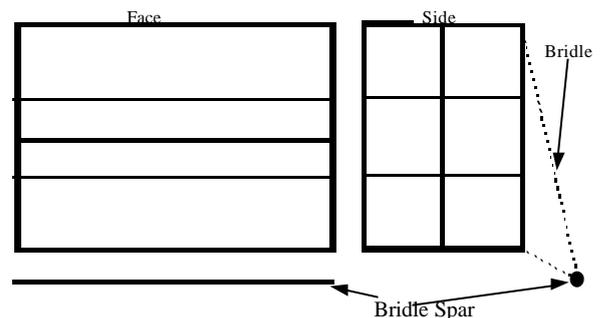
that J LeCornu, the great French designer should be included. He is out largely for the inglorious reason that I know little about him in English texts and I haven't got, or couldn't get, much out of his book. LeCornu's great contribution was the Ladder Kite (diagram 11) and Waffle Kite (photo 21). The kites could be thought of as a single celled version of one of Hargrave's 'waffle' designs (see PELHAM). They fly at a very high angle and one version will fly with a vertical face because the cell surfaces are angled at about 15°. Not often seen but a great sight.



Photo 21: Le Cornu 'Waffle'

My answer to question 2 is that only Facet (or Snowflake) box kites have such a tenuous connection to Hargrave that they deserve a special mention and they will have a place in an 'Odds and Ends' article in due course.

### Diagram 11. LeCornu Ladder Kite



Finally, as before I hope you found this interesting and I would be happy to get comments or suggestions, either through The Kiteflier or directly. Next up will be an attempt to classify and look at the development of Flat Kites. Then soft kites loom. Also my thanks to Jon Bloom for the typing and diagram services plus some of the photos.

## George Webster

### Bibliography

- Clive Hart** - Kites an historical survey 1967. re-published 1982 (Good for all of them).
- Garry Jenkins** - Colonel Cody and the Flying Cathedral 1999. (Good on his life; not much on kites).
- Maxwell Eden**– The Magnificent Book Of Kites 1998 (Good; particularly on Eddy).
- David Pelham** -The Penguin Book of Kites 1976 still in print (as ever).
- George Pocock**– The Aeropleustic Art 1827 (Photocopies exist).
- W. Hudson Shaw** - Lawrence Hargrave 1977, reprint 1988 (Good on his life).
- Neil Thorburn**– Superkites III 1991. (Great inventions)
- G.T Woglom**– Parakites 1896.

## Night Flying

### Team SPECTRUM—[www.teamspectrum.org.uk](http://www.teamspectrum.org.uk)

We have enjoyed several evenings of 'NIGHT FLYING' again this season in which we have picked up a few tips that may be of some use and help to other night flyers.

Firstly, may we say the following is just a light-hearted article and is not intended to embarrass or offend anybody who may just recognise themselves or their actions?

#### Location

☞ *Think in advance of your intended location –*

- It's better to be away from areas of light pollution such as street lighting.
- Obviously observe the CAA rules, kite flying near airfields, lights etc.
- You may just laugh, but think to send a note to the local police if you are planning an event (in North Norfolk our kites were reported as UFO's). It could save them a lot of wasted time.
- The number one issue is however SAFETY – please think before you act.

#### Event Layout

☞ *This can only be made when setting up for the evening –*

- The basic rule here we have found is to position the vehicles behind the flyers which can only be established on the actual night when the wind direction is known. One event we attended this year resulted in the car lights shining straight into the eyes of the flyers (bad move).
- Think about the layout, as in normal events it's better to separate the single line kites from stunt kites. We were at one festival flying some single line kites when somebody crashed a stunt kite less than two metres from us, a very near miss!
- If possible mark out the areas with tape (builder's red/white tape is ideal), you don't need posts. The best solution we have seen is to just run the tape on the ground and pin down with a piece of wire coat hanger in the shape of a large staple every few metres. Knot a short piece of tape to each of the pins to ensure that at the end of the evening you recover all the pins as inevitably somebody will catch the tape and break it.

#### Ground Lights

☞ *Think of others at all times particularly with car headlights etc -*

- Please switch off those car headlights. Bearing in mind that the average light that you will be putting on your kite is at best a few candle power and your eyes will become accustomed to that level, then blast your eyes with several million candle power from car lights and you immediately see the problem. Also think of others

when entering or leaving the field and whilst you may need dipped lights to ensure safety you don't need to flood the area with headlights etc.

- High-powered torches have the same effect. We ourselves use these to some spectacular effects, but the beams should always be strictly controlled from behind the flyers not waved around the flying field in the same manner as a normal hand lamp.
- The most useful type of lights for setting up, adjustments etc are the camping style battery lanterns. We have also found that a miner's style headlight which allows you to have both hands free to be a real bonus whilst night flying.

#### Ground Stakes

☞ *Once again give some consideration to the safety aspect –*

- The message here is think 'WHITE', mark those ground stakes with something light.
- Here the best and cheapest answer that we have seen is to cut up a cheap white plastic tail. Placed over your ground stake this will immediately help both you and other flyers to spot it in the low light conditions. Should your line break it will also help you to find your stake a sight quicker than the time we spent at one festival helping to recover one. One flyer had a few metres of this white plastic tail with his single line through it, which was a highly successful ground and line marker.
- Don't leave lines on the ground whilst not in use; gather them up as soon as you have finished with them. Also it's very useful to tie a white or light coloured marker to your handles.
- Why not mark your stakes with some of those cycle lamps, as this is one very useful area where you can use these "heavy" lamps. We see some flyers trying to attach them to kites and then can't work out why the kite won't lift off the ground (however, that's another story).

#### Kites

☞ *As with normal flying the selection of kites will depend on the conditions –*

- Bearing in mind that by the nature of night flying you will want to attach some sort of lights, or will you? Generally speaking the wind conditions at night are less than during the day so here you may have to think lite equipment and conditions may only allow you to fly without lights. Here we have sewn some 3M reflective tape onto a pair of old kites with some spectacular effects using torches behind the flyers.
- Think of both weight and balance of the attachments that you will be applying to you kite. 500watt floodlights and generators don't lift off the ground in our experience (only joking) but if you see what some people try to lift you will

## Night Flying

soon get the point to think "LITE".

### Kite Lights

*Here we could write several pages on kite lights -*

- The main message is to think "LITE" lights. There are a considerable number of lights available today from the chasing neon lights down to basic lamps.
- Generally speaking we find the best solution to be the lightweight LED type units widely available from various retailers, camping shops etc. We always attach these with a safety loop of line as it saves you a lot of time when the tape becomes undone or they fall off the kite, which they always seem to do.
- Various other items such as flashing dog collars etc are also very effective, but think about the balance and mount them down the centre spine.
- It really is a case of looking around and adapting what's available, for example we have made up some sets of three metre link lines to which we have attached some lightweight white LED torches pointing up to the kite. We then fly a set of kites, which are lit up in the sky wherever they go just by these LED torches.
- Whilst typing up this article Carl has just come home with some lightweight 50mm long flashing LED sets off the market for a couple of quid each.

### Other Lights

*Think adaptability and availability -*

- If the wind conditions allow we stake out the large ground decorations such as the balls with fluorescent camping lights set up inside them, which look unusual.
- We have seen all sorts of other lights being used from a flyer covered in christmas lights (battery type) to strobe lights, spotlights etc.
- It is more of a case of if it works for you use it but remember not to blind other flyers with your actions.
- Chemical lights in our experience are not very bright and we would urge you to make sure that you take them home after use. We picked up several used ones at one festival this year rather than leave them for a child or dog to pick up.

### Now The Fun Bit Or Not!

*Some of these may raise a smile or not!*

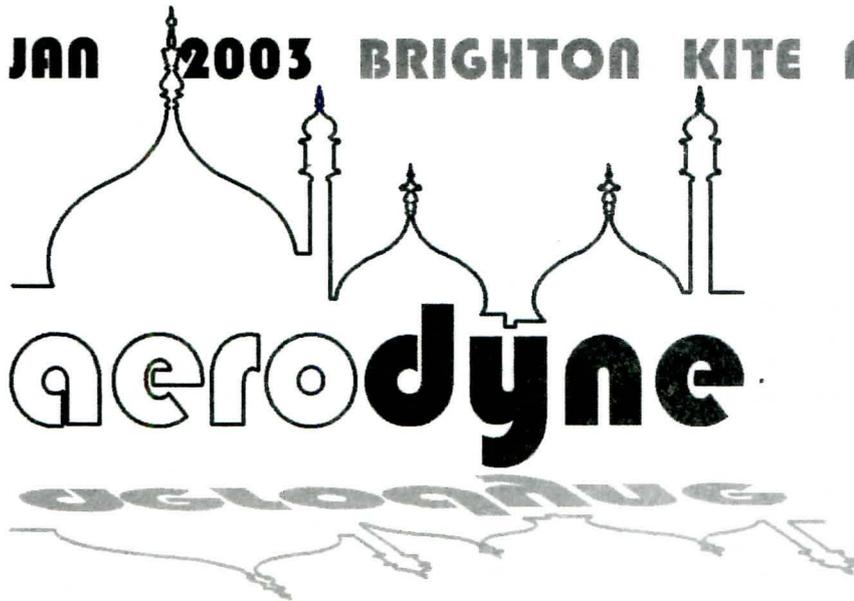
- Fireworks - Leave them at home unless you are taking part of an organised firework display. We can tell you that there is nothing more frightening than the idiot who let off some air bombs amongst the flyers at one festival last year without warning. In the dark it nearly was a case of going back home to change.
- Pets - Have you tried helping to catch a dog that had spent the best part of an hour chasing

the kites in the dark?

- Cycle Lights - Following a successful night display came these words 'I can't get my kite to fly like yours, can you spare some time and have a look please?' What do you say when you arrive at the kite to assist only to find five cycle lamps complete with U2 sized batteries neatly strapped to a standard stunt kite.
- Sorry - Is the only thing that you can think to say to the two men in Blue uniform after they had tracked down the UFO, but they did see the funny side!
- Lines - What do you say to the gent who was night flying with clear sea fishing line 'because it was cheap and had 500lbs breaking strain'. In the dark things like a cheese cutting wire came to mind. He was soon advised of his errors!
- Pretty - Wonderful to see the young girl with flashing lights on her hat etc during 'Light Up The Sky' that's what its all about, well-done Mum & Dad!
- Spotlights - What do you say to the inexperienced PA operator who has the use of a generator and two high-powered spotlights, which he insisted training on us rather than the kites? The only problem was he was set up facing us, in industrial circles the result is known as Arc Eye!
- Knots - Make sure you tie your knots securely; you think it's difficult recovering a single line kite during the day! Anybody know of a cheap lightweight radio transmitter/receiver? Yes, falcons do use them but we said cheap!
- Ouch! - Who the xxxxxxxxxxxxxx left that unmarked stake in the middle of the field and where did you say the first aid kit was. Yes it was ours!
- Christmas Lights - Are you sure that they were battery powered? We're sure we had seen a bank of car batteries connected together on the ground just behind the flyer. Did look very good, first class well done!
- I don't believe it! - Is the only thing to say after an expensive flashing light fell into some long grass and was 'lost' after half an hour search only to turn up the following night still flashing. We now put a safety loop on all our lights.
- Fun & Safety - Have fun with your 'NIGHT FLYING' but above all think just a bit more than you normally do for flying during daylight hours and think 'SAFETY'.

**Bryan & Carl**

**Team SPECTRUM Kite Displays.**



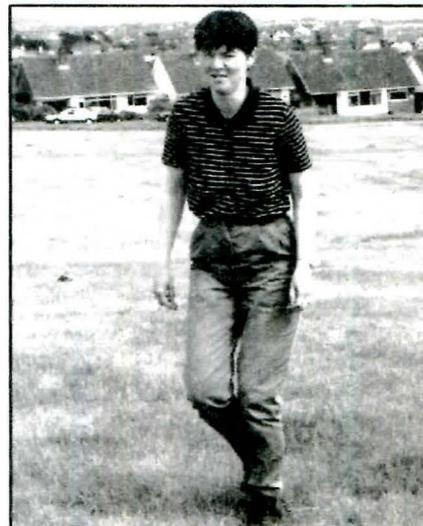
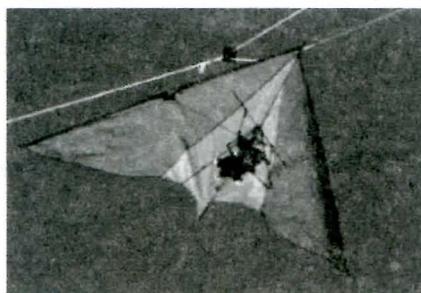
THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

THE TYE WHAT A PLACE TO FLY

Well the weather forecasters were saying all week that the weather at the weekend would be good, so my heart was sinking as they always get it wrong, but not this time. As dawn broke on Sunday I looked out of the window to see blue skies and a steady wind. So all looked OK for a good day. I got a phone call from Dave McArthur asking what the weather was like at about 8.00am as it was foggy with no wind in Guildford. I packed the car and set off to the Tye as I got closer I could see Peter Linnell was there as he already had his American Flow forms in the air and "BSE" his mad cow hanging on the line, and I knew Alan Outram was there as he had phoned me twice already to ask where he should go to the loo (opps - that should read where to put the loos). Once this was sorted and a few more people turned up we put up the club large inflatable which now not only include the Teddy, but a 60 foot green Octopus as well called "Olly". As 11.00 approached which was the official starting time the Tye was full of kites of all shapes and sizes from the large club kites to the small kids kites, power kites with buggies and two donuts.

For those of you who remember the Brighton Kite festival last year may remember a group who come from Ashford, they did the man lifting in the arena. Well it was good to see them again at the Tye. With all their large power kites. As this team have adopted the name given them at the

Brighton Kite Festival by Simon Dann of "the Lunatic Fringe", what more can we say. But good to see you again and if you want a laugh look at their Website and then at the kites link, [www.e-l-f.org.uk](http://www.e-l-f.org.uk) One thing you may remember is that they all flew big multi-line kites for power, but on arrival at the Tye I handed them the Club donut and said have a go with this. Well that was the last I saw of it in, my control, all day off they went and now want to buy one. It just goes to show their El Presidente (see the website) is right; just as much fun can be had from single line kites as multi-line. Well this was only one of the things that their learnt that weekend their also learnt not to fly near kids with nylon lines as these cut line like a hot knife through butter, Their managed to get 18 of the bridle lines on the donut cut in this way. (Thanks for fixing it lads and lasses) and can we use your hall some time. Hope to see you soon again on the flying field. Capt. Bung dropped a few teddy bears during the day and raised some more money for the Rocking Horse Appeal (our local children's hospital)



Corinne Hennessey (membership secretary) off to give the poor chairman a hard time.

Scrachings the hang gliding pig had a few drops as well, after a period of rest after a bad crash at the end of last season last year, one drop heading over towards the road, but in the fell just a few feet short. Well done Scrachings and welcome back to the flying field.

It was nice to see lots of new and old members at the fun day, not to mention hundreds of members of the public. For those of you who were there may remember someone flying some large Parachutes, although not in the true sense of the word "kites" these looked great. Do any of you know who it was, as I did not get his name.

A special thank you must go to Mark and Co. for supplying the first aid cover for the day, the Birds of Prey for putting on a display and Mike and Linda having a kite stall. Not to mention all those who turned out and made it a day to remember.

Simon Hennessey



# TROUBLE WITH THE LAW

On a sunny breezy Sunday at the end of September, I was flying twin line in Stoke Park in Guildford. I was approached by the Park Wardens and asked to stop flying. Amazed at such a request I asked the reason. The Wardens said they had a number of complaints about the behaviour of a group of young men who were flying, or more to the point, being flown by traction kites at the other end of the park. They were using very long lines (of course) and arrogantly disregarding the safety of other people in the Park. They had been rude and impossible to reason with and so the Wardens had threatened Police action and decided to stop all kite flying that day.

A few days after that I was back in the park enjoying a bit of practice, when a voice behind me said, "If you don't stop flying that kite I will have to arrest you." It was the Police Officer whose beat included the park. She had been approached by the Wardens after the last incident, had looked into local byelaws and found a paragraph banning kite flying in the park. I explained that I was a member of a recognised club and had public liability insurance. I said that what she was proposing would be impossible to enforce and did she really want to arrest children flying their little sled kites. I told her I was a witness on the previous occasion and asked her to consider tackling the real problem, which in my opinion was the use of equipment unsuitable for that site. We parted on good terms and she was going to e-mail the text of the law concerned. I have not received that e-mail and have been to the Police Station to contact the officer but at present I have been unsuccessful. I am still flying in the park and will await further developments with interest.

It would be interesting to hear other flyers views on the subject of power kites being used in unsuitable locations by inexperienced flyers.

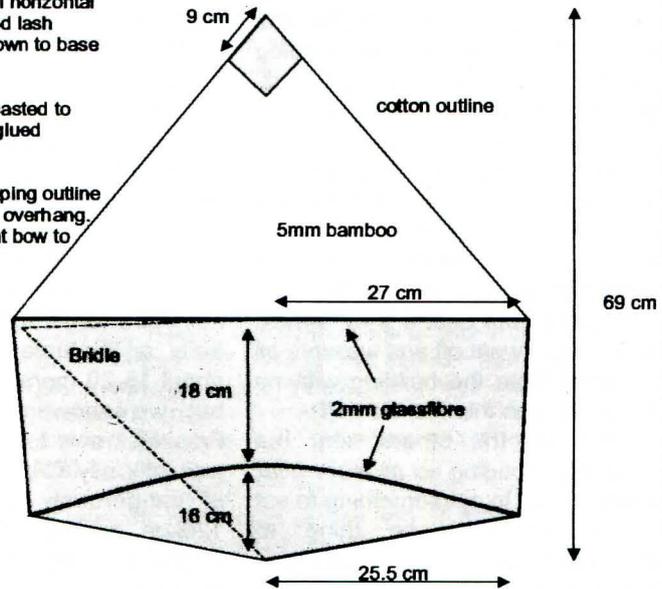
Dave McArthur

## Brazilian Pipa Fighter - not to scale

To set spars tie thread to head, spiral down and lash horizontal spar, spiral down and lash curved spar, then down to base of stick and tie-off.

Skin is hard tissue pasted to outline. Skin is also glued (evostick) to sticks.

Kite is bowed by looping outline over horizontal spar overhang. This also gives slight bow to spine.



Hastily drawn by Paul Chapman October 2002

## DO YOU KNOW KYOKO

The Smallest Kite ever flown according to the Guinness book of records was a kite built by Nobuhito Yoshizumi of Kyoto, Japan, which measured 10 x 8 mm (0.04 x 0.03 in), and was flown at the Seattle Cherry Blossom

and Japanese Cultural Festival, in Washington, USA, on April 18, 1986. Nobuhito Yoshizumi has been building and designing kites throughout his life and is world-renowned master kite-maker. He is a member of the Kyoto Kite Association and of the International Friends of Small Kites organization.

## FENCING THE TYE

We enclose part of letter sent to the Department for Environment, Food & Rural Affairs, regarding the above.

3. The vehicle entry/exit at the junction of the A259 is unsafe for general use as this is an accident black spot. We feel that a vehicle entry/exit point somewhere towards the lower part of Gorham Way would be much safer. This could be a locked field gate with keys made available only to authorised people. There is a need for a small number of vehicles to access the Tye for events, such as the annual Telscombe Cliffs Kite Flying Festival, to carry equipment etc. We are aware that there are some councillors who are opposed to the Kite Festival and others opposed to any vehicles being on the Tye, but this is a genuine recreational use of the Tye, enjoyed by dozens of local people. Without proper access, the Kite Festival will

disappear, so this objection still stands.

4. We believe that most local people think that the fencing of the Tye is to exclude motor cycle scrambling, racehorse training, and travellers camping. However, it is now clear that none of this will be stopped by the fencing, but merely somewhat deterred. Anyone determined will still be able to make unauthorised use and abuse of the Tye. We are fundamentally opposed to the fencing of common land, but understood the needs as outlined above. Clearly those needs will not be met by this fencing, so we would therefore also wish to oppose the fencing of common land as a matter of principle.

Long live Kite Flying!

Pat & Chris Bowman

JAN 2003 JAN 2003 JAN 2003 JAN 2003 JAN 2003

## THE FESTIVAL THAT NEVER WAS

It started off like any normal kite flying weekend, several of us meeting up at the Turpin residence and loading lots of kites and gear into the trailer and hopping aboard the mini-bus heading for Lunen in Germany for our annual trip, Little did we know what fate had planned for us!!

We made excellent time on the motorway and arrived at Thurrock services to get a bite to eat before we met the others at the tunnel, some of us ordered burgers and drinks from Burger King, but before they arrived the fire alarm went off and we were all evacuated from the building with no food (what was this the start off).

We pick up the others near the tunnel, after loading up all more gear we set off and to get something to eat at the terminal, one thing to remember is every thing closes food wise as 10pm in the terminal. One of the traders was kind enough to cook some bacon for the hungry hordes. We arrived at customs check point and were directed through to the inspection area, they asked us all to exit the bus and open up the trailer so they could inspect everything, well the trailer was crammed with all our bags and we could barely open the sliding door but when Jerry finally managed to open it they said OK close it back up. We were then told to board the bus and were ordered to follow a van all around the complex to the X-ray machine, where we were ordered out of the mini-bus again and into a screened room while they X-rayed the bus and trailer, (our 10:30 train crossing had long since passed) So at last we headed for the train hoping to catch the 11:00 but we had just missed that one, and the trains now ran every hourly instead of every half hour, so we had to wait until 12.05am before we could board.

We arrived in Calais and drove up to Lunen for breakfast, Sean Turpin was asked to look out for a place named Ausfhart, which he was told was near Lunen and he found it, several times (Ausfhart is German for exit) after a nice Frushtuck we then went onto the flying field. We were told that our sleeping accommodation was the gymnasium and we had it to ourselves, so we drove there and set out our beds and sleeping bags and

went back to the field to do some flying, some of us flew for a short while and had our picture taken for the local newspaper but the wind was to strong and gusty so we packed up and went into town for a spot of retail therapy.

After our Friday night meal and party we went back to the gym about 11pm for some sleep, but about midnight a load more people came in and started setting up their beds and after an hour of noise and shouting we managed to get to sleep. We got up early on Saturday morning to find about 15-20 more people in with us, but we showered and went for Frushtuck only to be told the festival was officially CANCELLED because of dangerously high winds about 120kph gusting 160 kph, the kite traders were told they had to pack up because it was to dangerous, I trader had is stall destroyed over night, although 1 trader did stay open for most of the day.

Despite being cancelled at least 200 people stayed all day and went to the Saturday night party in the hanger, with beer prices as low as 4£ for 14 glasses of beer we all had a good time. Sean Turpin had a very good time with some German girls (although by the end of the night nothing below his waist was working) and some very good friends helped him back to the gym. These friends made sure he was ok during the night and the only one to sleep was Sean. About 2am another load of French, Poles and Germans came in and decided to hold a rave party and keep us all awake again because the roof had blown off of the other school gymnasium. In the morning Sean woke up feeling great, while the rest of us felt rather ruff.

On Sunday morning we all went for frushtuck but with the high wind there was no chance of flying, so several of us went into Dortmund to look around. However most of the shops were shut. While we were there we went into a café for a coffee and a young man named Bryn decided he must use the toilet and went down stairs where there were 2 toilets Damen and Herran and he was unsure which one to use, luckily help was on hand and he was told to go

into Damen (guess what) he was followed in by a young lady who pointed out Damen is the lady's.

On Sunday night the British group were all invited out by Christian and the others in his work party to a meal in a near-by restaurant, we all arrived about 7pm and were greeted by the whole group, one of the group came and translated the menu because it was all in German and we all ordered our meals and some starters, after we had eaten we pulled all the tables together and sat and had ice creams and drinks and had a thoroughly enjoyable night with our hosts. They said they were very sorry for us travelling so far for a cancelled festival but asked us to return again next year, and at the end of the night they picked up the tab for all of us despite the fact they had lost an awful lot of money due to it being cancelled and they reminded us that it was the 13th festival.

We all said our good-byes and headed back to the gym, and after a bit of basket ball and fun we settled down and went to sleep because we had to be up again at 4am ready for the trip home. We got up in the morning and packed all our kit into the trailer and Paul informed us he felt sick and needed to sit near a door just in case.

We left Lunen at about 4:45am and headed back for England, however on the motorway back, the police had closed it off for some reason so we decided to find another motorway even though it was many miles out of our way it was our best option, we spent another hour or more finding this only to find this one closed as well, finally arrived at Eurotunnel at about 5:30pm.

When we booked in we were told that as we were late we would have to pay a 50£ supplement despite the fact that it was not our fault and when we said that they had made us late leaving the girl at the office just shrugged her shoulder and said pay up. So we had to pay up and eventually made our way back to England, Despite all the problems we all had a great time, and cannot wait to go back next year and do it all again.

Paul Barret

# A NEW YEAR RESOLUTION

After a surprisingly good autumn, winter seems to have finally arrived, albeit with predominantly wet rather than the usual cold weather. For some intrepid kite fliers, the onset of winter may mean donning the woolly hat, wellies, and for the real softies, gloves, but otherwise no real change to their normal flying programme. For the majority of us, though, winter means a stop to flying until the spring tempts us back outside again.

Winter does not necessarily mean that all kite related activities need to stop though. Indoor kite flying has its challenges, and as earlier articles in Kiteflier have shown, it is possible to adapt many full size kite plans to miniature indoor versions. I have never tried it, but perhaps those of you into stunt kite team flying can use the winter to try out new routines with miniature tissue paper versions of your favourite kite? You could also try out new colour schemes to wow the crowds next summer.

For me, winter is the time to make all those repairs that have been out of during the summer, and to think about building new kites for next year. For those of you who have never attempted to make your own kite, make this winter the time to have a go. It really is not that difficult, and there is a real buzz when you try out your new kite and it soars up into the sky. I have built quite a few kites now, but none have never flown at all. Some have not flown very well, and one or two still do not, even with a lot of tweaking and advice from other kite fliers, but the majority fly well enough to satisfy me and encourage me to try to improve my skills and expertise.

All the materials you need are readily available from most kite shops. If you cannot get to a kite shop, mail order is available for some items such as the ripstop nylon used for the kite itself, and the local wood merchant and DIY store can provide dowelling and other bits and bobs needed for your first kite (simple kites fly just as well with wooden dowel as they do with fibreglass or carbon fibre spars. Wood is also tougher and cheaper!). You probably do need a sewing machine. I am fortunate enough to have access to my wife's machine,

although I am banned from kite making from time to time, such as when costumes are being made for the local pantomime! I have attempted zigzag stitches from time to time, and am still trying to pluck up courage to have a go at an appliquéd kite, but for virtually all of the time I simply use a standard stitch. What this means is that if you decide to have a go at kite making and need to buy a sewing machine, you do not need anything exotic. I have just looked through the local paper and have seen a couple of machines for sale second-hand for about the same price as a decent flying line, so the cost of getting started does not need to be prohibitive. It is also easier to find out what you really need by having a go, so my advice would be get something very basic (and cheap, as long as it works), and see how you get on. You will then be better placed to decide what sort of facilities you need, what sort of controls you get on with and so on if you decide to invest in something better.

There are a plethora of books with kite plans (many available from the Club Library) and there have been some excellent articles in Kiteflier as well. For your first kite, I would recommend choosing a simple design about 2 - 3 feet in size. Small kites seem to need to be made more accurately, and big kites can be quite a handful to make and to fly, but 2 - 3 feet seems a good starting point. As long as you think the design you choose is within your capabilities, choose something you like so that you have the motivation to finish it once you have started.

As for technique, be guided by whatever the author of your chosen design recommends. You can adapt future designs in the light of experience, although I think everyone of my kites has a different design of hem and / or edging. One of the attractions of kite making is that whatever you do, it really does not seem to matter too much. Getting a kite symmetrical is probably the only absolute rule. Cutting the material the wrong way, or not having a strong enough hem may mean that the kite material stretches over time, but even that does not seem to make a great

deal of difference in most flying conditions. Sewing technique does not seem to make much difference either. I read in one article of the perils of too short a stitch leading to a kite splitting along the sewing line like a piece of perforated toilet paper, but none of my kites has dismantled itself in flight despite using a wide variety of stitch lengths (and to be honest, on my early efforts the stitch length varied quite a bit on any sewing length greater than about 12"! ). Let's be honest, a beautifully stitched kite may look great on the ground, but who can see anything but the shape and pattern once it is more than 3 feet off the ground?

So, if you want to do something useful this winter, make a New Year Resolution to have a go at building your own kite. It really is not that difficult, and the satisfaction of doing so is immense. The chances of your first creating not flying or destroying itself are very small, and if you have built a kite yourself, who better to know how to repair it anyway?

Peter Jackson

**Harry & Mable**

Its Xmas day with Harry & Mable  
And the family round the dining table  
There's daughter Dolly & her husband Bill  
The two grand children Suzie & Phil

On the other side sits son Don & Betty  
With their two children Malcolm & Letty  
Potential kites every one  
Co's granddad says that it is lots of fun..

So Boxing day up on the Tye  
Time to have a festive fly  
Malcolm & Phil try dual line kites  
Much to Harry & Mable's delight

The sky was dark - the wind was high  
Not quite right for a first time fly  
Malcolm went skidding across the grass  
Phil was sliding on his .....bottom

Said Harry  
"That's enough excitement for to day"  
But Malcolm & Phil still wanted to play  
The intrepid two needed a nice hot bath  
And every one had a wonderful laugh



# HIGH TECH - LOW TECH

Big Brother strikes again!

Some of you who went to the Portsmouth kite festival may have seen my first attempt to transmit live pictures from a lofted kite directly to the Internet to enable Internet users all round the world to see the event live and in real time.

Sadly I had cocked up the mathematics regarding the transmission capability of the "hanging" dipole used for the aerial and because of this error I found that the maximum distance between the transmitter and the ground station was a measly 10 meters or so, not really enough to do what I had hoped for.

However with the aid of Ron Dell (Lens Puller) and Alan Outram (Key Grip) I managed to run a few "grounded" tests and using my mobile telephone to log onto the Internet manage to get qualified calls to 6 different people based in Australia who did in fact confirm that the was clear and more than acceptable and that they could easily see the various tents and people moving around/

As soon as I got back home I looked at the aerial problem and quickly realised that I had mistakenly designed the one I tried to use as a receiving, rather than a transmitting aerial and set about rectifying the problem. Having sorted out the transmitting issues I then considered the means of getting access to the Internet. The mobile phone method gave me a maximum of 28.8kbits of bandwidth – for those who may not understand this, it simply means that the amount of room available to use for the global transmission of the information was quite small.

Coincidentally, just after the Portsmouth festival British Telecom engineering asked me to run some tests on a new (at that time) satellite system they were about to put on the market and as this would give me a much higher bandwidth to play with for the global transmission. I accepted the job on the understanding that I could use the satellite for running tests of my "remote" TV system, they agreed and the result was that equipped with a higher bandwidth and my original kit,

with of course the modified aerial the project came together and tests from home indicated that this was in fact a workable and practicle possibility.

My next "public" event was the spring 2002 steam rally at Laughton (Nr Lewes) and I arranged a meeting with SVI Television to show them the possibilities of using similar kit for outside broadcasting purposes.

I decided to use the satellite system to get onto the net for this particular demonstration and as this required a 240 volts AC electrical source I took along a 2.5Kva inverter and a spare 12 Volt DC (car) battery. By now I had set up the satellite several times at home and had a degree of confidence that I should be able to set it up anywhere in the UK but as this is quite a tricky job in itself I had some doubts. However, on the day it went like a dream, it took me about an hour to level and align the dish as we were in the middle of a field and on quite a steep slope, connected the satellite system to my laptop and the laptop running two separate web cameras.

Steve Woodgate from SVI Television arrived at the show with a lorry containing a complete outside broadcasting facility, including a team of 5 radio controlled camera operators. In due course he came over to my location and I duly demonstrated that both cameras on my system were working and that any call from any location anywhere in the world would be accepted and the caller would be able to see the show live – first of all he telephone his son who was at home and asked him to log on to the Internet and my location, which he did and stated that he could clearly see "dad" and the other people moving around. Then he asked me if it would be possible to transmit my images directly to his OB vehicle This puzzled me and I asked him "why", he explained that he could then transmit my images over his direct line interface to the Southampton base station.

At this point I realised he did not quite understand what we were actually up to, my comment, why bother to relay, why not get Southampton to log on to the Internet, capture the images and do whatever they needed to do with the images for transmission over the

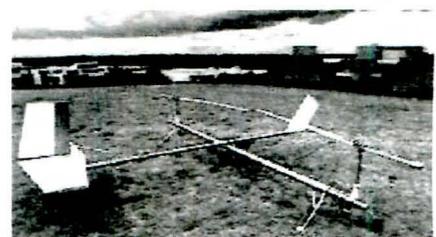
public TV network – this comment nearly made him wet his pants.

For those who want to know, the entire system, including routers, laptop and dish ran continuously for over 8 hours from a 20-amp hour car battery.

Having proved to myself and to the TV "professionals" that the principle works I stripped the kit down and put it away. I gave the TV transmitter to another kite flyer John Browning to experiment with, he now has it alongside the wet film camera that he uses for taking aerial (from a kite) pictures, employing this technology he now uses a small TV on the deck to "sight" his still camera to the scene he needs to take a picture of and at the Middle Wallop kite festival he showed me it working. Now he only takes the pictures he wants, instead of taken lots in the hope that one of them is the one he is looking for any reader would like the technical details, please email me on; [admin@media-services.co.uk](mailto:admin@media-services.co.uk)

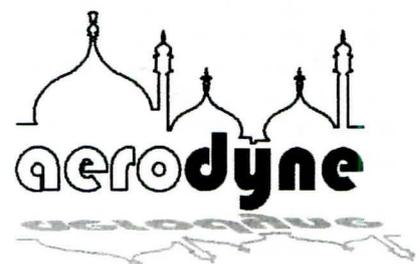
Dr John Dimmock

**EVEN MORE  
HIGH TECH  
LOW TECH  
NEXT ISSUE**



Have you ever seen one of these on the flying field?

Full story in the next issue



## Useful Contacts:

### Coordinator/Chairperson:

Simon Hennessey  
 ☎ 01273 582309  
 ✉ simon@BKF.org.uk

### Events coordinators:

Ray Oakhill  
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 ✉ ray@BKF.org.uk  
 Simon Hennessey  
 ☎ 01273 582309  
 ✉ simon@BKF.org.uk

### Aerodyne:

Simon & Corinne Hennessey  
 ☎ 01273 582309  
 ✉ Aerodyne@BKF.org.uk

### Club library:

(BKF members only):  
 Paul Hill  
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 ✉ paul@BKF.org.uk

### Club Kites:

(BKF members only):  
 Simon Hennessey  
 ☎ 01273 582309  
 ✉ kites@BKF.org.uk

### Membership Secretary:

Corinne Hennessey  
 ☎ 01273 582309  
 ✉ Membership@BKF.org.uk

## Merchandise

### T-Shirts/Sweatshirts:

Alan Outram  
 ☎ 01737 771196  
 ✉ alan@BKF.org.uk

### Pins/Badges/Pens:

Simon Hennessey  
 ☎ 01273 582309  
 ✉ simon@BKF.org.uk

# Website information

### www.brightonkiteflyers.co.uk

We have been updating the club website in both design and content. We now have an up to date page for events also a page on the history of the club is being set up. For both these pages we need your input both words and pictures, please can you let me have any information you have. (all information and pictures supplied will be returned). Also if you have some nice pictures or other information on club events and are willing for them to go on the website please e-mail them to website@BKF.org.uk or post to WEBSITE c/o 11 The Sheepfold, Peacehaven, E Sussex. BN10 8EG

# fly-in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. This is held on the 1st Sunday of the month on Telscombe Tye, East Sussex from 11.00am. Next to the A259 coast road between Saltdean and Peacehaven.

This is an all year round event and as the winter approaches it is a good time to meet up with club members that you normally only see at festivals.

See you there

# Brighton Kite Festival 2003

As some of you might be aware next years festival will be the 25th run by the Brighton Kite Flyers. Our aim for next year is to make it one of the best ever. The dates have been set for the 12th and 13th July 2003 again in Stanmer Park, Brighton.

If you would like to help leading up to the festival please let me know on simon@BKF.org.uk or 01273 582309 I will then be able to keep you informed of the times we meet and plan the event. If you have any ideas about what you would like to see at the festival or what could be changed for a better festival, please let me know in good time and we will see what we can do.

Simon Hennessey

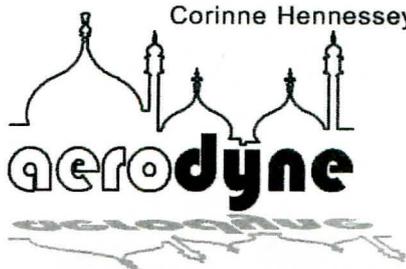
Whilst every care is taken to get the details correct in 'Aerodyne' the Brighton Kite Flyers cannot accept responsibility for any errors or omissions that may occur. Opinions expressed are not necessarily those of the Editors or of the Brighton Kite Flyers.



# Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible, Pat & Christine Bowman, Paul Barret, Dr John Dimmock, Dave McArthur Peter Jackson for articles, Harry and Mable Kiteability for the ditty, Paul Chapman for the kite plan and Simon Hennessey for articles, design and putting up with me as editor.

Corinne Hennessey



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

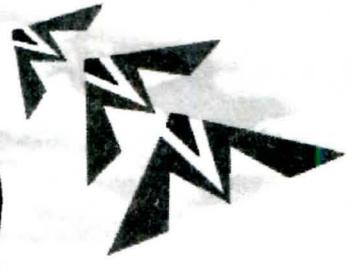
Contributions should be sent to:

Aerodyne  
 c/o Corinne Hennessey  
 11 The Sheepfold  
 Peacehaven  
 East Sussex. BN10 8EG  
 aerodyne@BKF.org.uk

**Deadlines dates;**  
 January issue - 1 December  
 April issue - 1 March  
 July issue - 1 June  
 October issue - 1 September

# MKF News

www.mkf.org.uk

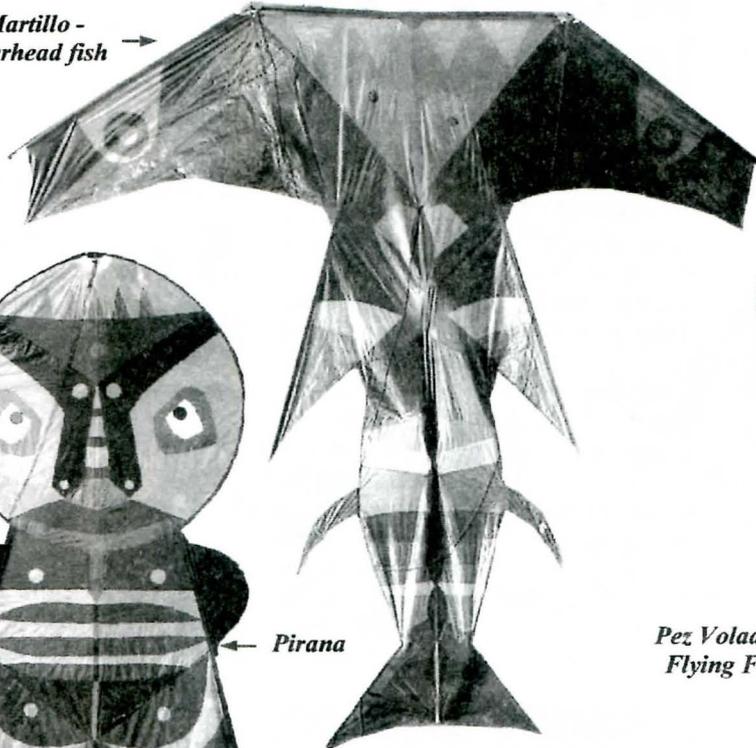


THE MIDLANDS KITE FLIERS

The Midlands Kite Fliers News Extra

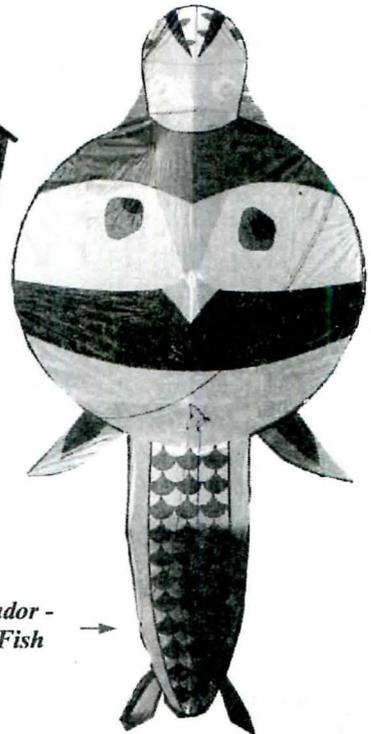
## New club kites for 2003

Pez Martillo -  
Hammerhead fish →



← Pirana

Pez Volador -  
Flying Fish →



*This collection of five kites based around the theme of fish have been made by German Kite maker Michael Steinemer from designs by Cesar Manrique*

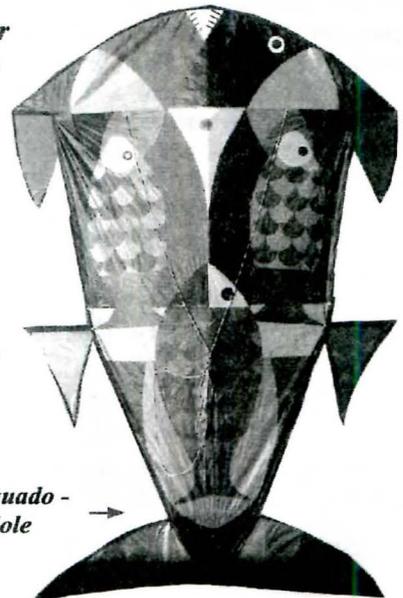
*Be one of the first to fly these kites and see them in action at -*

**Calke Abbey Kite Day  
27th April 2003**



← Tamboril -  
Drum fish

Lenguado -  
Sole →



## KITE FLIERS to organise foreign language courses?

Following the occurrence of several embarrassing incidents when kite fliers have attended festivals outside their own area, it is being suggested that alongside 'kite making for beginners', 'knocking your spars', 'dihedrals from a new angle' and 'untangling your tangles' the Kite Society should run a series of foreign language courses covering 'Kite terminology and other useful phrases'. In the first round of courses, this should cover the major European languages.

This suggestion has been prompted by, among others, the following potentially very serious incident:-

One of the giants of British kite flying, on a recent visit to Germany, found himself caught short - he had to go. So, unaccompanied by an interpreter (or even his mother) he set off on his own to find a toilet. He found not one, but two doors, the first labelled for "Da men" and the second for "Her ren". So recognising himself as one of 'da' inen (West Indian/Germanic crossover possibly) he went in and did what da men do in there.

He was however rather surprised when a rather large

and domineering Haus Frau in black leather trousers appeared and threw him out! He attempted to explain to his colleagues that all he had been trying to do was to 'light one of those fags he had got out of the machine in there'. One could tell by the look on his face and the way that he panted as he recounted the tale, that he had probably enjoyed being thrown out by such a lady.

Clearly this could have led to a serious diplomatic incident. Kite fliers go to such events as ambassadors of their homeland. So, we must request that German, Dutch, Spanish, Danish, and French lessons be offered immediately to all kite fliers likely to travel to foreign festivals and that English be included in the programme for any fliers from certain (*to be named? Ed*) counties! The other alternative is to make Swift arrangements to ensure that every such visit is accompanied by an accomplished speaker of many tongues.

Does anyone else agree with this proposal?

Comments please to the editor.

Jim Batten

## Lunen DrachenFest 2002

Kite fliers from all over the UK travelled hundreds of miles to find that they could not get theirs up without serious risk of damage to themselves, the watching public or their beloved kites.

A party of 20 kite fliers, and numerous parachutists of the hairy kind, left England between Friday 18th and Friday 25th October to travel by various means and routes (car + caravan to tour around Europe en route, minibus with ferry Dover/Calais and a long drive, flight to Dusseldorf and hire car, or the Smart way) to the 12th Annual **Lunen DrachenFest**.

Unfortunately, during the latter part of their journeys to Lunen, some members of the group picked up Anti Cyclone with the result that Lunen was visited by 80mph winds and driving rain during Thursday, Friday and Saturday nights. The festival site, a glider field on the flood plain of the river Lippe, became a mud plain. Campers and caravanners had to be towed off by tractors, and kite flying of any sensible kind was a non-starter.

So, the group moved onto plan B :- Sit in the cafe, drink coffee, eat wunderbar German cakes and talk kites. The hosts were magnificent, the festival was cancelled but the food and accommodation was still available, some of the kite traders managed to operate on Saturday despite the tremendous buffeting their marquees were taking and the company was great !!

The meals on Saturday and Sunday evening were good. The way that the caterers set out the food at both breakfast and evening meals has to be seen to be be-

lieved and the tastes ? Fantastiche ! Some people did manage to fly. Some were willing to risk losing their kites by flying them on the festival site despite the winds gusting to 80mph all weekend. The sensible ones, our party included, flew indoors. For some, that was probably another first, to be added to their experiences on the Saturday night ! (but the less said about that the better).

On the money side, once the last trader had looked up the forecast, given up trying to keep up his marquee and packed up and gone on Saturday night, the opportunity to 'defy the missus' and buy more kites went with him. Behaving like a bunch of common tourists, visiting the shopping centre of Dortmund, we were unable to spend any readies because, unlike England, all the shops were shut on Sunday. A cup of coffee and a cake on the very high stools and seats in a local cafe, sheltering from the driving rain, are not going to break the bank. Overall, despite the weather, it was an enjoyable and definitely memorable weekend (for those of us who can remember it !) and one to be repeated again next year with hopefully more accommodating wind speeds.

To all the adventurous spirits who went this year, I say, thanks for the laughs and a special thank you to Carolyn and Jerry. For anyone else: if someone sidles up to you in the next 12 months and whispers 'wanna go to Lunen ?' and mentions the code word 'swift', then my advice to you is GO ! Don't think about it, do it ! You will not regret it.

Jim Batten



## BBC Trail, Look North

Three members of **SKY SYMPHONY** were asked to attend "A Shoot" at Flanborough Head, Humberside. The actual location was Thornwick Cliffs. The BBC chose the day (October 14<sup>th</sup>) that fortunately was dry but slightly over-cast. The day evolved thus –

The "Team" met at 6am at Tamworth and drove on the M6 until breakfast. With a full "tum" we carried on our journey via the M18, and arrived at Hull in the RUSH hour. Having negotiated the traffic we finally arrived at our destination at 9.45am.

We were met by two members of "**THE BEEB**" who escorted us to the flying site; a sloped grassed area of some 200-metres square. Ideal location! We were asked to set up and prepare for when the film crew arrived from their previous set (A lifeboat rescue just down the coast).

With a sunny outlook and a fair wind (14/18 mph) we elected to set up our sunrise **DANCERS** complete with 200-foot tails! These proved to be very popular and were liked by the Director on arrival. The wind direction was offshore and blowing out towards the sea. Ideal for our team flying but you've guessed it the director had never flown a kite and some of his requests were rather impossible (a common fault with directors I understand!). Throughout the morning we were asked to do a variety of manoeuvres with the three team kites, some over and over and over and over again!



Although the team were pleased with its performance, the director always wanted that little bit more (I wonder if that's how Alfred Hitchcock started??)

The crew were becoming a little impatient for lunch so we were taken to the Beverley Arms Hotel. Very nice lunch but we felt a little isolated as the crew all appeared to be together with Dave, Alan & yours truly left alone, reminiscing the mornings events.

I thought Dave at one point was ready to BLOW A GASKET, these guys have no idea of what kite flying is all about! (Calm Dave!)

We returned to the flying site in the afternoon to complete what the BEEB said was a very productive morning.

After trying to sit on the camera lens (yes that was an actual request) I attempted to achieve the objective of spinning the kite on its own axis, with little or no wind, extending both arms so the camera could look straight down the lines, towards the kite.

Dave was earmarked to fly round a restricted sky (but it must be in the frame) directions sounded like that of the "Golden Shot" (now your showing your age) Up a bit, left a bit, up a bit more, down a bit. Dave's a placid guy, but there is a limit!

Finally at about 3.30 we were told that it was "**IN THE CAN**". So after a long and arduous day the objective had been achieved. Sam Allison, the executive producer said she would send us a copy of the final "Trail" together with "**THE RUSHES**" or outtakes! Three weeks later the film arrived. I eagerly placed the video into the machine and viewed the days filming. Surprisingly it took all that time to produce a trail that in total was only 20 seconds long! Don't blink or you'll miss it. However what is shown is good, but **ALL DAY!** Perhaps I now know why our licence fee is so high! We returned to base at Tamworth at 6.30pm.

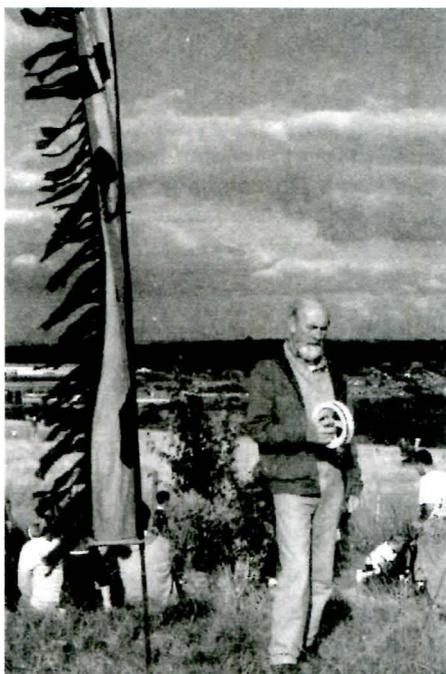
We were all tired, but elated after an insight into "**FILM MAKING**".

**Graham Binney**  
Team Leader **SKY SYMPHONY**



## SPOOL to REEL Conversion Kit

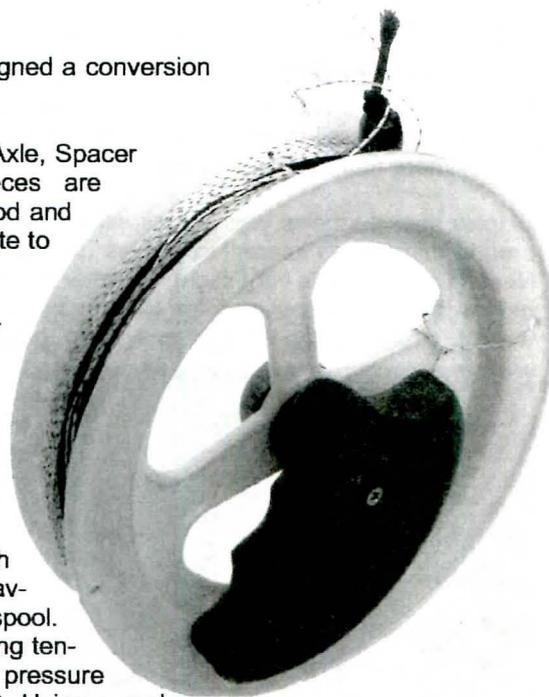
MKF member Mick Beasley from Hinckley in Leicestershire has designed a conversion kit to transform a standard 8" yellow plastic line spool into a reel.



The kit comes in 3 parts;- Axle, Spacer and Handle. All the pieces are manufactured from hardwood and the reel takes about a minute to assemble.

Mick's' flair as a designer becomes evident as soon as you catch hold of the Reel - the handle is a joy to hold and feels 'so right' in the hand.

In use the spool is free running for letting out line, and retrieval is so much easier and quicker than having to wrap line round the spool. (Never wind line under strong tension onto a spool - the pressure build-up can crush a spool). Using a reel helps to extend the life of your expensive lines by preventing twists when paying out and retrieving line.



The conversion kits are available by mail order and cost £17.50 plus £2 p&p from - Mick Beasley, Unicraft Design, 41 Welbeck Avenue, Hinckley, LE10 2JH. TEL: 01455 635376. When ordering please state if the reel is to be held in the LEFT or RIGHT hand. For the fighter kite enthusiast Mick also produces a variety of hardwood Reels & Spools. Look out for Mick at Fly-ins and Festivals, his banner is bright orange with black kites and tails on it.

### Please help.....

Many of you know Cecilia and Mile Dallmer. Mike is the AKA Regional Director for New Jersey, New York, and Pennsylvania. You have seen his reports in Kiting Magazine. For years, the Dallmers have worked selflessly as event organizers, club officers, volunteers, and ambassadors of kiting up and down the Eastern Seaboard. They had agreed to handle one of the biggest jobs at our Ocean City convention and then Cel got sick. Cel has now been hospitalised in intensive care for over 100 days.

In late August, Cel was rushed to the hospital suffering from a Kidney/Pancreas problem that left her in a coma for over a month. Since then she has drifted in-and-out of consciousness. In the past week alone, she has been through four operations. To save her, they had to again fill her with about 25 pounds of extra liquids. She is also expected to get her 20th blood transfusion today. Mike has taken a leave-of-absence from his job to stay beside his wife.

These are good, good people who have done plenty for us. I can't begin to know what they are going through. But I do know they need a boost for the holidays. And I know we have it within our power to give them one.

So I'd like to ask each of you to take just a moment and drop a card in the mail. It doesn't have to be fancy or contain a long message. You don't need to know them personally. Just let them know we're thinking of them and want to help see them through.

Here's the address:

**Cel and Mike Dallmer  
7204 Oakley St  
Philadelphia PA 19111**

I'm sure there are other members of the kite family in need this holiday season. Our best wishes and best hopes go out to all of them. This is one simple situation where a minute of your time can help someone feel better. And it might make you feel better too.

Gentle breezes,  
David Gomberg

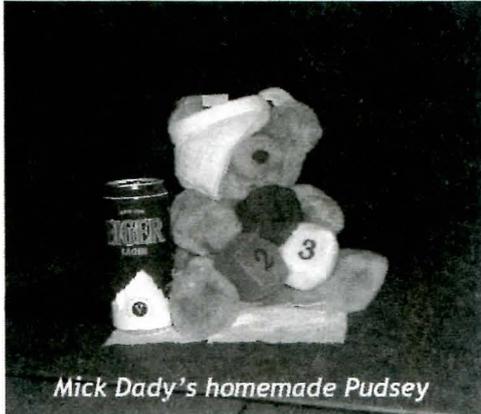
08/11/02



## LUTS - Shipley Country Park, 15<sup>th</sup> November 2002 by Alan Poxon

"Well, even if it rains, it's got to be better than sitting inside watching Terry Wogan all night!" So it was decided, we'll try Light Up The Sky for a second year. I'm pleased to say that it didn't rain, and there was even a tiny puff of wind, which overall made it much more enjoyable than watching Terry and Gabby, and even allowed us to raise slightly more money than last year.

Shipley at this time of year, as all seasoned kites know, is a little wet under foot, which thankfully did not deter around thirty or so interested parties from far and wide turning up to take part and raise money for Children In Need. The wind was very slight, but after the first single-liner went up it persuaded others to try, and it wasn't long before there were several kites aloft, mainly deltas, with the odd Roller etc. keeping them company. Mike Sherwood brought his lighting systems again, bigger and better this year, and lofted a train of two megadeltas, complete with radio-controlled lights.



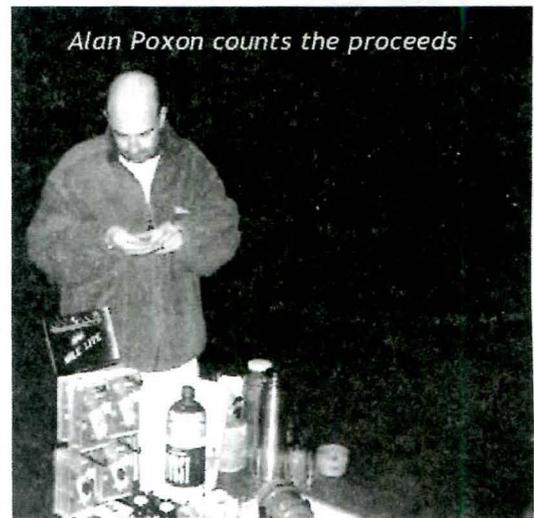
Mick Dady's homemade Pudsey

Most of the kites which managed to get to 200-feet (or thereabouts) stayed there for quite a while, but there was insufficient wind for the multi-line kites, much to the dismay of Mick Dady, who had equipped his ultralight Dancer with better lighting this year too. My El-Macho (cover of last magazine) stayed on the ground too, pretending to be an early Christmas tree instead. Some intrepid Lighters (not Kites) attached lights to a line lofted by several party balloons filled with Helium; very clever until you accidentally let go of the line, and then no amount of chasing will let you catch them again. (Last seen heading North)

over the Park. Well anyone in Heanor would have needed exceptional eyesight to see the lights from that distance, but who knows? (anybody fancy a UFO kite?) Despite the muddy wellies, cold fingers and the odd mishap, I think most people had an enjoyable time, helped on to some small degree by tea and coffee and mulled wine provided by yours truly.

At one point we were visited by the local police, (who I think entered into the spirit of the thing) claiming that they had had reports of UFO's

So overall we've raised £76.30, which we hope will be a small part of a much larger total than last year. Thanks have to go to the Park Rangers, who arranged for the lights in the Car Park to stay on a little longer (although they went off earlier than expected at 8:50 just as we were packing up), to the Coffee Shop for opening late to provide a warm haven and sustenance for those getting too cold outside, to Lloyd Kirton for masterminding LUTS yet again, and to the people who turned up to fly or just watch (particularly the Bow-las' and Bollons' who travelled the farthest). I've already had a request to make a big event out of LUTS at Shipley next year, so watch this (dark) space.



Alan Poxon counts the proceeds



George Walker - Shifnal

### Light Up The Sky 2002

Thanks again to all that took part in this years LUTS events. This year the rain and lack of wind at some events has meant a lower total than last year. (£1124.02)

Evesham Country park (MKF)	£30.00
Idsall School, Shifnal (MKF)	£120.27
Shipley Country park (MKF)	£76.30
Chale Kite Fliers	<i>Cancelled due to bad weather</i>
South Eastern Kite Society	£21.50
Suffolk & Thorpe Kite Flyers	£72.00
Solent kite Flyers	£ (awaiting result)
Great Ouse Kite Flyers	£203.00
Keith & Daryl Haynes	£5.00
<b>Total So Far</b>	<b>£528.07</b>



## **For Sale - Wanted - Lost - Found**

### **For sale:** 2 gazebos

1 polyester, reasonable condition, slight damage to a few poles hence £15.

Also 1 more basic so £10.

**Jerry & Carolyn Tel: 01653 668157**

**Lost :** Possibly at Coventry Kite Festival  
Did anyone find a rechargeable Torch and sky reel. If so please contact -

**Mike Sherwood - 01509 672433**

**Found :** Coventry Kite Festival. 1 pair of sport kite lines on pink and green winders

**Contact Lloyd Tel: 02476 732083**

### **5th January 10am - 4pm**

#### **Coombe Abbey Country Park**

**Brinklow Road, Binley, near Coventry, Warwicks**

#### **'Welcome to the New Year' fly-in**

**(Car Pass must be displayed in front window)**

Explore nearly 400 acres of beautiful gardens, woodlands and lakeside walks. Visitors can view the fascinating heronry and other wildlife from the 60 seater bird hide or go fishing in one of the areas largest lakes. The flying field we use at Coombe Abbey Country Park is next to the visitor centre with its restaurant, shop and bar - handy to retreat into if the weather turns 'orrible.

The entrance to the flying site can turn wet and muddy if there has been recent rain. Waterproof footwear is advised. Cars are not permitted on the flying site, and have to be parked about 200yds away in a Pay and Display car park. Admission is free to the park and visitor centre, but car park charges do apply to all non MKF members. MKF members must display their MKF car parking pass in the front of their car, or the pay and display fees are applicable (strictly enforced). Parking next to the visitors centre is strictly for the disabled (only those who can display a disabled sticker), or a penalty will be incurred.

Chalkie will be onsite trading at the visitors centre.

#### **HOW TO GET THERE:**

Coombe Abbey is to the east of Coventry on the B4027. It is well signposted from all directions into Coventry.

### **2nd February 10am - 4pm**

#### **MKF Fly-in Evesham Country Park**

**Worcestershire**

Evesham Country Park is at the northern end of the Evesham by-pass (A46) at its junction with the Stratford Road. Contact information for this fly-in -

**Philip Roberts 01789 415824 / 07989 840559**

### **2 March 10am - 4pm**

#### **MKF Fly-in Sutton Park**

**Streetley Gate Entrance Thornhill Road,  
Sutton Coldfield, Birmingham, West Midlands**

Sutton Park is a National Nature Reserve, managed by Birmingham City Council under a management plan agreed between the council and English Nature. It is a remnant of an extensive forest that formerly covered much of the Midlands region. It now covers 2,400 acres, and consists of woodland, wetland and heathland. The heaths and bogs are now a rare habitat in the Midlands and support plants and animals not found in the surrounding areas.

#### **THE FLYING SITE**

The area the Midlands Kite Fliers uses for their fly-ins is a very large open area on the western side of the park. Entrance to the flying site is on the north-western corner of the park, through the Streetley Gate Entrance, on Thornhill Road, the B4138. (Vehicles cannot get to the site through any other entrance gate.) This is also the route of the Lichfield Loop Cycleway. The grass is kept naturally short by grazing animals, and the site drains very well although a wide ditch runs along one side which can fill with water in wet weather. Cars can be parked along two side of the flying site, either on short grass, or on solid ash roads.

#### **HOW TO FIND THE SITE**

It is located in the Sutton Coldfield district of north Birmingham, centred roughly at National Grid Reference SP 100 970. Travelling through the Streetley Entrance gate, follow the road through the trees where the site will open up in front of you.

The toilets are at entrance gate (if they have not been vandalised). No other facilities at this site. A cafe, toilets and visitor centre on the other side of the park about 25 minute walk, or a ten minute car journey around the extreme perimeter of the park. A small car parking fee (£1 - £2) may be payable Sundays and Bank Holidays.

### **6th April 10am - 4pm**

#### **MKF Fly-in Market Bosworth**

#### **Country Park**

#### **Market Bosworth Leicestershire**

**(Car Pass must be displayed in front window)**

Situated on the B585 'The Park' and just 3 minutes from the town, this new flying site offers excellent facilities and is surrounded by history. Large open flying site, new toilet block and good parking on the edge of the flying area. We will also be holding a two day event on this site 28th, 29th June. (camping available)

Full details of this new venue will appear in the March issue of the newsletter.

Information on above events please Contact -  
**Alan Bill, MKF Events Co-ordinator**  
**Tel: 0121 360 1955 alan@mkf.org.uk**



# 42 ROMAN CANDLE. 67



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. WARNING!!!! Mindless Drivel content, exceeds Govt. Limits, but then who gives a toss about what the Govt. might say, so go on, have a bleeding good whinge.



Teddy talks to you. He can move. He lives on your phone... Kill him NOW!

Torture Teddy is the new game anyone with a mobile can play.

WWW.MONSTERMOB.COM

FREAKY, FUNNY SICK,

TORTURE TEDDY 16

WATCH HIM SUFFER

DRILLED

SMACKED

THE WEIRDEST MOBILE GAME YET

100s OF TORTURES

MUNCHED

HEAR HIM SCREAM!



AARRGGHH

PLAY

SLASHED

TORCHED

Teddy will actually CALL YOU on your mobile! He will taunt you and give you reason to HATE HIM! Choose your method of torture and hear him SCREAM with PAIN... but has he SURVIVED or have you found the torture that KILLS him?

Despite repeated assurances from the Government that the RF energy radiated from mobile phones poses no health risks what so ever, one cannot help but wonder if these fashionable adult toys really are destroying users brains

Judging by this advert for a seemingly rather sick mobile phone game, recently brought to our attention, there appears to be proof positive that those mobys really do, do your brain, or what passes for a brain, some pretty serious damage.

O.K, call us sad, or tell us to get a life, but it still seems that you have to be some kind of sick barsteward to find any fun in torturing Teddys, even if said Teds are electronic facimile on a moby. Either that or its a case of more money than sense, and judging by the costs involved with mobys, that appears to be a distinct possibility. Bah! the curse of the small furry objects be upon them.... Cheers Toody & Mik

HOW LOW CAN THESE HUMES GO?

BELOW THE BELLY OF A SNAKE WITH A TOP HAT ON

Radio Communications agency Document RA369 (rev1)2001, page8 Safety, clause4. Caution do not transmit with antenna less than 6", 15cm from your head. Remember concentrated RF energy is dangerous. warning for HF, worse on near microwave moby frequencies, take care...



# The joys of teddies for Doreen

joined by over 200 others. finding these, somewhat of a handful, Doreen vowed to give up buying Bears and decided to have a go at making them instead. Bear making is a breeze for this former dressmaker and she has made over a 100 for charity, including the two pictured right who she made for her hubby.

What cracks us up about these two characters is the uniforms made from the correct materials, an airforce and army uniform found at a jumble sale, and all the accoutrements that go with the uniforms. Cant actually see a chute on Airman Johnnie, but all Tommy Atkins needs is a Tin hat and he'd be well over the Top.

Nice one Doreen with EMMA BEARS....

**DONT REALLY MATTER HOW OLD YOU ARE, WHEN THE Teddy Bear bug bites, it bites really, really hard**

Tony Slater sent news of a Bear maker, fairly local to him, who never got into Teds until she wa well over 50. Doreen Richards of Wellington missed out on the soft cuddley delights when she was a kid as she was an elder child in a large family and had to grow up a bit quick in order to look after the younger ones.

Her husband found out about this lack of cuddlys and gave her a Bear, which was soon



airman Johnnie and Corporal Tommy Atkins.....

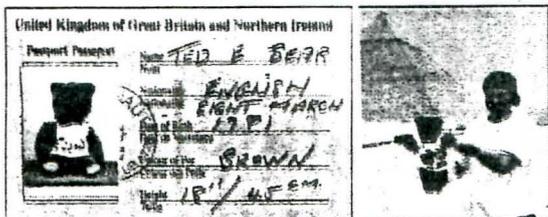
## Teddy rescued from dustbin tours world

**FUNNY AINT IT. MOST TEDS LIKE LIVING IN-DOORS ALL-IN WRESTLING WITH KIDS, SOME LIKE PARACHUTING FROM KITES, AND SOME ARE COMPLETELY TONTO, AND END UP GETTING WANDERLUST PREFERABLY AT SOME OTHER SODS EXPENSE.**

Which is what this crafty sod, going by the name of Ted E Bear (a likely story) did by pretending to be discarded in a dustbin then conveniently found by a kindhearted publican whose nice customers decided that said Bear would obviously benefit from being taken on a never-ending holiday around the world.

Just think, if you had the nous that this furry wotsit is blessed with, then you could rack up the airmiles bigtime. The U.S, Canada, Malta, and Greece, Cyprus Gibraltar and Spain. The little so has had trips to Spain, has been snapped in Egypt by the Pyramids, gorn snorkeling, probably in a pub in the Canaries and somereckon he even bummed a visit to a warship by Royal Navy Helicopter.

These travelling escapades hve been going on for over two years now and the little sod shows no sign of letting up on the largess, in fact he spends more time abroad on holiday than he does here. However there is one big Blot on his C.V. Ted E Bear got hitched in Canada, then promptly dun a runner leaving his bride Maple in the lurch Tanks to Simon H for the tip off on binbear.....



*I'm the bearer ... his passport ... at pyramids*



*Goggle-eyed ... Ted snorkelling in the Canaries*

## A WORLD GORN MAD?....THEY'RE COMING TO TAKE US AWAY HA,HA,.....

Electric Arthur Dibble is convinced that the world has gone completely mad, and if it has't actually happened just yet, then its only a matter of time.

Arthur reckons that at his work place, they are being swamped with lots of method statements and risk assessment samples to guard against any eventuality now that our society seems to be going litigation, compensation barmy. Up until now Arthur has always escaped from this stress by means of the wonderful world of Kites and Fauna bomin'

However it now appears to be going somewhat pearshaped with the appearance on the Kite scene of yet more method statements and risk assessment samples for of all things Kite Festivals and Workhops, with the suggestion that Arthur should do the same for Parachuting Teddys....**GET REAL YOU SAD BARSTEWARDS, THEM BEARS AINT GONNA SUE YER!!!!**

So, to try and head off them Yuro Beeyurocrats, who are undoubtedly behind all this mularky, (aint they always) Arthur has come up with the following.

### METHOD STATEMENT...

Set up fauna dropping equipment suspended below a Kite or from any other high point and lay in wait for an Adult Hume accompanied by sprog carrying precious soft cuddly. Take the soft cuddly, (by force if necessary) be it fauna, flora or fungoid variety, and fit with piece of rag, ostensibly intended to slow down cuddlys descent. Attach cuddly by some precarious method to fauna dropping equipment. By means manual or mechanisal, fair or foul, raise aforesaid cuddly as high as possible. Persuade the precarious, by nefarious means to fail, thereby releasing the unsuspecting cuddly on its sickening earthwards plunge, hopefully complete with aforesaid bit of rag. Send anklebiter, sprog type thingy to retrieve shellshocked cuddly and more importantly the bit of rag, having done so, present gobsmacked anklebiter sprog type thingy with a grubby piece of paper hereinafter referred to as a Stifficate.

### RISK ASSESSMENT MODEL

#### RISK.....

Wind may fail (lesser George Raft).....Invoke plan B, Break out Baked Beans.  
Fauna will not release (Bottle Job).....Threaten fauna with large knife or 12 Bore.  
Cuddly may land in tree (Vegetarian).....Deploy ladder, Roach pole and chainsaw.  
Cuddly may land in water (Wetback).....Intone phrase 'its a bleeding good swimmer'  
Cuddly may land on Hume (Fixated).....All Humes are soft, so, no problems there.  
Cuddly may drift (Nomad).....That gets rid of one horror for a while.  
Cuddly may drift thru spurt Kite display.....Shout very loudly 'Nice one Cyril'  
Cuddly may catch a thermal (drifter?).....Have good eyesight, or binoculars.  
Cuddly may suffer rag failure (Skidmark).....Give anklebiter spade, let them dig.  
Optional Rocket launch method, posterior damage.....Have bucket of water handy  
Assault by mother of distraught anklebiter.....Enjoy.  
Assault by grandmother of distraught anklebiter.....Let her Enjoy

Etc, Etc. Ad Infinitum. Hopefully Arthurs above model will head off them gawd awful Yuronutters at the pass, we can but hope.

#### PRECAUTIONS...

## Marine parachutes sabotaged

Strange or what? Shroud lines on 13 parachutes were cut before a U.S. marines training exercise recently.

The tampering was discovered when 5 marines jumped from a C-17 aircraft during heavy equipment parachute training at Camp Lejeune recently. Although the chutes failed the marines landed safely via reserve chutes.

The shrouds had been cut in such a way as to avoid detection and several other chutes, ready packed in storage were found to have been tampered with, peculiar or what?

## PARAS BEAR GIFTS

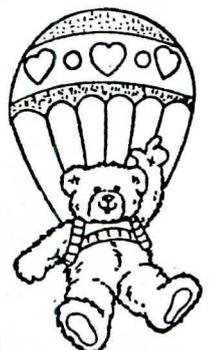
Big hearted Paras tackled a special mission recently- delivering hundreds of Teddy Bears during a NATO exercise in Latvia.

The soldiers from the U.K. only T.A. Para battalion stepped in after the Teddies for Tragedies charity, ran into transport problems.

The charity makes knitted Teds for needy kids around the world.

Regimental Sgt Major Mick Pott of 4 Para, based in Pudsey ????

said we're just happy to help. ( Nothing on wether the knitted Teds come complete with knitted chutes- maybe we want Jam&butter



# Bouncy parachute passes test for mission to Mars

WHAT CAUGHT OUR EYE WITH THIS HEADLINE, TURNS OUT TO BE SLIGHTLY INCORRECT. THE HI-TEC CHUTE WILL NOT ACTUALLY DO THE BOUNCING BIT, THE LANDER MODULE WILL DO THAT VIA GASBAGS.

Intresting piece though, a rather hi-tec chute has been developed to do the major slowing down part of the Beagle2 excursion to Mars.

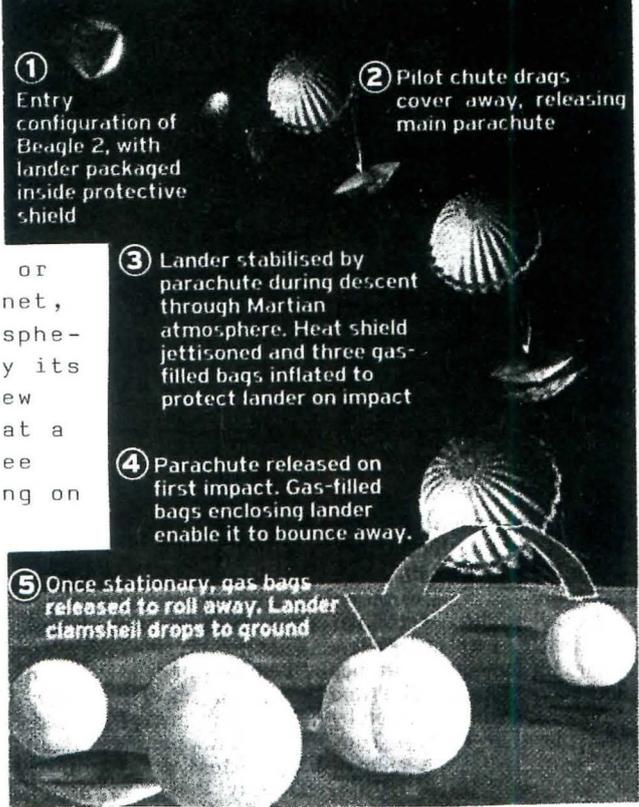
The 30' (9m) chute looks somewhat oldfashioned, but will only weigh

about 2lbs(1kg) which is about a quarter of wh- a canopy of this size normally weighs. built by Per Lindstrand the Balloonmaker, this chute is reckoned to be the most efficient chute ever made. Beagle2 is the British built part of the European Space Agency's Martian Express spacecraft, which is due to be lifted into space via a russian Soyuz/Fregat rocket later this year.

At launch, the Earth and Mars will be at th- ir closest, resulting in a trip time of some six or seven months. The Express will orbit the Red Planet, Beagle2 will sepearate and enter the martian atmosphe- re at about 14,000 mph, being slowed initially by its heatshield, exactly as per Earth re-entry. The new chute will slow the lander down to about 40mph, at a few hundred feet the chute will be joined by three large gasbags inflated to actually do the bouncing on impact with the surface of Mars. Sounds a bit complicated, but its only got to work once and who knows it may succeed. Bummer if it dont as the A.A. do not guaranteeto be the fourth eme- rgency service, interplanetary style.

Right, keep your eyes peeled, as knowing Electric Arthur, its only a matter of time bef- ore we see Teddy Bears Inflating large, and get this, Fundamental Gasbags. you've binwarned.

## How Beagle's landing is cushioned



① Entry configuration of Beagle 2, with lander packaged inside protective shield

② Pilot chute drags cover away, releasing main parachute

③ Lander stabilised by parachute during descent through Martian atmosphere. Heat shield jettisoned and three gas-filled bags inflated to protect lander on impact

④ Parachute released on first impact. Gas-filled bags enclosing lander enable it to bounce away.

⑤ Once stationary, gas bags released to roll away. Lander clamshell drops to ground

# Pooh Bear millions

DESPITE YET ANOTHER AGREEMENT BETWEEN DISNEY AND THE DESCENDANTS OF AA MILNE, THE SAGA OF THE POOH MILLIONS STILL CONTINUES, UNABATED. WILL CHARITY WIN OR WOT????

Thousands of disabled people across Britain could benefit from substatial amounts of dough every year if the latest deal between the descendants of AA Milne and the Disney Corp are upheld. The Clare Milne trust could receive £5,000,000 annually if all goes well, which would probably suit Pooh Bear no end. However the Slesinger Co. still maintains that it holds the Pooh rights stateside, and seems determined to have its way in the courts. Hope this tussle is resolved very soon and an equitable settle- ment is finally reached. Food for thought. its estimated that Pooh generates an amaz- ing £4,000,000,000 a year, Holy Cow theres gold inthem thar Bears.....

SO WE HAVE HUFFED AND YOU CRAZY SODS HAVE PUFFED UP ANOTHER FOUR PAGES OF YE OLD MINDLESS DRIVEL, ALL SLUNG TOGETHER IN THE BEST POSSIBLE WAY, (HE LIED).....

As ever, its the usual to the whatnot c/o The Boring Old Barsteward(FART) at the Teddytorial, 48.Laurel Lane, West Drayton, UB7.7TY. in what will forever be England, no matter what the traitorous dogs have planned. (give 'em enough rope) yoo know....

Run that by me agin, -4 billion.., what every year? \*#"\*@\$+\* we're in the wrong game.

# Kites<sup>2002</sup>

*the new video from aeolian*

is a journey, starting quietly with the first festivals of the year, then gradually building up through to the busiest and liveliest festivals, before ending with kite fliers' own thoughts on their personal "Highlight of the Year".

We begin the journey watching children making their very first kites at Wellington Country Park, Team Adrenalize man-lifting at Streatham, and we get a taste of beach life in the trailer for the "Weymouth 2002" video.



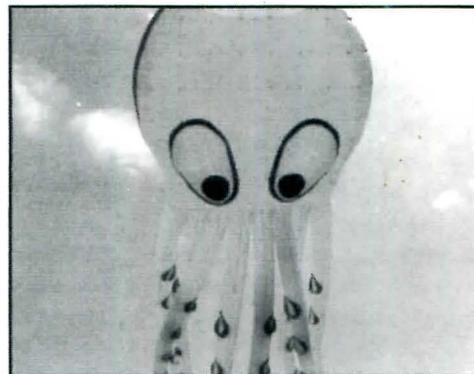
At a blustery Middle Wallop in May, we get up close with kite buggiers and team flying, at Fylde we find out more about the European Air Gallery, and at Sunderland we explore the many facets of kite flying on offer.



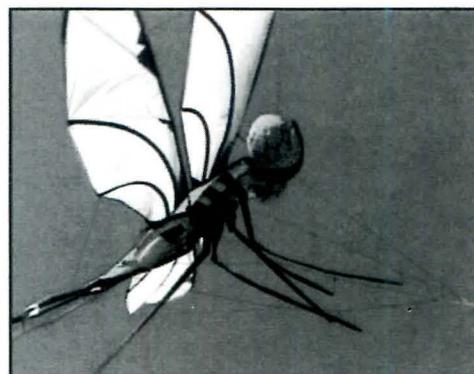
Carl Robertshaw demonstrates setting up and flying a Matrix at Newbury, while at Dunstable Downs we enjoy the sunshine and stunning views.



Back to Middle Wallop in August, we ride in a tandem buggy with Roy Menage, get taken on a UFO adventure at Portsmouth, and finish off the journey with Bristol, triumphantly ending another great year in kiting.



This 55-minute long PAL VHS video will be available in January 2003 directly from **aeolian**. Price £12.95 + P&P (£1.50 in UK).



**WINTER DEAL** : Weymouth 2002 (22 minutes) and **Kites<sup>2002</sup>** available at a special price of £20 + P&P (£2.25 in UK)!

Cheques made payable to 'Qunit Media Ltd'

64 Cranbourne Road  
Northwood Hills  
Middlesex  
HA6 1LA

*Don't forget to include your name, address and phone number when ordering*

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