

# THE KITEFLIER

Issue 97

October 2003

Price £2.00



NEWSLETTER  
OF  
THE KITE SOCIETY  
OF GREAT BRITAIN

# Light Up The Sky 2003

For

## BBC Children in Need

This is to be the third coordinated event by as many kite clubs & individuals from across the UK. The aim is to raise as much money as possible for the "BBC Children In Need Appeal". We want you to organize an evening event during the month of November and fly kites with some form of lighting on them. You get to choose how the event will run, all we ask is that there be a set flying donation of £2.50\* in the form of a cheque or postal order made payable to -

**BBC children In Need Appeal**

\*Hand this to the event organizer or nominated person before you fly.

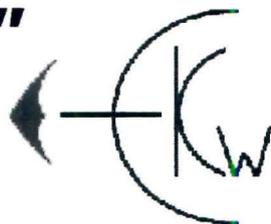
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## Editorial

Dear Reader

What a great summer it has been. One of the best years we can remember for kite flying since 1976.

As some of you will be aware 2004 is the 25th anniversary of the Kite Society in its' many forms—from the Kitefliers Occasional Newsletter (K.O.N.) to The Kiteflier today.

We want to make next year special and we intend to produce a limited edition enamel badge as well as a cloth badge. We are open to suggestions for the design of these badges and invite all of you to submit your ideas. We will publish the winning idea in the January issue and aim to have the badges available by April 2004. We are also looking to produce some KSGB clothing—so let us know what sort of clothing you would like.

During 2004 we would also have a regular column of members reminiscences from the past 25 years. We invite all members to submit their own memories of kite flying during this period. All of these will be published on the web pages and selected submissions will be published in the magazine.

So get writing today!

You can send your item by post or email using the addresses at the top of the page. We look forward to receiving them.

Gill and Jon

### Front Cover Photo.

**Italian Gruppo Vulandra UFO kite with the big soft kites in the background. Taken at Portsmouth 2003.**

**Simon Hennessey**

*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.*

### 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

## Letters

### From Ron Dell

Dear Kite family and friends,

On behalf of my family and myself this is a really MASSIVE thank you for your generosity with regards to the Todd Ward Fund in memory of our beloved Pat.

The total banked prior to Southsea was £3054.50, magnificent in itself. Many thanks go to Gill and Jon for allowing us to hold the auction on the Saturday evening at Southsea, in memory of Pat. This was superbly conducted by George Webster and Andy King and as a result of their endeavours and your generous donations of items for the auction we raised another £2953.00 toward the fund. WOW!!!!!!.

This makes the total of your generosity a staggering £5989.50 to date.

Early in the New Year we will contact Kings College Hospital, Todd Ward, to find out how the fund can be best spent to assist them with their good works. We will, of course, keep you informed.

We owe a debt of thanks to many, many people. Not just for help with monies raised for the fund, but for their fabulous emotional support since Pat died - too many to be named individually, but you know who you are. Especially for me, with hugs, words of comfort, beds for the night, and just knowing that my 'kite family' are always there for me. What a wonderful family to belong to, I feel deeply honoured.

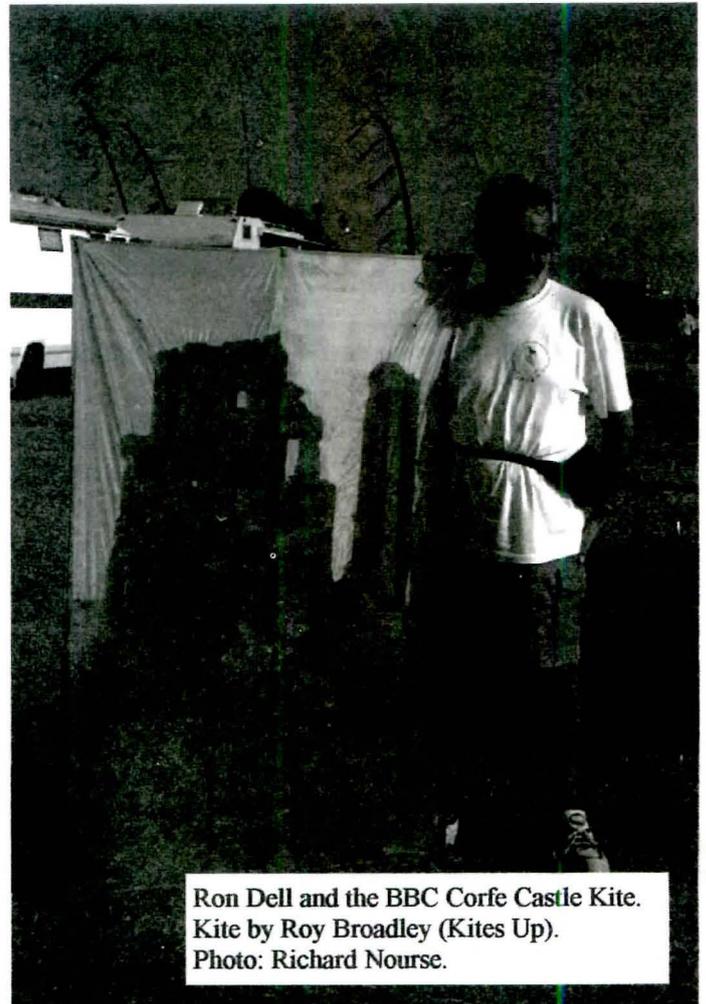
Our very best wishes go to one and all. Look forward to catching up with you all in the New Year.

### From Dorothy Campbell

I wish to thank you all most sincerely for your kind thoughts and support following the death of Ken my loving husband for 49 years.

The messages of condolence and tributes to Ken, which I received, were overwhelming. A big thank you to all who attended the funeral, and for all the donations received for ward 117 at The City General Hospital.

A very special thank you to Ann & Eddie Megrath for all their support and kindness shown to me



Ron Dell and the BBC Corfe Castle Kite.  
Kite by Roy Broadley (Kites Up).  
Photo: Richard Nourse.

over the period Ken was in hospital at Grimsby, and their never ending concern and encouragement since.

### From George Webster

Who invented the sled kite?

In Issue 96 (p3) George R Daniels asks what research I have that preclude the thought that Frank Scott, not William Allison, invented the sled (article in issue 90). Thanks for the interest. Here goes:-

When I wrote the article I knew that one of the older American books (by Will Yolen) credited Allison as the inventor, as did one of the most recent (Maxwell Eden 1998). True, Newman and Newman in Kite Craft 1974 don't mention Allison but only the Scott Sled, and I agree that Brumitts book (which I don't have) has a high reputation. However it seemed to me that the

## Letters

clinch is the fact that Allison applied for a patent in 1950 and was granted one in 1956. It seems unbelievable to me that, within 10 years of a kite being invented, another flier, living in the same city, independently invents the same type of kite.

Then, after the article was written, Tal Streeter wrote in the Drachen Kite Journal (Spring 02) about a claim that the Hungarian Buda Jewish kite of 1904 was the first sled kite. He is referred to as having done extensive research on Allison and credits him with inventing the sled. However all seem to agree that the kite became popular in the early 1960's as a result of Scott's marketing. Opinions seem to differ as to how valuable was the Scott venting.

Finally, while I don't have great experience with sledges (or sleds), I've never seen a sled kite in flight looking like one.

### From Barry Trimmer

We are coming to the end of another flying season and haven't we been lucky? This summer must rate as the best for many years.

Portsmouth was great with the Italian Ferrara team the highlight in my view. What about their Saturday show with the collars and ties? Spectacular! Then their UFO on Sunday. If you weren't there you missed a treat. Go next year.

May I take this opportunity through our magazine to thank the kind person who used a cable tie to fix my damaged valance beneath the front of my car. I don't know who you are, but I said thank you to whoever it was. It now looks as good as new again. The kitefliers at Portsmouth are a grand bunch - thanks again.

## Private Ads

Air Dynamics Dark Star, Good condition, vented wingtips, hot pink, £60

Rare Air Cheetah, Good condition original kite with battened sail, very fast and very noisy in strong winds, lightening fast sharp turns, blue and pink, £45

Megafoil, Beautiful custom appliquéd power kite with Japanese wave/sunset design, £70

Skybums Rokkaku 1m, pink and yellow, Perfect for Rok fights, £10

6 wing star, various colours, £10

Delta Conyne, Hot pink, beautiful high angle flier, £20

"The Kiteflier" past issues; issues 37 to 49, 52 to 59, 62 to 92, 95 plus "Kites" launch issue 1995 and issues 1 to 4.

Free to good home; (donation for P&P please or collect from Solihull).

**Email: [louise@oubliette.me.uk](mailto:louise@oubliette.me.uk)**

*Private ads are free. All we require is that the copy for the adverts be with us by the 15th of the month prior to publication, so for the next issue (January 2004) we require the copy by the 15th December.*

*Send the copy by mail or email to the editorial address.*

**Phone Nigel on 0117 9568772**

## Press Release from Inflight

### Inflight Pre Christmas Specials

Looking for something really unusual to add to your kite bag. ??

At the beginning of the year we promised to introduce some new inflatable kites into the retail market. Our Humpty Dumpty has made a great impact in 2003. Many collector kite fliers already have him in their kite bag, brought out to breathe the air at every opportunity. This well known character - with its egg shaped head, stumpy arms and legs is easily recognised - even from the back - usually prompting a chorus of the nursery rhyme by passing children.

At three metres tall, with meshed vents, it is easy to launch, flying stable at a high angle over a wide range of wind speeds. Available in a limited range of custom colours and includes egg-shaped drogue.

Breaking away from the tradition of choosing animal forms for inflatable kites, our clown kite is now in its third year of production. Marginally larger than Humpty at 3.5 metres, with a smiling face, multi coloured shirt and hidden vents, it prefers steady wind, again flying high and steady. Custom colours available.

## Paper for Traditional Kites

Our company GRANBO Ltd. located in the city of Wroclaw in Poland is representing few paper mills and factories from China, Korea and Japan. We are a sole representative in Europe. We are supplying the whole range of long fibrous papers and materials for industry, furnishing, stationeries, model-making and hobbies.

We are looking for a partner in Great Britain for distribution of papers suitable for kites building. Our papers are made from special plants that yield long fibres. The paper is very strong yet

## Group News

I am writing to inform you that a new website has just been launched for the Essex Kite Group (UK).

You can find this website through:  
<http://www.essexkitegroup.co.uk>  
I would be very appreciative if you could put a

Now is the final chance to buy the special edition 4.5 metre frog - with a "Made in England" label. Production of our inflatable kite "Le Frog" in all its sizes - a new 3 metre, 4.5 metres and the 7 metre versions has been licensed to Premier Kites, of Maryland, USA. Available direct from Inflight only to mid December, in red, blue, green or black.

These kites are available direct from Inflight at a special pre Christmas Offer of £150.00 including postage to a UK address. This offer is only available to readers of the Kiteflier and is not advertised elsewhere.

For further details and colour illustrations are available on our website [www.inflightkites.co.uk](http://www.inflightkites.co.uk).

Inflight / Jim Rowlands. Normanby Park Workshops, Normanby Road, Scunthorpe, DN15 8QZ  
Tel: 01724 280307.

Inflight Skynasoars Unit 53 Normanby Park Workshops Normanby Road, Scunthorpe, DN15 QZ England Tel +44 (0) 1724 280307 Fax +44 (0) 1724 282172

flexible and lightweight (17-50g/m<sup>2</sup>) and is used for kites in China, Korea and Japan for centuries.

We have in offer more than 200 colours and designs from all price range. We sell high quality hand-made papers in a variety of sizes as well as economic machine-made papers.

If you are interested in importing this paper then you should contact Greg at [granbo@medianet.pl](mailto:granbo@medianet.pl) or tel. 0048 71 303 35 96, 0048 71 303 24 67.

link on to your web site. In return I would be more than happy to put a link to your website on the Essex Kite Group website.

Peter Jones  
(EKG website designer)

## Rotating Kite

This product, which has been prepared for sale and marketing under the name rotating kite, is a new generation kite due to its property of flying by rotation around its own axis. Whereas a feature distinguishing the Rotating kite from other kites is that it has been entirely made of Styrofoam and that it consist of two parts. A further different property of this kite is that it releases a sound similar to a whistle sound while rotating around its own axis. The kite, starts to display its optimum rotation and altitude performance at a wind force of 5-6 km/hour and can easily climb up to an altitude of 200 meters depending on the wind velocity. As the wind's force increases, the colours on the kite gain a harmony along with an increase in performance and rotation speed. This kite has been dyed in consumer-oriented different colours (red, yellow, green, navy-blue, black, lilac, etc.) and the variety of colours has been presented to the consumer at the rear face of the box.

The Rotating kite consists of two parts completing each other: the ellipse and the circle. The dimensions of the ellipse part is 59 x 19x 1 cm and the circle's diameter is 35, its thickness is 1 cm. A wooden stick featuring a diameter of 6 mm and a length of 63 cm is adhered to the middle of the ellipse part. Whereas at the ends of this stick, anti-reflex washers has been fixed by nails as to allow free rotation. Lines with a length of 1 meter each are passed through the holes at the ends of the washers and are tightly knotted. The lines at the ends of both

washers are tied to each other as to form a V, and having been joint by the line on the line reel, the kite is ready to fly. Since Rotating kite is capable of perfectly ensuring its stability by itself, it does not need any tail being a further striking property differentiating it from classical kites.

As a decision of our company, the kite has been given an UFO image taking into consideration its performance and images while flying. This image has been illustrated as graphic on the upper face of the cardboard box in which the product is presented.

In terms of quality, the product is made of a type suitable for application by any person of any age. In case the product suffers any damage, it is absolutely possible to adhere any broken part by adhesives not containing any solvents and thus to make the kite flying again.

This product named Rotating kite has been registered in the name of Murat SADIÇ by the Turkish Patent Institute under the patent number 8779 and by the European Patent Institute under the patent number 4 02 03 307.8

SADIÇ Toys Production and Marketing Co.  
Phone:+(90)212 487 72 84  
Phone:+(90)532 373 03 18  
www.rotatingkite.com  
e-mail: muratsadic@rotatingkite.com  
Address: P.K.10 Halkal, Istanbul Turkey.

## Fractured Axel—Portsmouth Kite Group

Fractured Axel was borne out of my desire to find some like minded flying buddies in the local area. I was introduced to sports kite flying at the Portsmouth International Kite Festival 2 years ago, I sat watching a guy flick about a Dot Matrix, he did some axels, fountains, flickflacks and a fade, it blew my mind. I decided that I wanted to have a bash. I bought a cheap nylon/glass kite and learned to fly with that, a couple of months after that I went to Stokes bay for the Euro Cup finals, here I bought my first real kite, a HQ obsession. Over the next year or so I started to teach myself slackline tricks, progress was slow, but made none-the-less. There were no other sticky kite flyers flying on Southsea Common at the time, all the kites in the air were power and traction kites, so there were no peers to ask for help and advice. On rare occasions I would bump into a sports kite flyer who was visiting the city, I would take the opportunity to beg some tips. I realised that I learned more in these odd afternoons than I did in months of trying by myself, I needed some flying buddies.

I decided to build a website, telling people who and where I was and that I was looking for other sports kite flyers, I contacted Mobius Flix, a trick and freestyle club based in the Southend area and asked for a link. Alan who runs Mobius was very kind, he gave me the link and a big introduction on his front page, we agreed to meet at this years Portsmouth fest for a bit of a chat.

I missed the Dodd Gross flight school as I was travelling back off my holidays but Alan attended, during casual conversation with other attendees, there was talk of setting up a kite club locally in Portsmouth. Alan told them about me and pointed them towards my website, a couple of emails

later and we had our first (of many) fly-in with the other founders of the club Ellie and Andy Savidge, the rest is history.

Our membership is small at the moment, but we are keen to raise the profile of both the club and of sports kite flying in the locality. The main focus of the club at the moment is trick and freestyle flying, this is because that's what the current members interests are but we would welcome pilots of all kites to join us, single, dual or quad line, power sports or fun, all comers are welcome.

We hope in the near future to be involved at a local level in events such as the upcoming "light up the sky", there is talk of competing next season in the new STACK freestyle trick outs. Any precision or ballet flyers would be welcome to represent the club at their own discipline should they want to. We have also considered the possibility of running a "junior flight school" in association with a larger event (maybe the Kite Society's Portsmouth Fest) to try and inspire younger flyers into flying sports kites. We are also trying to secure a location for indoor flying at the moment.

Fractured axel is very new and very fluid at the moment we would be happy for people to get involved at the organisational level and have a hand in shaping and giving some direction to the club.

Martin Devonshire  
www.fracturedaxel.co.uk  
martin@fracturedaxel.co.uk

## New Peter Lynn Design

Some of you may have seen Peter's new kite design flying at Portsmouth. Here is some information obtained from his regular newsletter.

What exactly is this new design? It's a Flag kite-single line and an end (?) result of the development that started with the quilts- but now much higher aspect ratio (that is wider than long) and specifically for displaying national and local flags, pictures, logo's, advertising messages- and patchwork designs also of course.

It has just two rectangular skins connected by thru cords and will generally use a spinner on a Y bridle or tube tails for extra stabilisation and visual effect (but can be designed to fly without). Flying?- already by the best of any soft kite bar the pilot (and not always even that) I've ever designed. Its stability across a very wide wind range is impressive.

Large (greater than 4m span) open leading edge versions do currently sometimes have a problem in very light or very turbulent winds; if they lose inflation momentarily while flying (as open leading edge kites can in such conditions) then they will not generally re-inflate before falling. One solution is to use a pilot above them in such conditions. Another will be to build in leading edge valves to hold inflation through lulls. There are a few other remedies I can try, but even with no improvement, it's only the larger sizes that are so effected, and then only occasionally and in conditions that are marginal for any soft kite anyway so this kite is already a winner.

The largest we've built so far is an 8m Union Flag (which, inadvertently, is conventionally orientated when viewed from the back rather than from the fliers perspective) and there's a 10m US flag (guess where I'm going next) being built now along with various one-off's for customers who ordered after seeing them flying during the last month. I don't see any particular size limit. A patent application was filed for this design on 7 August: NZ 527, 454.

International filings will follow as per the required timetable. This is a for a full patent, not the much narrower "design patent" or "design registration". I expect the application to be successful and to protect us against copiers because it is for significant features not trivial or subsidiary elements. David Gomberg (Gomberg Kite Productions) will be the master licensee for this design

in the USA, Vlieger Op for the Europe and they will each also be the primary sources in these countries for one-off designs. Vlieger Op are currently negotiating a sub-license with Lutz Trezocks in Germany for this purpose.

Larger sizes and one-offs will also be available ex NZ directly, to order, for anywhere in the world. I expect that various volume kite manufacturers will take up licenses for small sizes( 1.5m span and under), but haven't checked up on how these negotiations are progressing for 2 weeks- and the opportunity was only made known 4 weeks ago. Probably nothing is yet settled.

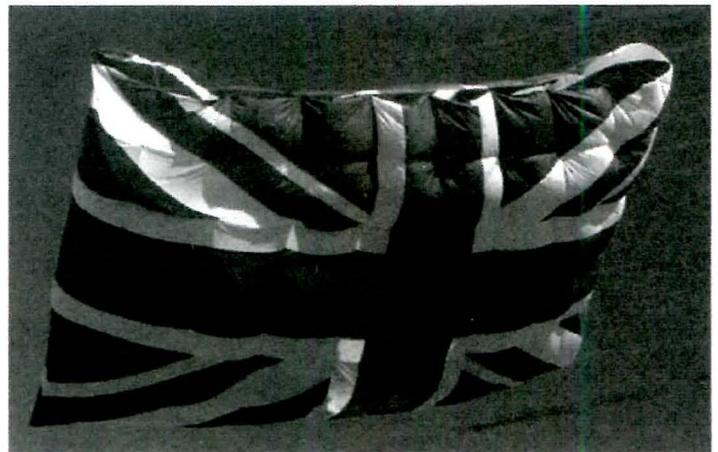
To enable individual kitemakers to avail themselves of this design, we will be offering numbered license stickers for sale at nominal or modest price- but only one per user per time. I'm intending to make dimensions, thru cord and bridling information available with each sticker purchased but won't get this organised for some months as I'm sure the design is not yet optimal.

Contact Details:

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## Chale Kite Festival 2003 - 5th & 6th July - Peter Atkinson

WHAT A WEEKEND! When we arrived on site on at about 7:30am on Saturday we were somewhat concerned by the lack of wind. It was a beautiful morning the sun was shining although a little overcast we were confident that the wind would pick up as the day warmed up as it had done for most of the preceding week.

Everything was in place there was nothing else to do but enjoy the day! How wrong can you be? We had planned to show off our new power kites, Flexifoil Bullets and Firebees, it was after all our festival and we wanted to open the proceedings. We tried but it just wasn't going to happen. Fortunately Mobius and Team Scratch Bunnies stepped in and battled with the extremely light winds and gave us displays that had all the visitors amazed at what can be done with a kite.

Next up were Mac and Michael from Mac Fighter kites. Again they gave us a great demonstration, this time of Indian and Malaysian Fighter Kites.

The one thing that worked really well in the light conditions were a pair of Sky Surfers brought over by the White Horse Kite Flyers. These are radio controlled Microlights and are very spectacular. Once they have climbed to an appropriate height the motor is switched off and they will climb on thermals etc.

Mean while the kite workshop ran by the Solent Kite Flyers was very busy. Whoever designed these little kites has done an amazing job, a simple yet very effective kite. Both ends of the age spectrum enjoyed making and flying their kite from little toddlers to eighty year old pensioners. This was born out by the broad smiles on their faces and the fact that by Sunday evening there was somewhere near 350 new kites in the skies.

Our Altitude Sprint competition was well supported with Michael from Mac Fighter Kite winning the trophy; he was the only one who managed to get any great altitude with his kite.

For a while things did improve, that is until the White Horse Flyers came into the arena with their big kites. But again they battled and were rewarded by getting at least some of their parafoils into the sky.

Towards the end of the day we held a 'friendly' Rokkaku battle with Robin from Scratch Bunnies lending his kite to our Charlotte Atkinson and then proceeding to help her win, some might say by dubious methods. As a prize she was given a Rokkaku by Andy Taylor which now has pride of place at home.

The wind came and went all day and everybody worked hard to provide a memorable day for the spectators. We didn't want the day to just fizzle out so we arranged for the Pete Walkden Roadshow for Saturday evening and along with bar and a somewhat better wind we had a very pleasant evening of music and

night flying plus a few medicinal beers that rounded off the day really well.

Sunday came and the wind was still very light. However, as the time got near for the proceedings to start it had improved greatly. Once again Mobius and Team Scratch Bunnies gave us a truly awe inspiring display, it is quite easy to see why these guys are the best in the UK.

We finally managed our demonstration of power with Terry Hardy working very hard in the buggy, he wouldn't use the mountain board as he had only ridden it twice and wasn't going to embarrass himself by falling off in front of 1,000 + people.

Whilst the White Horse Flyers were sorting themselves out for another display Dicky Nourse from Poole Kite Flyers let spectators have a go with his Flexifoil Stacker which proved very popular, especially with the children. So much so that we know of one young lady who is badgering her parents to buy her a Stacker for her birthday.

Sunday finally saw enough wind for Arthur Dibble and the Ted Berets to go into action. It was quite funny to see bears etc. falling in the arena during an Indian Fighter Kite display. All credit to Mac and Michael for letting this continue and not being put off!

The altitude sprint competition was won on Sunday by Don of White Horse Flyers flying his Pearson Roller; it was quite funny that the Secretary of White Horse Flyers, Dave Robinson, should present the trophy to his own Vice-Chair.

Once again we had a Rokkaku battle with Charlotte proudly sporting her 'new' Rok. But Murphy's Law struck and she broke a spar quite early on. Once again Robin came to the rescue and lent her his kite and this time the tactics were even more blatantly biased in her favour. She won again and was duly made Island Rokkaku Champion. When they finally left us the challenge was issued for a return battle at Portsmouth in August only then it will be with water pistols so we are all frantically practicing with our Rokks.

As a first event we are very happy that despite the lack of wind every thing went well. We have learned a lot from this weekend and there are some things that we will do differently next time plus there are some things that we want to add. We would like to thank everybody who took part in the festival especially Solent Kite Flyers for bringing their workshop, White Horse Kite Flyers for all that they did, Dicky Nourse from Poole Kite Flyers, Mobius and Team Scratch Bunnies, Mac Fighter Kites, the traders who gambled on coming to a new and untested event and all of the unsung heroes who helped set up and strip the arenas, did all the parking and generally kept the site looking good. Without all of these people who would not have had such memorable weekend. THANK YOU.

### **High Force Kite Festival 16th & 17th August - George Webster**

England's highest kite festival had good weather, a wonderful spot on the moors and some great fliers including Wigsley Wings, Andrew Beattie and a strong turnout from the North East Kitefliers.

Malcolm Goodman and I agreed that it must have been global warming which caused the site to shrink since we had first looked at it last November, but the fliers adapted very well. The Swifts only managed to drop one bear on a power line and the repair man was very relaxed about the whole thing. There was a good Saturday night in the village and the locals seemed to enjoy it – there were several reports of kites being flown from farmyards on Sunday evening. George Penney now has a Brassington box kite flown 'by request' of Lord Barnard. While everything depends on the Raby Estate it is hoped to run again next year

### **Southampton Kite Festival 21st & 22nd June - John Dearden**

I would like to congratulate Michael Lowe and his fellow Solent Kite Fliers for putting on an excellent weekend for the Southampton Kite Festival.

There was not, like last year, a weekend dominated by the "Stack" boys, as the whole two day event was wonderful family entertainment. From an on site fair ground, to a young motorbike display team, majorettes, Punch and Judy shows, brass band, craft tents, lots of kite stalls, food stalls and last but not least an excellent team of volunteers in the kids kite making tent.

There was a good wind, which helps, and loads of space for us single line fliers to show off our kites.

Well done Michael and your team, from John Dearden (AKF) and all the other groupie kite campers

### **Hunstanton Kite Festival 31st August - Bryan Cattle**

The weather was warm and sunny again for the seventh Hunstanton Kite Festival. The breeze was around 2-5 mph all day, not exactly perfect for kite flying , but just enough to get most ultra – light kites airborne.

The festivities were opened by the Mayor of Hunstanton at 10:30am , followed by the opening displays from Team Spectrum. We were lucky to be supported by many kite clubs this year including; The Great Ouse Kite Club( who always have turned out in large numbers) and the Thorpe Kite fliers. Team Adrenalize gave some nice demonstrations of Power kiting. As the wind was so light they brought out their lightest foil which have enormous power in such light conditions., unfortunately it was just to light for the man lifter display, I think this is the first year we have been unable to demonstrate this at Hunstanton due to lack of wind.

There was a large number of visitors which brought many roads in the area to a crawl most of the day, one visitor even travelled from Switzerland for the event.

Most aspects of kite flying were present from; Power Kiting , Indian Fighting Kites, Revolution and Sport Kite displays, Sweet Drops and Teddy Bear parachuting, mass single line flying in the arena co-ordinated by the Great Ouse ,from Genkis to Martin Lesters Legs....

The festival was also supported by Windseekers of Wells Norfolks biggest kite shop. They had a flying display area next to the main arena where you could try any of their kites before you purchased them. This seemed to be very popular and was very busy all day.

I would like to thank all the kite clubs for their help, Paul and Kay Redhead for the superb commentary and arena control, John Arnott and Bruno for their displays, and a special thanks to Bryan & Carl for their help with the Classic Car and Motorcycle display in the lunch break.

## An Outline History of Kites in the West - George Webster



Largely from a British point of view but with some reference to Europe and the USA.

### SECTION 1 INTRODUCTION

When I started writing this series of articles my main aim was to give information about single line kites that could be seen in the sky today. Part of that information is how the kite came to be invented and how it developed. Once I decided to write them in such a way that they could be arranged into a book, it seemed that some background history was needed. This article is designed to be a chapter 2 to a chapter 1 'Who invented the First Kite'

which will be an amended write up of my talk at Weymouth 2001.

But I've not tried to write a history of Kites in England etc to rival the famous texts – rather to give the minimum general background while, as usual, trying to concentrate on kites which can be seen today. For a general history book HART is supreme although basically written in 1967 and well out of print. PELHAM can still be found and his chapter 8 is the best survey around – particularly good for illustrations of strange 'kite-like' constructions that often led nowhere. Most of what I know about the earlier history depends on HART and PELHAM.

There are other sources worth a look besides a great web site ([www.carnetdevol.org](http://www.carnetdevol.org)) that is very strong on French history. Maxwell Eden has some historical information on some of his featured kites; Moulton & Lloyd are excellent for the end of the 20<sup>th</sup> century. Ambrose Lloyd and Nicolette Thomas (1978) have a slightly different emphasis. They are particularly interesting on what was happening in the '70's e.g. when they talk about kite traction on water they have beautiful photos of the boat, the parafoil kite and (?) Scottish lochs. 'Pre Pelham' books such as Wagenvoort (1968) and Newman & Newman (1974) give you a slightly different view of what it was like in the '60's.

Lastly, Tsutomu Hiroi (English edition 1978) has a Japanese view of western kites – including his instructions for wonderfully delicate versions of sleds and box kites.

When I first planned this article I thought it would finish in about 1880 when the kites featured in 'The Golden Age of Kiting' took over; then I realised that the articles on Delta, Sled and Soft kites include many of the important events 1950 - 1970's so I might as well join things up.

Finally I decided to end with some thoughts about now and the future.

The main point to remember when considering the development of kites in 'the West' is that, unlike their position in the societies in which they originated (South East Asia and/or the Pacific), kites here have no religious significance nor are they embedded in our culture. For example there is no history of kite fighting by children or adults in the West. So kites, unless they were being designed or flown for a practical purpose, were 'toys' – occasionally of interest as curiosities to adults, usually as playthings for children. As a result European kites – although they were sometimes wonderfully designed and well crafted – did not reach the heights of exquisite design and construction to be found in kites from China, Japan and elsewhere in South-East Asia. To put it another way, it took until well into the 20<sup>th</sup> century for kite craftsmen/artists to appear in the West.

It was good to get feedback in the last Kiteflier; with luck this will generate even more response. We have the usual arrangements for references.

The article is divided into three main periods. Each starts with a chronology – or some dates which are relevant to the brief historical notes that follow.

### Section 2. From the start to the end of the 18<sup>th</sup> century

2.1 Chronology

2.2 History

### Section 3. The 19<sup>th</sup> century

3.1 Chronology

3.2 History

3.3 George Pocock and kite traction

### Section 4. The 20<sup>th</sup> century

4.1 Chronology

4.2 History

4.3 Multi line kites

4.4 The kite artists

### Section 5. The 21<sup>st</sup> century or 'the future'

## SECTION 2 FROM THE START TO THE END OF THE 18<sup>TH</sup> CENTURY

### 2.1 Chronology

105AD The Roman army adopts Dacian wind-socks. (Dacia is now Transylvania/Romania).

1430 A Venetian book on fireworks has details for making a flat pennon kite.

## An Outline History of Kites in the West - George Webster

- 1558 Della Porta's book has instructions to make a rectangular kite.
- 1618 First European illustrations of a children's kite. By J. Cats; a famous illustration showing a tailed diamond.
- 1634 Bate's English lozenge kite, used to lift fireworks and called a fire-drake.
- 1635 French pear kite.
- 1636 First German kite plan - of a windsock kite by Schwenter. See H SNOEK for a photo of a reproduction in flight.
- 1746 Use of kites for partridge hunting.
- 1749 Melville & Wilson use kites to measure air temperature near Glasgow.
- 1752 Ben Franklin's electricity experiment. But see Kite Flier July 2003 for a book review that claims that Franklin never did it.
- 1753 De Romas makes more sophisticated electricity experiments.
- 1762 P. Van Musschenbroek also repeats Franklin's experiments. He was a Dutch physicist who wrote the first mathematical description of kite flight.
- 1773 Oldest preserved Dutch kite - heart shaped.

### 2.2 History

HART reports that by 105AD the Roman army had adopted windsocks in the shape of 'serpents', often dragons, which were supported by a pole at the open mouth. Although not flying, the wind partially inflated and moved them and it is suggested that some had burning material in the mouth producing flames and smoke to add to the effect. While we might find it hard to think of them as capable of striking terror into opponents they could have had a military value in helping archers to judge the strength and direction of the wind. Legions came to have not just the standard bearer with the eagle (familiar from books and film) but also the bearer of the draco.

In battle conditions a rallying point for soldiers was always useful and the ability to recognise a group of your own soldiers from some distance away was important on a flat battle site where sitting on a horse was the only practical way of getting a better view. Kite systems to lift observers of enemy movements in battle were still being developed at the end of the 19<sup>th</sup> century. Anyway standards would look good in military ceremonies.

Windsocks of this Roman type continued in use for over 1000 years - they are shown on the 11<sup>th</sup> century Bayeaux Tapestry and at some point they were flown off a line. However by about 1400 the flat pennon kite (two dimensional and like a snake kite) largely replaced the windsock (see the 1430 reference).

Why? I don't know.

At some point after 1500 a very different type of kite emerged quite quickly. It was flat, with a plan shape of square, rectangular or lozenge and required a tail - examples are the Della Porta and the Bate kites (see diagrams). The timing fits the kite as being 'imported' as a result of the first European contact with the East Indies (roughly Malaysia/Indonesia) or perhaps via contact with Arab traders. The prototype could have been the simple Malay (a rectangular kite flown on its corners with a flexible, often bowed, cross-spar). European copies would have had to adjust to the absence of bamboo (I believe that canes were unavailable until the 18<sup>th</sup> century). While archers of course were used to the idea of a double tapered longbow and complex composite bows had been developed for short-bows and cross-bows, kites were very largely toys (I don't know of any evidence that their ability to lift fireworks gave them a significant role in western warfare) - so it had to be simple. Is the arch top, where the curved wooden arch is held by bracing lines, or even by a cross-spar on some models, the best that could be done for children once the last piece of bamboo, brought back by a sailor, had smashed?

Interestingly, kites as toys caught on quite quickly. While they don't feature in Breughel's painting of playing children (1569) or the list in 'Gargantua' (1575) of 311 children's games, by 1618 we have the first illustration as a toy and by 1635 the French 'pear-top' was established (see diagram 1).



For the next 100 years kites seem to have remained a very popular child's toy. Modern Pear Top by Guy Gosselin. Photo from Gomborg Kites. Then a new spirit of enquiry caused kites also to be used for new scientific purposes.

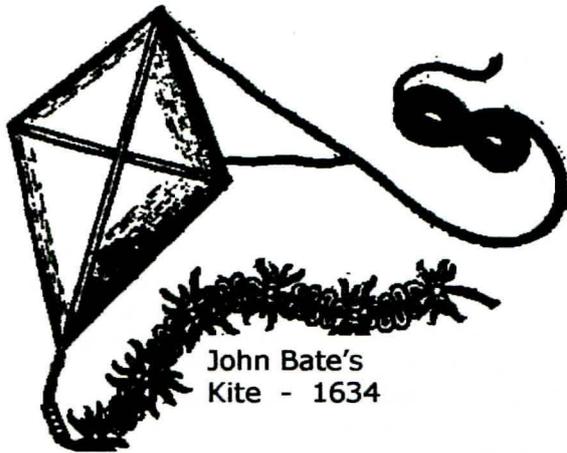
(The 1746 use of kites for hunting partridges is an exception. The idea is straightforward; the birds think the kite is a hawk, stay on the ground and can be netted - simple).

The 1749 meteorological experiments of Scottish students Melville & Wilson and the 1752 Franklin 'electricity' kite have been dealt with in the Article on 'Golden Age'. This listed four interests in which kites were involved.

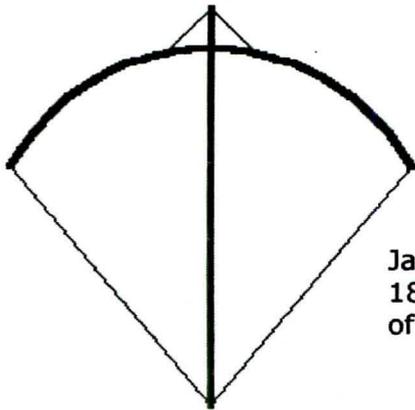
- 1 The upper air; leading to meteorology
- 2 Aerial photography
- 3 Man lifting for military purposes
- 4 Powered human flight

## An Outline History of Kites in the West - George Webster

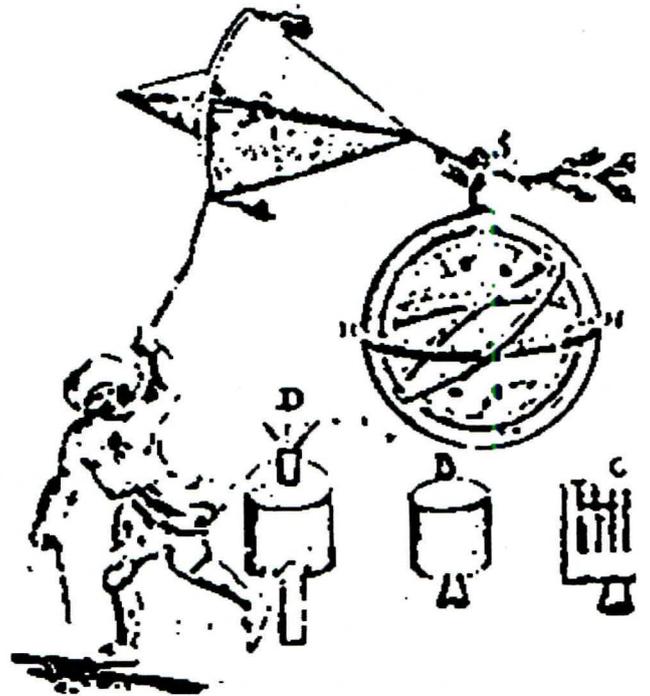
Diagram 1. European Kites and the English Arch Top



John Bate's  
Kite - 1634



Javan Kite, in Woglom's book  
1896. Said to be the US kite  
of years ago.



Babington's Pear  
Kite - 1635

The English Arch Top (see Pelham)

Note the semi circular head, braced by lines AC, AD & CD.

If the keel spar protruded to, say F, there would be extra bracing lines FA & FC and the kite would be a French Pear Top. Both French and German Pear Top followed this later design but with flatter bows to AC. For example a German kite with BG equal to 15% of AC.

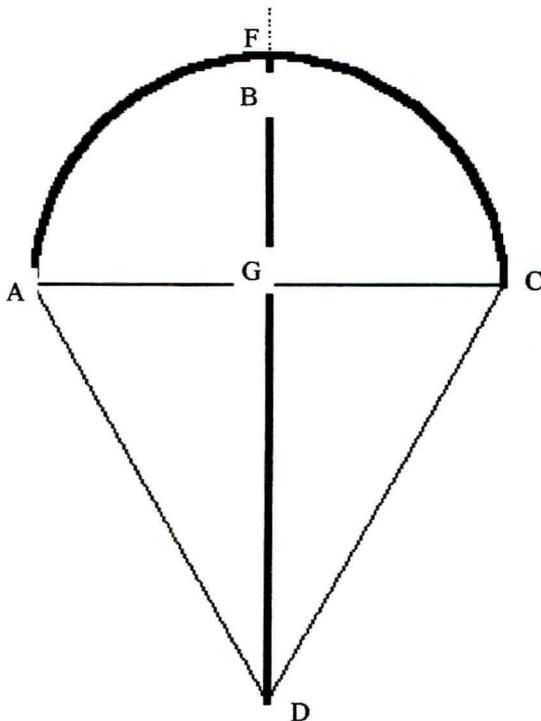
General:

1. The kites were of wood and paper with the curve of the bow held by lines (e.g. AD, CD. & AC. However not all had AC. I've seen a spar instead.

2. Tails. Bate's had fireworks - otherwise paper tassels were used. Woglom doesn't say whether a tail was used.

3. English Arch Tops had tassels at A & C .

N.B. English Arch Tops illustrated in 18<sup>th</sup> and 19<sup>th</sup> century prints were invariably narrower built than this with BD up to twice the length shown.



18<sup>th</sup> century prints were in-

variably narrower built than this with BD up to twice the length shown.

## An Outline History of Kites in the West - George Webster

To that list should be added two more objectives that were to become important in the 19<sup>th</sup> century:

- 5 Lifesaving from shipwrecks
- 6 Traction

### SECTION 3 THE 19<sup>TH</sup> CENTURY

#### 3.1 Chronology

- 1799-1809 Cayley's experiments in flight
- 1804 Cayley's glider
- 1853 Cayley's man-carrying glider
- 1821 Dansey won a RSA gold medal for his life-saving kite
- 1826 George Pocock - the greatest kite flier of them all? See 3.3 below. Apart from kites for traction on land and water, he gave kite lifts to his son and daughter and designed a system to save lives in a shipwreck.
- 1845 Sir John Franklin's Antarctic expedition planned to use Della Porta kites to help pull their sledges.
- 1855 Admiral Sir Arthur Cochrane successfully used a kite to tow a torpedo to a targeted ship.
- 1861 Sir John Nares won a Daily Graphic competition for a life saving system with a very efficient looking kite. The 'trick' of his system was to use a second line that could be used to destabilise the kite and thus land it on shore. He is credited with inventing drogues (or 'wind cups') - see Diagram 2.
- 1880 Biot had a life saving kite that would fly in a 40 mph gale. It used rigid wind cups and a freely rotating propeller for stability.
- 1887 Jobert life saving kite.
- 1894 J Woodbridge Davis, a New York head teacher, worked with Eddy on kites. He developed a life saving system using 2 line octagonal kites that could move through 270° and reach 1200 metres, so improving the chances of being able to make contact from shore to ship.
- 1893-1905 Period of the 'The Golden Age of Kites' article.

#### 3.2 History

Cayley is of interest to kitefliers because he used archtops as the basis for his 1804 glider. The result of the first flight of a man-carrying glider - in 1853 at Brompton Hall near Scarborough - is well known. The flier was a footman who at the end of the flight resigned on the grounds that he was hired to drive and not to fly. In the history of flight Cayley is a giant, still experimenting and writing up his thoughts at 80+. While he carefully analysed lift and thrust, most of his contemporaries and indeed most 'Flyers' up to the 1890's, believed that flying involved flapping wings. It took until the great gliding pioneer

Lilienthal's writing in 1889 to start to get acceptance of fixed wing flight. Cayley was aware of the benefits of dihedral and he carefully used slack covers to provide curved lifting surfaces.

Lloyd & Thomas have an excellent photo of a replica of his man-carrying glider in flight. It was made for an Anglia TV programme in the '70's (and can now be seen at the Yorkshire Air Museum at Elvington, near York). There is a plan for his 1804 glider, which can be flown as a kite, in Burkhardt.

The Dansey kite of 1821 is the first of several kite-based schemes to save lives in shipwrecks. This was a real problem as coastal and international shipping, which were the airlines as well as the lorry fleet of the time, were wind-powered and there were regular disasters caused by boats being driven ashore. Shipping was doubling every 20 years in the 19<sup>th</sup> century and it wasn't until the end that navigation systems improved and not only had 'steam replaced sail' but engines improved in power and reliability.

It seemed obvious that a kite launched with the on-shore wind ought to be able to provide the initial link and then a heavier rope could follow. However, quite often there were no helpers on shore so the system had to allow the kite to be grounded. Also, pulling a life raft attached to the line through the usual rough seas and probable rocks was a difficult business. While various systems were advanced right up to Woodbridge Davis in 1894, none of them were adopted and to my knowledge kites didn't save a soul. But maritime conferences in the 19<sup>th</sup> century considered systems and both Dansey and Nares received formal recognition.

#### 3.3 George Pocock and kite traction

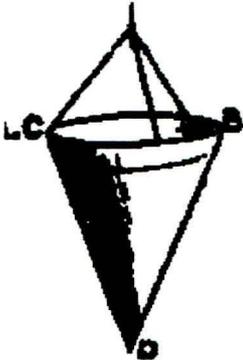
George Pocock was not the first to use kites for traction. It is now thought that kites were used as sails for pacific canoes. Portuguese sailors used kites to catch the wind above the wind shadow of an island. Pocock records his son being dragged (safely) while sitting on a board. Famously Ben Franklin - he of the lightning experiment (who was referred to by Pocock as the 'ingenious electrician') - used a kite to pull himself across a lake in his youth.

Whether George Pocock was the first to use four lines to control a kite I do not know, but I am convinced that he was the first to develop a practical system of a kite-pulled carriage (which he called a Char Volant). His book 'The Aeropleustic Art or Navigation in the Air by the use of Kites or Buoyant Sails' 1827 is found in a photocopied version. There is a later edition that I haven't seen. There are also three interesting magazine extracts published in the Kiteflier April, July and October 1996.

Although I have written these articles with a sole fo-

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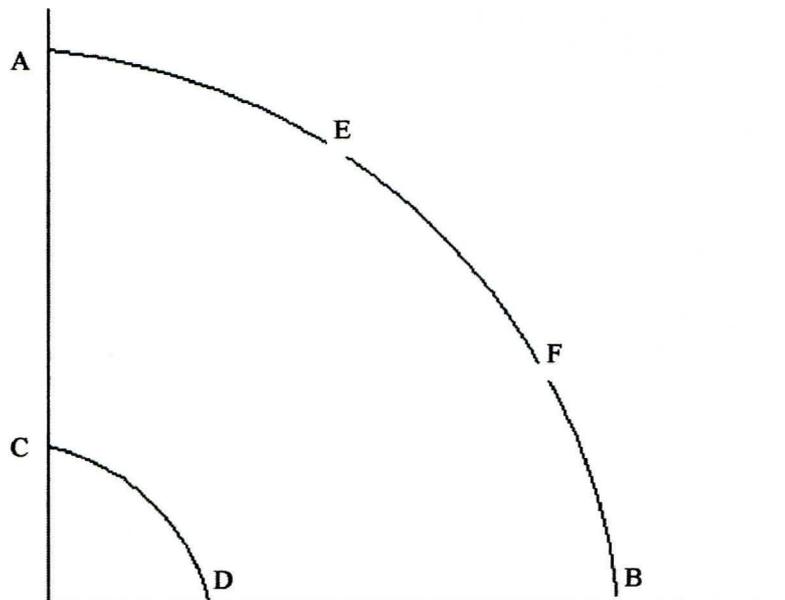
Diagram 2. Drogues



Drawing of drogues – attributed to Pocock – in The Kiteflier July (96) sometimes called a 'jelly- bag' tail because of the resemblance to the cloth sieve used to drain juice from fruit. While there are now many 'drogue' designs which create drag by their shape as well as by having air exit smaller than air entry, directions for a simple, efficient drogue are given below. Drogues now invariably have the tip of the cone cut away.

### Steps

- 1 Decide on circumference of mouth AB
- 2 Decide on length of drogue or circumference of exit CD
- 3 Add hem allowance to AB, CD and AC  
The result will be a perfect truncated cone.
- 4 Bridle at A E & F where  $AE = 1/3 AB$  etc.
- 5 Use your best swivel to stop twisting in flight. If you find one that does this, let us all know.



cus on single line kites, his achievement is so extraordinary that it has to be included. George Pocock's char volant could take 5 people. It required a crew of 2 – one to steer and one to brake and look after the kites. On the 27<sup>th</sup> January 1827 on the Bristol to Marlborough road he covered 16 miles in an hour with several miles at 20 mph. Having recently been held up a few times behind horse drawn caravans, I'm well aware of the difference between normal horse speed and 20 mph. But even speedy stagecoaches were no match for his char volant – on the Bath to London run he made up 25 minutes in 10 miles on the coach. Once he beat it by 20 minutes on the run from Hounslow to the White Bear cellars in Piccadilly Circus.

On the 27<sup>th</sup> January trip the passengers, when they alighted after 17 miles claimed not to be hungry – thus starting a short-lived story that fast travel affected the appetite – however when they realised that they had taken just over an hour for what was usually a morning's run they discovered that they were hungry at the normal time. George Pocock joked that on the Bath to London run they might not want dinner as they had arrived by lunchtime. Remember that in the context of the railways at that time it was said that in an open carriage breathing would be impossible at 30 mph and facial damage would occur at 60 mph.

George Pocock tells wonderful stories e.g. of the toll gatekeeper who let them through free as she couldn't find kites under headings for horses, cattle etc. Night travelling was fun but required a lamp attached below the kite so that the driver would see its position in the sky. This caused a problem with people standing in the road looking up at the light and ignoring the char volant. A bugle was recommended equipment.

Nor was he the only person who could use his rig. W. Yates drove around Manchester in 1829. The Duke of Cambridge had a silk kite set and would go for an evening ride up and down Edgware Road. It is claimed that W.G. Grace was one of the passengers to a cricket match.

When Pocock first became interested, his main problem was developing transportable kites and this held up development for several years. Ultimately he used linen covered kites of 'circular headed' shape (see Diagram 3) with umbrella joints in the wings and the spine (called the 'standard'). Basically the wooden spars

## An Outline History of Kites in the West - George Webster

were hinged and held rigid by slipping a ferrule over the joint. A 15 ft and a 12 ft kite flown in train would be enough in a brisk wind for his char volant. He found that a 12 ft kite in a 20 mph wind was all that a man could hold and such a kite could break 200 lb line. Of course his kites had to be detached and taken around such obstacles as bridges.

The kites had four lines, one at each side edge enabling the kite to be flown off the straight down wind direction. The top line was fixed and the fixed lower line went through a ring attached to the top line at about the bridle point for a single line kite. Adjusting the lower line allowed for the kite to rise and fall and to cope with variable wind speed, the speed of the char volant etc.

His purpose-built char volant is shown in Diagram 3, although he did use other carriages e.g. a 16ft x 8ft vehicle with 5ft wheels to transport 16 schoolboys. The front wheels pivoted via a 'T bar' steering arrangement. As shown on the drawings this looks hard to turn - on a horse-drawn 2-axle cart the shaft(s) would be attached to a pivot so the front axle would be steered by the direction taken by the horses.

Braking was by a 'regulator' or 'drag' - essentially a spike that was pushed into the (unmade) road. Not likely to go down well on the M25. But he claimed to be able to stop the char volant in its own length - another no-no for the M25. Of course as with any form of kite traction it is vital to be able to control the vehicle speed compared to the wind speed.

For us, I imagine the hard part is to think of roads unencumbered enough for the apparatus to work. He did have problems; telegraph wires are mentioned in the articles and his book recalls a demolished chimneystack in Reading - but it really was done for about 30 years.

The only part of the system that I don't know or understand is how the lines were secured to the char volant and what sort of reeling system was used.

Pocock was a schoolmaster. He also invented portable globes to aid the teaching of geography, published a book of sacred lyrics (he had been a very popular Methodist preacher) and had developed a system of using kites for life saving in shipwrecks. Since his rig enabled the kite to be manoeuvred up and down he could have several attempts at getting the grappling iron below the kite fixed into the ground. He pointed out that a kite might be very useful simply to signal the location of a wreck. He also used his system to pull boats and there is some evidence that he considered water traction the most important application.

He composed a kite poem - frequently quoted - just the last few lines will do.

'The pious lark sings as it flies,  
And we who thus follow its flight,  
May hope, when our string breaks, to rise,  
And soar midst the seraphs of light;'

For me they are a good epitaph for surely the greatest English kiteflier. But what about his legacy today? I know someone who has the ambition to replicate the rig. But George Pocock didn't directly inspire current 'kite traction' - largely for me he just puts it into perspective.

Curiously he might have been the inventor of the widely used drogue (Diagram 2). Generally attributed to Nares, the articles credit him with using 'jelly bag tails' - clearly drogues as illustrated.

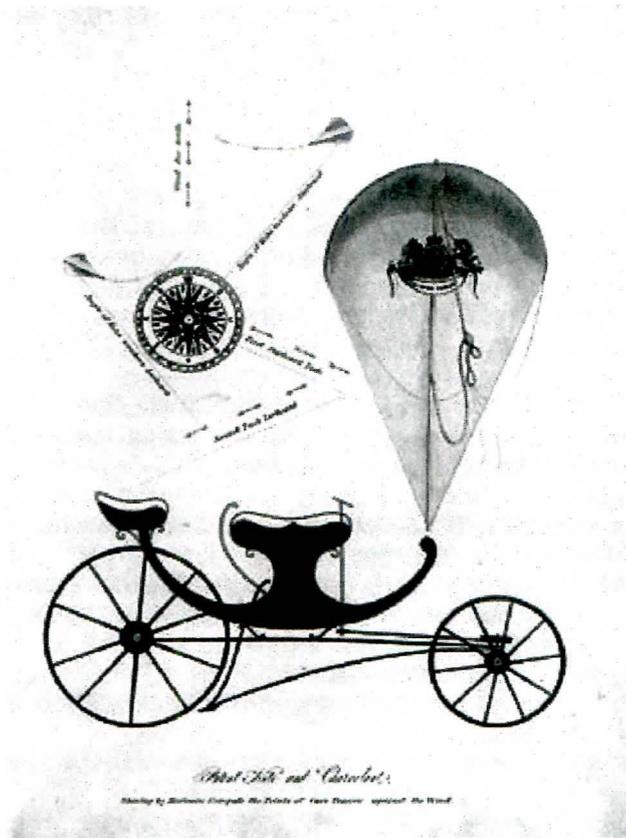
### SECTION 4 THE 20<sup>TH</sup> CENTURY

#### 4.1 Chronology

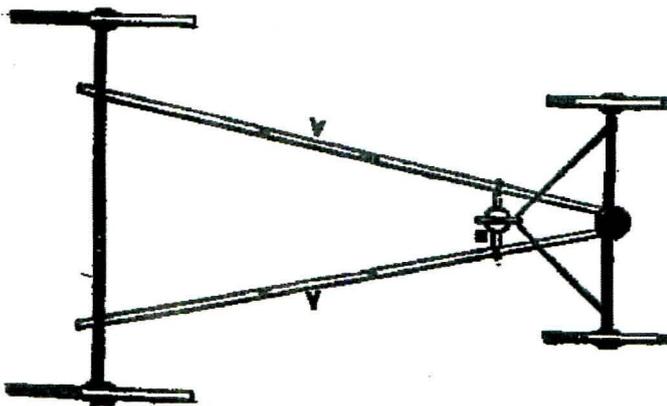
- |      |  |
|------|--|
| 1901 | Marconi uses levitor kites made by the Brookes brothers to lift his radio aerials. (Levitors were developed by Baden-Powell to lift a man in 1894 - they resemble very flexible rokakkus). Thiele uses kites to lift cameras as part of his system for cartographic surveys e.g. in Turkestan. |
| 1906 | Brooke & Gillman found Brookkite - Britain's oldest existing kite maker. Their best-known kite, still sold today, is the Cutter (a keeled diamond - see article on Golden Age).  |
| 1909 | Trademark granted for Roloplan kite marketed by Stieff (see article on Flat Kites). Production continued until 1968.   |
| 1919 | A train of 8 box kites flown by the Prussian Weather Bureau at Lindenberg reaches 31,995 ft - still the record.  |
| 1921 | Pantcheff's Patent for a collapsible hexagon. Marketed as the Atalanta it was a famously high quality toy right through the '30's.   |
| 1942 | Paul Garber develops a 2 line steerable kite (patented '44) for U.S. use as a gunnery target.  |
| 1943 | 'Gibson Girl' box kite introduced (see article on 'Golden Age').   |
| 1950 | Allison's sled (see 'sled' article).   |
| 1951 | Patent by Gertrude & Francis Rogallo for the flexikite. They started work on kites in 1943 - the first flexible kite being made from a flowered chintz curtain in 1948 (see 'Delta' article).  |
| 1963 | Gayla Kite Co. founded (see Delta article).  |
| 1964 | Cleveland's tail-less kite patented - the Glite (see Delta article).   |
| 1964 | Domina Jalbert looked at a Cessna air-   |

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Diagram 3. George Pocock



The kite was covered with pink or green glazed calico or linen. It had three wooden parts: the bender (the arched top); the straighter (the spine) in two or three sections the wood about 1" square: the stretcher (spar) which went between the spine and the cover.



Above Left. Part of the patent application for the Char Volant.

Above Right. Kites in action from The Aeropleustic Art.

Left. The carriage chassis.

craft wing and realised that his vision required a 'soft' aerofoil to push through the airflow (see soft kite article to come).

1970 Patent applied for the Dunford Flying Machine.

1972 Peter Powell's 2-line stunter was the sensation of the Geneva toy fair. Aluminium frames, tough blue plastic cover, yellow tubular tail - the kite that started '2 line' and involved a wide range of the adult population.

1976 (October at Old Warden) The first public flight of the Ray Merry and Andrew Jones Flexifoil (which had been in development since 1971).

1978 Waldorf Box (see 'Exceptions' article to come)

1978 Martin Lester writes on skateboards being used for kite traction.

1979 The Tri D Box. Peter Lynn's first new design.

1979 ('Kitelines', Winter '79) Article on a Stephen Robinson's Facet kite (see 'Exceptions' article to come).

1980 onwards. The 'second generation' of sport kites e.g. 1982 Hawaiian by Don Tabor.

## An Outline History of Kites in the West - George Webster

- 1983 Martin Lester's Shark - the first great 'semi soft' inflatable design.
- 1987 Joel Scholz designs the F16 2-line kite and the Parrot range of single liners. The start of one of the outstanding commercial designers.
- 1988 Martin Lester's Legs advertised (see Soft kite article to come).
- 1990 Hadzicki brothers patent the 'Revolution' 4-line kite.
- 1991 Kathy Goodwind's Asteroid and Starflake tumbling boxes (see 'Exceptions' article to come)
- 1995 Nichole Van de Kerchove crosses Atlantic in boat powered by parafoils.
- 1996 Circoflex invented by Oostveen & Schiefer (see 'Exceptions' article).
- 2000 (12 August) Richard Synergy, in Ontario Canada takes single kite altitude record. His 30' span x 18' high delta reaches 14,509ft. (see Kiteflier October 2000).

### 4.2 History

The early years of the 20<sup>th</sup> century are dominated by the impact of kites (featured in 'Golden Age') by Hargreaves/Cody, Eddy, Conyne and to a lesser extent Bell.

The development of the department store, together with the range of new kites being produced for adult purposes, led to Kites being sold as toys and also as past-times (like model railways) where adults played with their children.

By 1918 the practical value of kites had been much reduced by the development of the aeroplane, however there was a last flowering in Germany of kites to acquire meteorological information that resulted in the 1919 world altitude record.

In Britain and America there was a brief upsurge of interest in the use of kites as anti aircraft barrages from the 1930's to the early Second World War, over 3,000 Sauls and 2,000 Codys were produced.

The American Paul Garber had an impeccable kite flying background; Alexander Graham Bell had shown him how to bridle a kite. In 1942 he developed an Eddy for use as a gunnery target - it used a control bar that moved a rudder and was so designed as to mimic a Zero fighter at 400m. This was the last steerable kite that used rudder movement as opposed to changing the angle of attack and banking the whole kite. I've not seen one in the U.K. although 350,000 were made. The yellow 'Gibson Girl' two-celled box is still seen.

In the period 1950-1964 American inventions revolutionised the kite via the development of Sleds (see Sled article), Deltas (see Delta article) and Soft Kites

(article to come). All were demountable and transportable.

After about 1970 these kites became well known in the U.K. where kite fliers also became aware of new materials from the USA e.g. ripstop nylon, the fishing rod blanks of Tom Van Sant's kites etc. The European tradition of rollers, flares and experimental boxes continued. From the mid '70's there was an explosion of interest in kites by adults with many cross over effects from the development of 2 line stunters. While Peter Powell's stunter was the popular choice there were several other good designs e.g. Ace, Trlby, Barnstormer etc. Single line fliers took up 'sport kites' and young fliers sometimes moved the other way.

At this point 2 and 4 line kites took their own paths of development - really outside my scope but some highlights are covered in 4.3 below.

Since the late '70's single line kites have been heavily influenced by five main factors:-

- Designers such as Martin Lester (semi-inflated) and Joel Scholz (flat) have made a menagerie of brilliant bird etc designs - some colourful, some realistic.
- First rate modern design has been applied to traditional shapes.
- The growth of larger and more extravagant soft kites (see article to come).
- Knowledge of Asian kites, originally from magazines, then festivals and the Internet. So 'Indian' Fighters and Chinese birds are seen. Rokakku's are adapted for western fighting and the sode and yakko wings (see the bird kite article) are now included in western designs.
- There have been a few radically new designs. My list is personal and without any authority but includes 1979 Stephen Robinson's facet kite and 1996 the Circoflex - both found in the Exceptions article.

The other development has been that of the kite artist - see 4.4 below.

### 4.3 Two and Four Line Kites

This article is a history of single liners but I'll say a little about 2 and 4 line kites partly because of the 'cross over' effects from 'sport kites'.

While kites had been flown on 2 lines in the 19<sup>th</sup> century and Glites were bridled for 2 lines in 1972, the first of the modern purpose designed dirigible kites was the Dunford Flying Machine (patent applied for in 1970). The kite was a curious and unique shape rarely seen today. Extremely accurate, but not quick, it needed a fairly strong wind and was susceptible to spar breakage. Donald Dunford designed

## An Outline History of Kites in the West - George Webster

several excellent kites; the Flying Machine was emphasised as having a serious use in aerial photography and crop spraying.

In contrast Peter Powell had developed a tough (plastic cover and aluminium frame) fast and dramatic (60ft yellow tubular tail) toy- that by 1974 was enormously popular and required thousands of parents to learn how to fly one in order to teach their children. For a while it seemed that few open spaces were safe in a reasonable wind from maniacal fliers of blue kites with yellow tails.

By contrast Old Warden in 1976 saw the first flight of the Merry & Jones Flexifoil - a totally different 2 line concept of an inflatable kite with a flexible leading edge spar and no bridles - which has remained essentially unchanged and is still widely seen.

However it was the second generation of sport kites, developed in the '80's in the USA and sometimes called 'Hawaiians' which provided the basis for most of the development of kites for competitive precision and teamwork seen today. Originally they were, in shape, wide deltas with two cross-spars. Then 'standoffs' were developed to hold the wing shape in three dimensions. For the last fifteen years there has been a continual rapid rate of innovation. What this has meant for expert 2 line fliers is outside my scope but not only has this led to affordable 2 line kites with performance unheard of 10 years ago, it has also changed single liners by making new materials available for all kites whether commercially made or built by the hobby kite maker. He now has access to reliable quality ripstop and other fabrics and finds spars in a variety of materials complete with fittings available from specialists. I remember 20 years ago buying strange grade ripstop or cadging pieces from sail makers, checking timber shops for small sizes of dowel and searching out thick walled plastic tubes for fittings. Good fun but an era past.

In 1990 the Hadzicki brothers in San Diego, California were granted a patent for a 4-line kite initially called the Neos Omega but world famous as the Revolution. Of course four lines had been used in the 19<sup>th</sup> century and George Pocock was able to position his traction kites using them. His purpose was not to hold a kite steady in the sky still less to invert it or fly it backwards. This was done in the 1970's by Phil Morley who used 4 lines on a Malay type kite but no kite before the 'Rev' could compete with its accuracy. Other 4 line precision kites have been developed since e.g. the Davis Skydancer, but in my experience teams use the Rev - which is essentially unchanged since its launch.

Four-line control applied to soft kites for traction work makes a brief appearance in the article on soft

kites.

### 4.4 The Kite Artists

In the early 20<sup>th</sup> century kites as toys started to be branded (e.g. Brookite Cutter). However up to the second half of the century the best that could be said about an English kite would be that it was well-designed or well-made and books on making kites "at home" were aimed at children.

In three of the great kite-making countries of the world the situation was very different i.e. in none of them were the majority of handcrafted kites made by children. India had professional kite-makers who produced the bamboo and paper fighter kites for festivals with acknowledged master who made the most complex cut paper designs. In China there were family traditions of kite making with well-known centres of master-craftsmen. In Japan kite designs were often very local - again there was a tradition of specialist craftsmen.

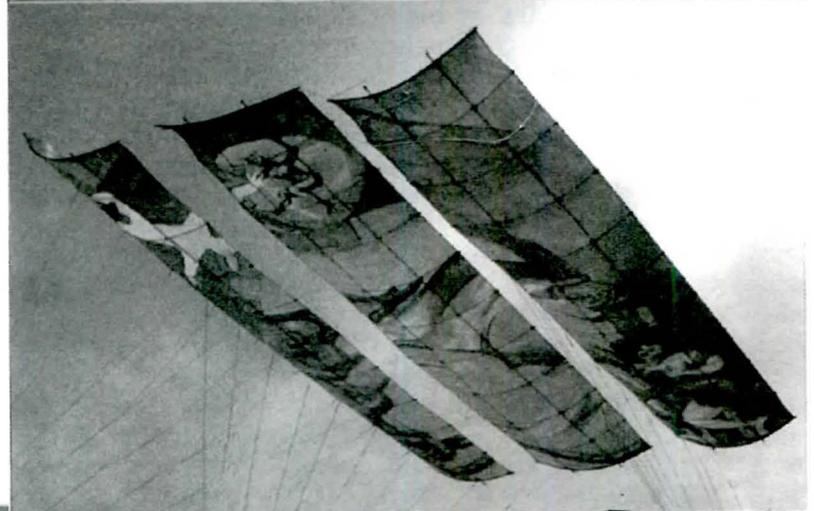
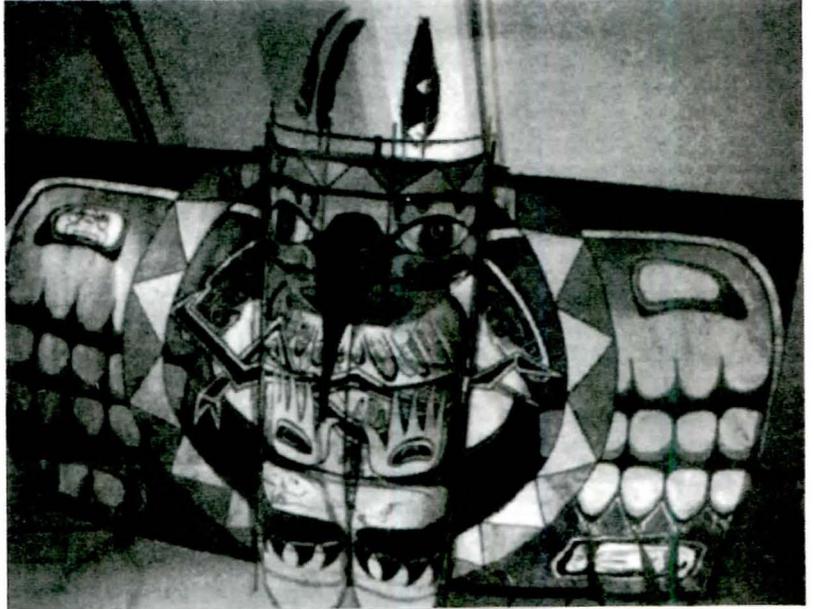
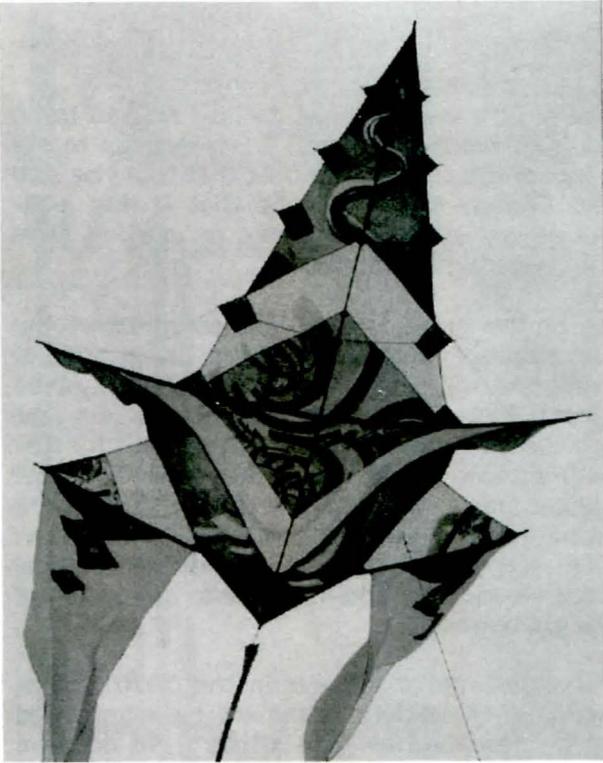
Out of the upsurge of interest in the 1970's some outstanding Western kite designers have emerged who can be described as "kite artists". To define a kite artist is difficult - something to do with using kites as the medium for artistic expression. Of course there are, in addition, great kite designers for commercial production and great craftsmen making versions of existing kites.

In this brief section I will certainly omit talented kite artists - in fact the opportunities for causing offence seem limitless. However, I am convinced that it is an important feature of the way kite flying has evolved - so something has to be said.

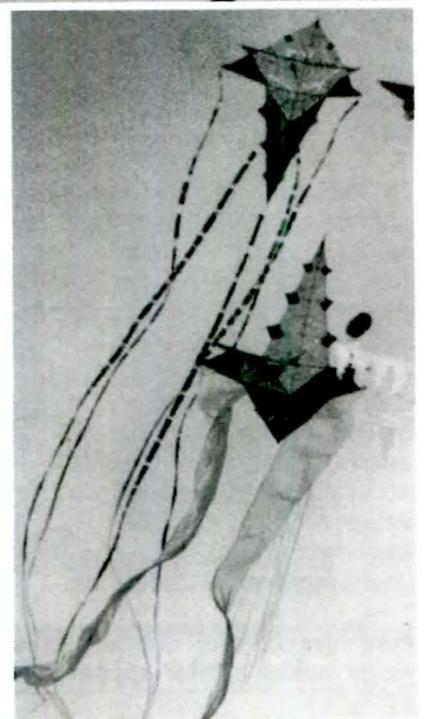
One starting point is Tal Streeter, a considerable sculptor, often of large outdoor works who became interested in kites after a 1968 New York exhibition, spent 1970 - 1972 in Japan and published the highly influential 'The Art of the Japanese Kite' in 1974. The book was the first account in English of the Japanese kite and its role in Japanese culture, which also brought an artist's sensibilities to kites and kite making. Tal Streeter went on to produce striking kites (e.g. Flying Red Line) but his greater contribution has been to bring his artistic judgement to kites in general (see 'Kites as Art' Kitelines Fall 1980) as well as Japanese - and later Indian kites.

Of a quite different tradition is George Peters, who after time spent painting portraits in shopping malls, in the early 1970's got involved in installation art in malls and started making kites in Hawaii in 1975. Supposedly his distinctive use of strips of material in his designs results from his early kites making use of ripstop off-cuts. Some of his early kites were twin-tailed Thai snakes, then birds and on to 'man' designs for which he is most famous. For twenty years

**An Outline History of Kites in the West - George Webster**



Clockwise. Kites by Michel Gressier, Steve Brockett, Michel Gressier, Michel Gressier and George Peters.



## An Outline History of Kites in the West - George Webster

he has been the maker of limited additions of his own designs.

A third example is Welshman Steve Brockett – an artist who used kited as his form of expression. His kites were all unique and involved his own system of painted fabric and very often his own design. In the late 1990's his kites were illustrated in all the books and magazines. Then his interest moved away from kites.

For me a kite artist does not have to produce only one example of a kite; he can make multiple copies (e.g. George Peters) by analogy for example with artists and screen-printing. But were the design is not made up by the creator but is manufactured we are left with perhaps a great designer but not an artist.

Kite artists develop their own unique design (shape) of kite. That some kites can provide an interesting 'canvas' for an otherwise terrestrial artist has been recognised by the European Air Gallery in England and the 'Art in the Sky' kite collection financed by the Goethe Institute and first exhibited in Seville in 1992.

The list of favourites (see photos) excluded oriental kites where my ignorance of what is new art is just too deep. I have deferred soft kites until the article on that subject.

In alphabetical order – Brockett, Coltenceau, Fabre, Gressier, Peters, Streeter.

### SECTION 5 THE 21<sup>ST</sup> CENTURY OR THE FUTURE

It is difficult enough to make sense of what is going on now in the U.K. kiteworld, even harder to make worthwhile predictions.

Here are my 6 best thoughts.

- 1) Single line kite buyers who are beyond the toy-shop level, now have a once unheard of range of colourful, ingeniously designed commercial kites – usually made in China. Several specialist traders now also stock handcrafted kites. This is in addition to access via the Internet to crafted kites from all over the world.
- 2) Information and kite plans have now become readily available from the Internet. However the demise of Kite Lines and to some extent several German and American magazines has reduced 'authoritative' articles on kite designs etc.
- 3) Designers are still discovering the potential of new materials. Carbon fibre and other tubes/rods have been used for some time now to replace bamboo. Because it returns to straight

rather than being permanently shaped, it needs channels or other fittings. On the other hand the kite breaks down into straight pieces. Designers are starting to use this different characteristic. But Chinese bamboo 3D bodies of, say, birds are still supreme.

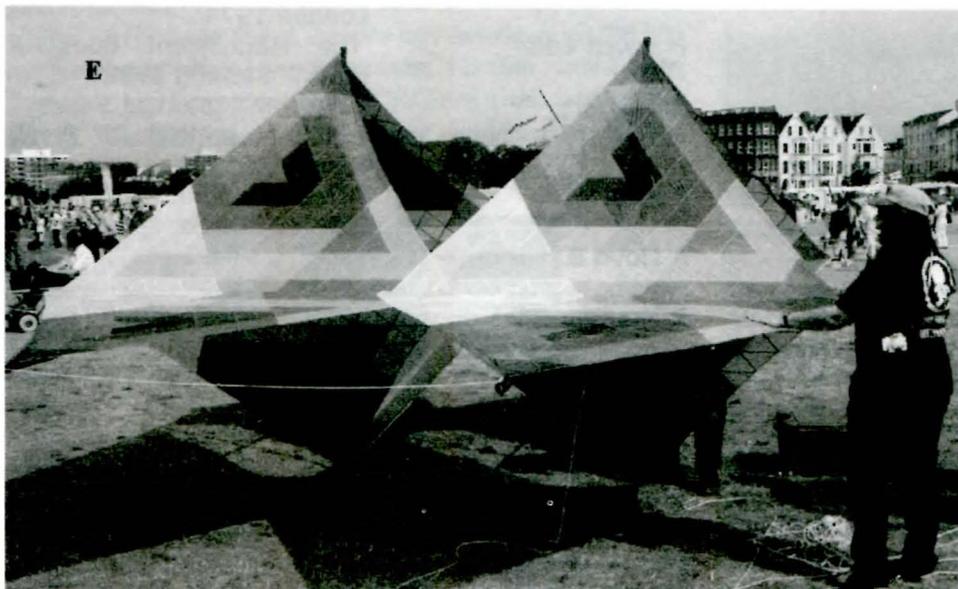
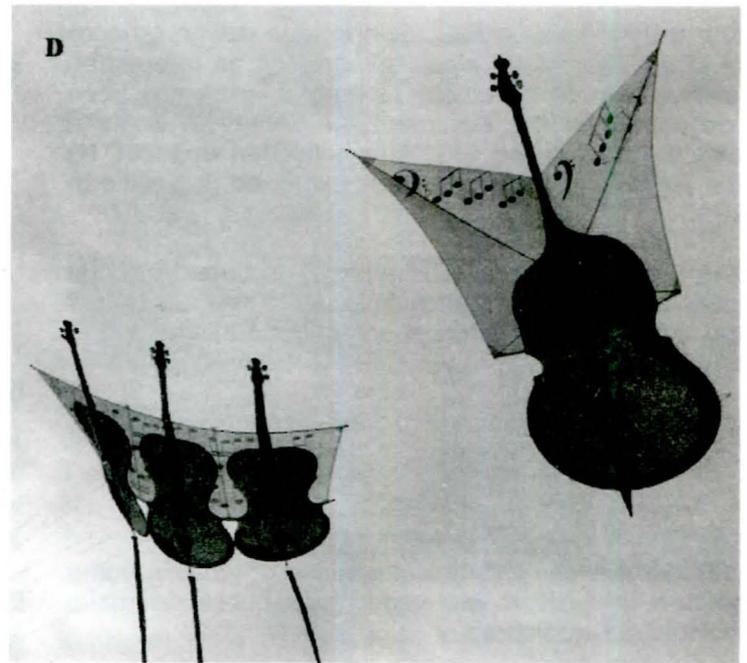
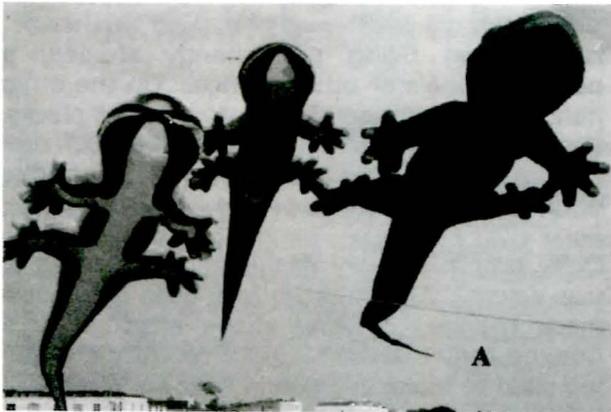
Quite late in the day designers are starting to use Velcro. An American kite uses it to allow quick changes of wing shape attached to a Conyne centre section. More recently it is being used to make adjustable spar pockets.

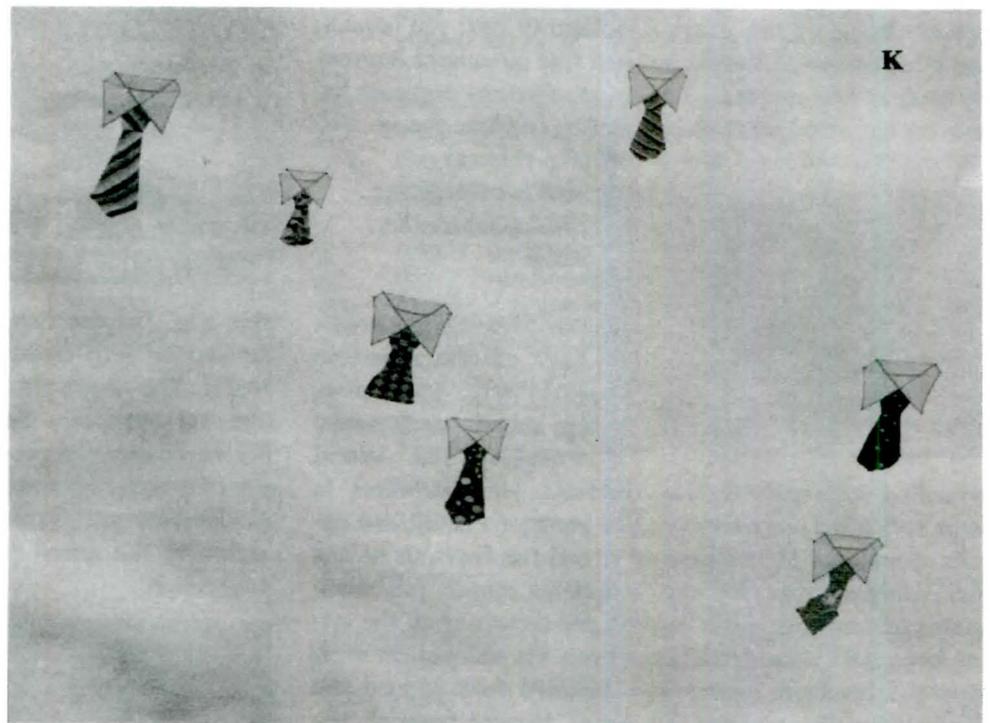
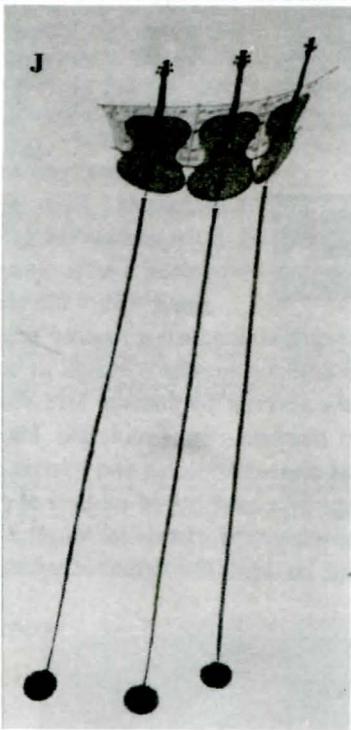
- 4) While there are several long distance sea traction records since Van de Kerchove in '95 e.g. 1997 California – Hawaii 63 days in a double Kayak towed by a parafoil, and no doubt we will soon have an extreme buggy record, no one has come close to the 31,995ft altitude record set in 1919 – perhaps Richard Synergy is having a go?
- 5) The three way split between a) single liners and b) two line ballet and trick kites and c) power and traction kiting will get wider. I don't think that there is any friction with a young/old, male/female split just different strokes for very different folks. However it may be that the growth of other 4 line kites beside the 'Rev' e.g. Robert Trepannier's dog and man kites and Kisa and Anke Saur's ball-room dancers might encourage more 'cross-overs' between the 2 types of kite.
- 6) At some point there must (surely?) be a movement towards smaller soft kites. I suspect that part of the problem is that conventional materials are too stiff but what about the 1.5m octopus - or a soft squid.

### Bibliography

- |                     |   |
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| LS & JH Newman      | 'Kitecraft'. Crown Publishers New York 1974                             |
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### Portsmouth 2003 Photo Report





- A. Avon Kite Fliers Gecko Trio.—Alan Pothearcy.
- B. General view of the field—Gill Bloom
- C. Philip McConnachie Sunflower— Gill Bloom
- D. Vulandra Orchestra (part of) - Gill Bloom
- E. Peter Lynn Tri-D Box.—Alan Pothearcy
- F. Arthur Dibble and plane—Alan Pothearcy
- G. Philip McConnachie Mermaid—Gill Bloom
- H. Marco Casadio Harlequin—Gill Bloom
- J. Vulandra Violins—Alan Pothearcy
- K. Vulandra Tie Kites—Alan Pothearcy
- L. Pedro Gonzales with Sun Kite—Gill Bloom



## Kites on the Web—Nigel Bence

As the internet continues to expand, the number of high quality web sites providing useful information on all aspects of kiting grows almost by the day. If you have never used the internet before and are wary about what is involved then maybe the knowledge that there is a vast array of information on your favourite hobby available on the World Wide Web will be enough of a prompt for you to take the plunge and start surfing. If you have no idea how to get on-line, I would recommend a trip to your nearest main library. They should have free internet access available and the staff will happily show you how to get on-line. It will cost you nothing; you won't need to worry about breaking anything or spending a fortune on your own pc. There are literally hundreds of useful websites, but I have listed below my personal favourites. I like them because they all provide great information, photos, event reports or other information, which is continually updated. You can read about and look at photos of the latest kite festival that you missed, new kites coming to the market and find out what's happening at festivals overseas. I hope you find my personal favourites list of interest. Happy surfing and Kite flying!



[www.gombergkites.com/update/index.shtml](http://www.gombergkites.com/update/index.shtml)

David Gomberg is president of the American Kitefliers Association. He spends most weeks travelling the World

attending international kite festivals. He specialises in large soft kites and every week he posts on his website details about what he has been up to and the festivals he has just returned from. His weekly updates contain full colour photos of festivals, event reports and details of all the latest large soft kites from Peter Lynn. He also retails many unusual kites from master kite builders from around the World. The site contains full event reports from all the festivals he has been to during the year.



[www.intothewind.com](http://www.intothewind.com)

Probably the best kite shop in the world? Into the wind are based in Boulder, Colorado, USA. They have a fantastic range of kites and a full colour catalogue to review online. You can also subscribe to their monthly e-mail newsletter to hear all about the latest kites which inevitably seem to

get launched in the US ahead of the UK. Into the Wind provide a first class international mail order service. The only thing to bear in mind is that although Into The Wind's prices are very low, the import tax and postage when you order anything from the USA need to be considered.



[www.aeolian.co.uk](http://www.aeolian.co.uk)

This is a fantastic site if you want to see fully detailed event reports and loads of photos from all the major UK kite festivals in 2003.

[www.kitecalendar.co.uk](http://www.kitecalendar.co.uk)

If you are looking to find a comprehensive list of kite festivals in the UK and overseas, this website is well worth a look. It is regularly updated.



[www.drachen.org/journal.html](http://www.drachen.org/journal.html)

If, like me, you miss Kitelines, Kite Passion and all the other colour kite magazines, you will love

this site. The drachen foundation produce a regular colour newsletter with fantastic articles across a range of kite topics. The newsletters are written by famous kite fliers like Tal Streeter, Scott Skinner, Ed Gaul and Pierre Fabre. They contain unusual photos, articles and a large array of great winter reading. The best bit of all is that the newsletters are free! You can read them online or subscribe to the e-mail list to be sent the latest copy electronically!



<http://tdplata.tripod.com/planos/index.html>

Probably the best list of kite building plans available on the internet. Small pictures of each kite across many different categories and full building plans.



[www.highwaymen.demon.co.uk/section4.htm](http://www.highwaymen.demon.co.uk/section4.htm)

Aside from being a great UK kite retailer, the Highwaymen also maintain a fully up to date and free service for anyone wanting to buy or sell their own second hand kites. Their site contains a full list of kites and contact details.

It's very easy to use.

## More Kites on the Web



carnetdevol.org on your web site,

Carnet de Vol has created a site in English about Kite History, from 400 BC to the present day ([www.carnetdevol.org](http://www.carnetdevol.org)), Intended to reach a very large audience, this site is the result of intensive research with both national and international companies and museums (such as the RAF ). It contains many documents and photos (many new) optimized to allow fast access to all. Its aim is to promote the kite and celebrate its importance in history.

The translation of the web site has been done by a Canadian kite flyer.

You can also find at the site information on: international kite festivals and organizers, international clubs, aerial photography, wind gardens and kite professionals.

You can, if you wish it, have a link to [www.carnetdevol.org](http://www.carnetdevol.org).

CARNET DE VOL is a French association, completely independent, without any commercial interest, it's only aim is to promote the kite in all its aspects.

Enjoy your visit !

Best regards

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[cerf-volant@carnetdevol.org](mailto:cerf-volant@carnetdevol.org)  
 Histoire du cerf-volant / kite history :  
[www.carnetdevol.org](http://www.carnetdevol.org)  
 Site de l'association / Association's website :

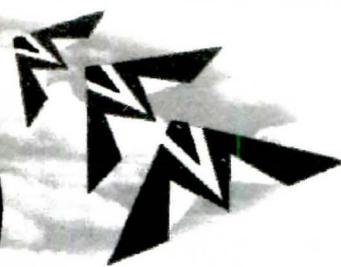
## Events List

March 2004		
19-21	Fort Worden 21st Annual Kitemakers Conference, Port Townsend, Washington USA	<a href="http://www.kitemakers.org">www.kitemakers.org</a>
April 2004		
17-25	Berck International Kite Festival, Berck-sur-Mer, France.	<a href="mailto:gerard.clement">gerard.clement</a>
May 2004		
2-3	Weymouth International Beach Kite Festival, Weymouth Beach, Dorset.	The Kite Society
15-16	7th Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk.	Martin Corrie
June 2004		
12-13	Fylde International Kite Festival, The Beach, Lytham St Annes, Lancs.	<a href="http://www.flyingcircus.info">www.flyingcircus.info</a>
12-13	Margam Park Kite Festival, Margam Park, Bridgend, South Wales.	<a href="http://www.thekitingexperience.com">www.thekitingexperience.com</a>
13	Peterborough Kite Festival, Ferry Meadows, Peterborough.	Great Ouse Kite Fliers
July 2004		
10-11	Brighton Kite Festival, Stanmer Park, Brighton.	Simon Hennessey
August 2004		
28-29	Portsmouth International Kite Festival, Southsea Common, Hampshire.	The Kite Society
September 2004		
4-5	Bristol International Kite Festival, Ashton Court, Bristol. (Provisional)	Avril Baker

Contact	Address	Telephone	Email
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	<a href="mailto:Events@thekitesociety.org.uk">Events@thekitesociety.org.uk</a>
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560	<a href="mailto:martin@skfc.co.uk">martin@skfc.co.uk</a>
Simon Hennessey		01273 582309	<a href="mailto:mailto:info@bkf.org.uk">mailto:info@bkf.org.uk</a>
Great Ouse Kite Fliers	Peter West	01733 269687	<a href="mailto:Gokf@btinternet.com">Gokf@btinternet.com</a>
Avril Baker	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>

# MKF News

www.mkf.org.uk



*The Midlands Kite Fliers News Extra*

THE MIDLANDS KITE FLIERS

To all Midlands Kite Fliers members

## *Annual General Meeting 2003 of The Midlands Kite Fliers*

*Sunday 26 October 2003*

*10:30am prompt*

*to be held in the Function Room*

*The Risley Park Public House*

*Derby Road, Risley, Derbyshire DE72 3SS*

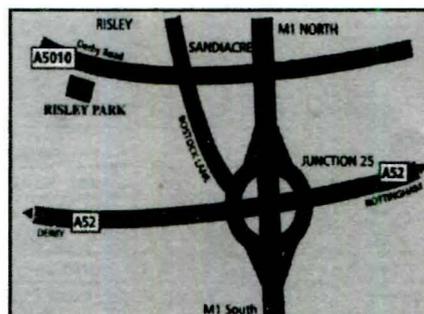
*Tel: 0115 939 2313*



The Risley Park public house is situated in the village of Risley in Derbyshire on the B5010, two minutes from Junction 25 of the M1. From the roundabout follow the signs to Risley. At the T-junction, turn left onto the B5010 and follow this road for half-a-mile, travelling past the Risley Hall Hotel & grounds, Risley Park Public House is on your left just before the right hand bend.

*Items for the Agenda to be sent to:*

**David Montague-Smith**  
Chairman  
The Midlands Kite Fliers  
9 James Road  
Kidderminster  
Worcs  
DY10 2TR  
Tel: 01562 66102  
E-mail: David@mkf.org.uk



*We look forward to seeing you*

## Making My First Kite by Ray Landers

It all started with a Christmas present of a gift voucher for Antigravity at York. I'm into my second year of kite flying (late starter) and had been wondering whether to have a go at making a kite and this was the nudge I needed. If you're having the same thoughts, the following may encourage you to have a go.

I looked through two kite books. "Making & Flying Stunt Kites & One Liners" and "Kites" by R.Moulton and Pat. Lloyd. In the later I chose the "Pearson's Roller" (page 180) which is reasonably simple and yet has some character and is a well proven design.

Not wanting a plain colour I decided on a series of rays (no pun intended) disappearing near the top dihedral brace. I also wanted it to be colourful and tried various combinations and decided on Yellow, orange and green.

First, a trip to my sisters to ask for the loan of her sewing machine (a Toyota, I drive a Yaris, could this be a good omen)? Having had a series a lessons on how to set it up and how to sew, I brought the machine home. Next a visit to Antigravity. They had some carbon tube and various bits and pieces but no ripstock nylon. So I contacted Dave Salmon of Free Spirits and purchased some yellow, orange and purple (no green available) nylon, various grommets, end caps, 1" wide Dacron and bridling, making sure I had plenty in case of the inevitable mistakes. I now find I have enough material to make another kite, but that's for next winter.

One thing you must do before you start work is to look at the plans again (you've already done this to determine the material you need). Check the design and decide on the order of construction and sewing. I made templates of the pieces using some offcuts of cushion flooring which proved ideal. I decided to make the two sails in halves about the vertical axis, then joining them together incorporating the two keels (yes I included the front one). Decide on the direction of the grain of the fabric, I have it running along the direction of the rays. When cutting out the material watch for the best side and also allow extra for the hems (8 mm minimum). Make sure you make the two halves left handed and right handed. It sounds silly, I know but I made two pieces the same hand, twice. Always think twice before cutting or make sure you've plenty of spare material (in my case do both, and still make mistakes).

Sewing was my big worry and whilst it turned out easier than I thought, the stitches seemed to have a mind of their own but as one sympathetic kite flyer said to me at Beverley, "when it's up in the air, nobody can see the stitching". I'll always be grateful for those words as you will see if you get a chance to view my end product. Anyway the sewing took about a week (I'm retired by the way) and got better (slightly) as I went along. I

reinforced all the edges with 1" wide black Dacron tape and the pockets and attachment points using 2" wide sticky back Dacron (shades of Blue Peter). When fitting the tensioning tubes I soon realised the stitching was poor, as one of the stays pushed right through the end of the pocket. Do make sure everything is strong enough and that the knots in the bridling, etc. are not going to slip, as mine did.

I can't include all the details of making the kite here but if anyone would like to hear my experiences or pick my brains don't hesitate to contact me either at the flyins/festivals or through Lloyd.

It just remains to take it out to the flying field and with any luck (you've checked the bridle, haven't you) it will take to the sky like a bird. Why did I do all that worrying? **It looks marvellous.**

I hope this will encourage others who, like me, were just thinking about making a kite. Go on, what's Dave's phone number?

*PS. Flew all first day at Cleethorpes, second day in very strong winds one of the top stays broke. However thanks to Kevin of North Eastern Flyers a replacement was found and all's well again.*



## One Sky One World 2003

"The purpose of One Sky One World, is simply to promote the concept of global harmony and understanding between all peoples of the world through an expression of the universality of kites and the wind. Through sharing the wind, our world wide connection with other flyers and all of nature is symbolically realized.

The great air ocean favours no dividing boundaries, ideologies, and human conflict. It is much more the prerequisite for our existence, a catalyst in the chemistry of life, supplying our every breath. The International Kite Fly is an attempt to let the wind lift our kites and our awareness so as to more fully understand the necessity for peace."

If you have details of a planned OSOW event in the UK, please send me details - send the event totals too. Please include a contact name and e-mail add, and/or phone number. All submissions will be included on my OSOW pages for the benefit of all. Events don't have to be elaborate affairs (though many are) all it takes is a few kitefliers gathering on the second Sunday of October to fly for peace...

Decide on the flying site, send me details for the webpage (hopefully meaning that more people will turn up at your event). All I ask is that you then send in the number of fliers attending and the total number of kites flown.

"JimC"

### **Events being held 12th October 2003**

**(About 10am till 5pm, unless stated otherwise - everyone welcome!)**

<b>Flying Site</b>	<b>Nearest Town/City</b>	<b>Organised By</b>	<b>Contact For Information</b>
Hardwick Hall	Chesterfield, Derbyshire	Midlands Kite Fliers www.mkf.org.uk	Jim Cronin jim@osow.org.uk
Barbury Castle Country Park (on the Ridgeway, 2ml from Wroughton) Teddy Dropping, Children's Workshop	Swindon	White Horse Kite Flyers www.whkf.org.uk	David Robinson darjer2@aol.com
"The Memorial Park" (site of Coventry Kite Festival) Run as part of Coventry's "Peace Month"	Coventry	Midlands Kite Fliers www.mkf.org.uk	Jim Cronin jim@osow.org.uk
Devils Dyke (1500ft clearance) Ref 198 TQ 258 112 (get there before 11am to be sure of parking!)	Brighton	Brighton Kite Fliers www.brightonkiteflyers.co.uk	Simon Hennessey 01273 582309 simon@bkf.org.uk
Ashton Court (site of the Bristol Kite Festival)	Bristol	Avon Kite Flyers www.argonet.co.uk/users/parsons	David Johnson djjh@jjonson.freemove.co.uk
Rougham Airfield (2 miles east of Bury St Edmunds) 11 am - 5 pm (count at 3 pm) All are welcome to join us - but please, let us know you're coming.	Bury St Edmunds, Suffolk	Suffolk Kite Flyers with Thorpe Kite Flyers www.skfc.co.uk	Martin Corrie 01206 299560 martin@skfc.co.uk
Lepe Country Park Ref SZ 986 457	South of Southampton	Solent Kite Flyers www.solentkiteflyers.org.uk	TBA

Please check the OSOW website for the latest updates "www.osow.org.uk"



## Kite Making for beginners

By Jan Gilhooley

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email: [kitejan@yahoo.co.uk](mailto:kitejan@yahoo.co.uk)

### Introduction

My interest/obsession (delete as appropriate) with kites started off in May 2000 with a cheap dual line delta, progressed (if you like!) a year later to a *Revolution EXP*, and then other kites: a *Peter Lynn C-Quad* traction kite, other dual lines, a *Guildworks Synergy Deca 1* – that sort of thing. However I then started wondering if it would be possible for me to actually make a kite. Searches on the Internet turned up more designs than I knew what to do with. All, however, with one problem – all seemed to assume a prior knowledge of sewing. Something I knew nothing about. I didn't even own a sewing machine, and certainly never used one.

I went on looking, and even found a little book of *Stunt Kites to Make and Fly* by *Jermey Boyce* with some designs and basic advice at the back. Even this I found too daunting! Eventually I got my act together and made a *Revolution* (a copy of the *Revolution EXP* I already owned with my own sail design). Quickly followed by a *Papillon 4*, a *Kwat* and a copy of my *Synergy Deca*. And there will be (lots) more in the pipeline.....

This article is the story of the beginnings – the making of my custom *Revolution*. If you are an expert kite maker then I doubt there will be much new here. But if, on the other hand, you have seen other people's home-made kites, or read about kitemaking here and elsewhere and wondered if you could actually make one yourself, then hopefully this is for you.

### In the beginning....

So why bother making a kite? I already had a good number of commercial kites to fly. There are many answers: partly I wanted to understand how they work – understand, if you like, the magic of how they actually fly. Partly to try out some of the designs on the Internet, especially Didier Ferments designs (such as the *Papillon*, *Croissant de Lune*, *Tri-Pale*, etc.) and partly to have more individual designs to my 'standard' kites.

So in January 2003, after one year of thinking about it and not doing much, I decided enough was enough and started sketching out *Revolution* sail designs on paper. I decided that a copy of my *Revolution* would be the best place to start, as I already owned one so I would be able to copy both the dimensions and construction. As well I could reuse the 'official' carbon spars, that way if the whole thing was a disaster I would only lose the cost of the fabric (and my pride of course). The other reason for copying the *Revolution* was that I already knew how it flew. Starting out with a different (i.e. unknown to me) design would (went my reasoning) cause lots of grief later on as I wouldn't easily be able to work out how to fix problems – is it supposed to fly like that, or have I something wrong? Perhaps I also wanted a morale boost for the first project!



### Designing....

I went through several sail designs – I wanted something simple (so I would have some chance sewing it), but striking. After many sketches I decided upon white with red vertical stripes – nine panels in total. A whole night was then spent in measuring the original *Revolution* and making a life size newspaper template of the wing. The reasoning behind this step was to: a) be able to work out the actual panel sizes by moving other bits of paper around, and b) being able to estimate the amount of fabric needed without recourse to maths. It of course also gave the impression of actually doing something! The next step was going to my local kite shop to purchase the rip-stop nylon necessary and the other bits & pieces needed. Now I was committed – now I had the raw materials I had to continue. The next step was to transfer the panel design onto card templates. I had to do this twice as the first time I got some of the dimensions wrong and had to start over. Good job I compared the templates back with the newspaper copy before going further.....

I then worked out a suitable seam to join the panels together. So in order to make life easy for me I decided on single – where the panels are laid face to face stitched together, then folded flat and stitched again – looks good from the front, not so good from the back. However as I can't see the back when flying & I doubted that anyone else would either it thought would be OK. Once I had decided upon the seam I then knew what allowance I would have to add to the templates (which were the exact panel size).

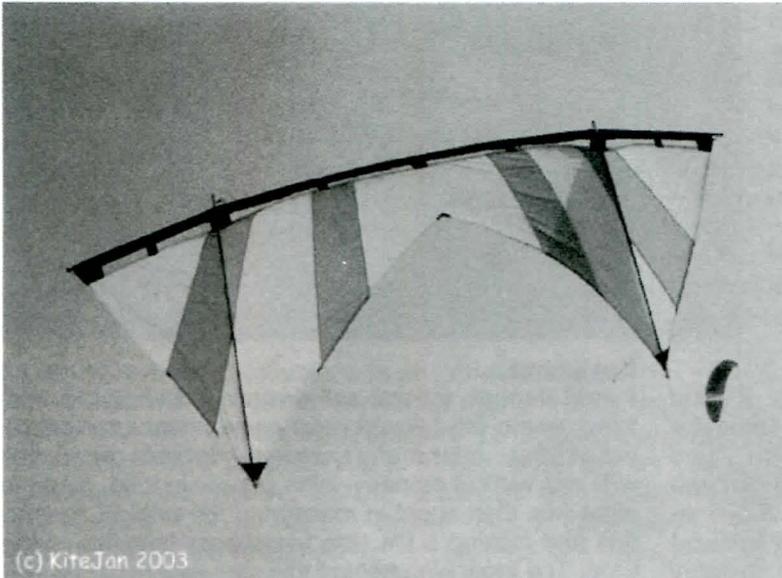
### Making....

Now I had the design, the seam sorted and the fabric I could now trace and cut the panels out of those nice, flat, clean sheets of rip-stop nylon. Ignoring all the advice about hot cutting (as I didn't actually have a hot cutter) I simply used a sharp craft knife with a melamine chipboard cutting surface and a metal ruler. It worked, but needless to say the sharp craft knife wasn't sharp for much longer!

Now I had everything – all nine panels neatly cut out



and waiting to be sewn together. But one slight problem – I didn't yet have a sewing machine. A quick trip to the local sewing machine shop armed with some sample fabric got me a second hand electric machine for about £35 that did a straight stitch of varying length forward and backwards. I then could experiment and after a while I felt confident enough to try stitching my nicely cut panels together. It seemed a lot safer to glue the panels before stitching using a Bostick-type glue (frowned on in some quarters).



(c) KiteJan 2003

After a couple of evenings I had actually stitched all the panels together and had something that looked like a kite.

The next step was the leading edge – after a couple of false starts I stitched the mesh fabric to the sail, then the leading edge stitched onto mesh (with all the reinforcement points stitched in as well). This was a departure from the original in order to make it easier for stitching (i.e. bring it into my skill level!).

End caps were fashioned from white PVC tubing from B&Q with a correct internal diameter to accommodate the spars and cut off at an appropriate length with holes drilled for the bridle and bungee lines. OK they are not as pretty as the proper end caps, but they are a lot cheaper!

Once I had the kite all assembled all that was left was the bridle. This took a while (tying lengths of bridle line accurately is a skill still being learnt), but by disassembling the original I could work it out, and after an evening of messing and measuring I had a pretty reasonable bridle. Now the kite was complete and all that remained was to fly it.

### Flying

So the question is how did it fly? Feeling very nervous I took it up to a local park one day in February for its maiden flight. A very good wind was blowing – in fact I wouldn't have risked the original in that wind. However I set it up, did the pre-flight checks and took off. I found that it appeared to perform better than the original – somehow more smooth and responsive, even in the strong wind (the reason, at least partly, is that the origi-

nal is rather old and worn with a saggy sail). All the usual Revolution tricks (at least the ones I can do) worked fine: forwards, backwards, sideways, dive-stop – everything was great.

Of course the great pleasure was seeing something I had made actually fly – OK up close you could see wonky stitches, a dab of glue where it shouldn't be, end caps obviously home made, etc. but from where I was standing it was great! And in the few months since I have flown it a lot (replacing the original Revolution EXP – which is now in retirement) in all kinds of wind. It's picking up some signs of wear and tear – but then that's just a sign of being a well-loved kite, isn't it?

### Lessons learnt

I learnt a lot from this project. The important lessons, at least for me, are:

**Start with what you know best and move on from there.** I knew the Revolution well – I knew how it was supposed to fly, I had something to deconstruct when I was stuck with it's design, and I already had all the expensive carbon spars.

**Keep it simple.** A 20 panel Synergy Deca might be a fantastic thing to make, but unless you already have the skills and a kite

to copy you probably will struggle (or it will take a very long time). Starting out simple is best.

**Don't be put off!** It can go all wrong, or you could receive 'unhelpful' comments (along the lines of "it's not worth making your own kite"), but stick with it. I assure you – it is worth it!

**Using a sewing machine isn't all that hard.** Honest! Trick is to glue the seams and stitch slowly. And make sure no one is watching you learning.....

**Think twice, cut once.** Keep double checking measurements and seam allowances and all that stuff. I nearly got caught out a couple of times by my own haste to complete it.

**Enjoy yourself!** I have found (much to my surprise) that making kites is just as enjoyable as flying them. And the pleasure of flying something you have made yourself is very great indeed.



(c) KiteJan 2003



# Light Up The Sky 2003

It's that time of year again and it's been almost twelve months since we last did Light Up The Sky. Doesn't it come around quick? During this time I hope you have been thinking of new ways to add lights to your kites.

For those that took part in previous events you will remember just what fun Light Up The Sky was. Thanks to Jim Cronin the LUTS website [www.lightupthesky.co.uk](http://www.lightupthesky.co.uk) has now had a complete makeover, please have a look. For those without a computer and cannot view the website, Light Up The Sky simply means that kites be fitted with some form of lighting, and flown at evens at night during November. With Halloween and Bonfire night just around the corner, flashing headbands, wands and light-sticks make perfect items to adapt for this event. Some fliers will already have some form of small torch or flashing bicycle light, or maybe even have proper kite's lights to use.

The evening would take the form of kite groups up and down the UK staging an evening of fun. The plan is to have local flyin's at as many sites as possible to "Light Up The Sky" by flying any kite and any arrangement of lights, be it just a small pen torch, to elaborate strobes and multiple LED's to a **maximum flying height of two hundred feet**. You get to choose how the event runs, all I ask is that there be a set registration fee per flier of £2.50 or pay by cheque or postal order and make it payable to –

**"BBC Children In Need appeal"**

The club will then pay the collected amount into the bank or forward all monies from the event to –

**BBC Children in Need Appeal, PO Box 76, London W3 6FS**

For anyone that can't travel to an arranged event, please feel free to organise a mini "Light up The Sky" event of your own and forward any monies collected to either the above address or into your local bank.

The total number of fliers and money raised will be recorded and emailed/posted back to me. These figures will then be added to the other clubs totals to give us a combined group donation. Details will then appear in The Kiteflier and MKF News and also at [www.lightupthesky.co.uk](http://www.lightupthesky.co.uk). Go on do it and have some fun!

***"illuminate your kite, raise a smile and Light Up The Sky"***

Lloyd Kirton - email: [lloyd@lightupthesky.co.uk](mailto:lloyd@lightupthesky.co.uk) - Tel: 02476 732083

## *Your personal invitation to discuss the possible inaugural meeting of New National Body for UK Kite Fliers*

*to be held*

**10am, Sunday 9th November 2003**

*at*

**The Risley Park Public House**

**Derby Road**

**Risley**

**Derbyshire**

**DE72 3SS**

**Tel: 0115 939 2313**



For many years, various members of the kite flying community have discussed the possibility of, and need for, a representative body for all kiteflyers. There are several excellent organisations speaking for particular groups or providing specific services, such as The Kiteflier magazine from KSGB. But there is not a single body that represents us all, including the more extreme variants of our sport/hobby. For more information please visit [www.kiteflying.org.uk](http://www.kiteflying.org.uk)

*All are welcome to attend the meeting  
please come along and make your views count*

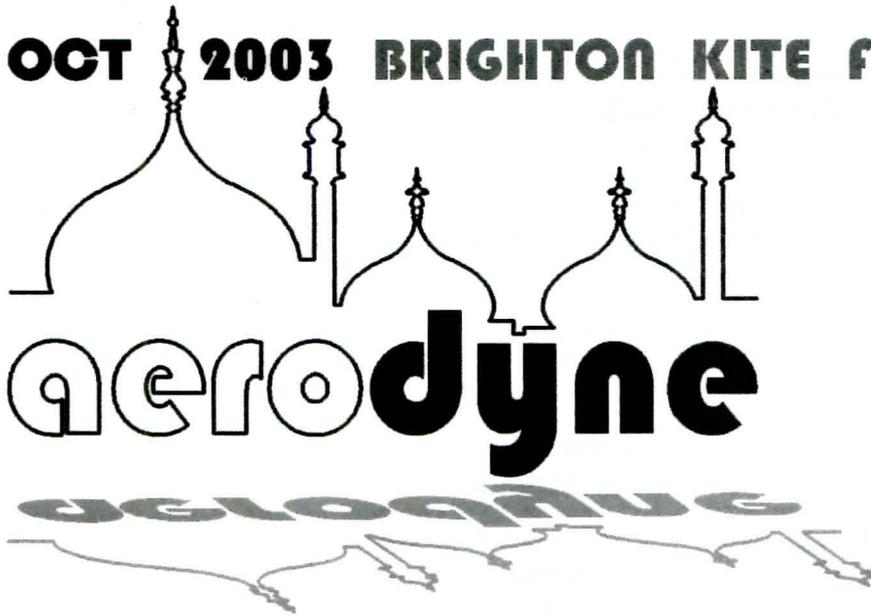
*R.S.V.P*

**Jerry Swift  
Howardian View  
Great Barugh  
Malton  
North Yorkshire  
YO17 6UZ**

**Tel: 01653 668157**



OCT 2003 BRIGHTON KITE FLYERS OCT 2003



Go on Paul give me a go, If my Dad can do it so can I.

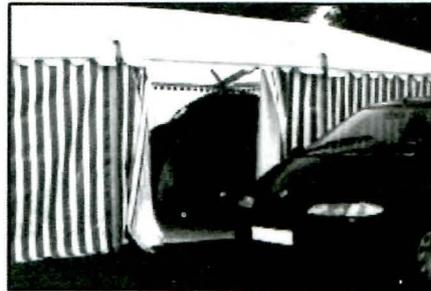
THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

# BRIGHTON KITE FLYERS SQUAT @ PETWORTH PARK

The weather was looking iffy to say the least on Saturday, but I had promised to help Lady Joanna Mersey set up. So once Ron Dell had arrived off we set for Petworth, picking up Paul Hill on the way. We arrived at Petworth Park to find that most of the work had been done by the Petworth Festival team who now help organize the event. Once Lady Joanna turned up and the few remaining jobs were done, we off loaded the Espace into the national trust tent and all went down to the big house for Tea (not Petworth House but easily as impressive Bignor Place where Lady Joanna Mersey lives near by). Tea was drunk and cake eaten followed by a tour of the scary cellar which the kids enjoyed, well not just the kids we enjoyed it. A tour of the gardens started as did the rain. But undeterred we loaded up Marquees and signs for the next day and headed back to site to set it all up. The rain continued to come down harder and harder, we all started to think should we stay or head home and come back in the morning. The forecast was for the rain to pass and at least be dry the next day, along with the thought of a curry in Petworth, the time and the drive home the decision was made to stay the night. Where to pitch the tent was the next problem, it was by now raining hard and we were going to get wet setting up, or were we. The

sponsors (Langmeads a local Farmer) this year had a large marquee and we could possibly sleep in that. So we opened up the tent and sure enough it was empty with nice soft matting on the floor, but being so large it was quite cold inside and the wind came in underneath so plan two was hatched. We pitched our tent inside the marquee; we were told Langmeads would not be back until 9.00 am the next day.

Once we finished setting up, off to



town for the curry. Petworth is a nice little village with a great curry house. We finished the meal and we headed back to camp. With both tents now put up in the marquee and space in the middle for a table and chairs the evening entertainment started. I did try and put the Espace in the middle as well but the neighbours (Paul and Ron) complained that it was a shared drive and I could not block it so I parked outside. Well over night the rain came down but we were nice and dry as were our tents, by the morning the rain had stopped and it looked as

if it was going to be a nice day. 8.00am and we were caught by the Langmeads still pitched in the marquee, luckily for us this did not cause a problem, we quickly decamped and help them set up for the day. By now the sun was coming out and although the wind was light the rain had gone and a good day was about to be had by all. Brighton Kite Flyers were there in force flying kites and the BMISS team also dropped a few bears. Teddy and Olly flew over Petworth House for the best part of the day coming down now and then for a rest or to help themselves to someones picnic who had innocently parked underneath. Well another Great relaxed Petworth Kite Festival. Thank you to Lady Joanna for all your hard work in putting on another great event.

Simon Hennessey



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## RAY DOES IT AGAIN AT LONG BEACH INTERNATIONAL KITE FESTIVAL 2003

This has to be the classic of the 8 years that my wife and I has attended this festival, Weather and Wind wise my wife Gerri and I fly pairs using stacks of 9 Dyna kites we never missed a days flying the whole week we were there, and it was again a thrill and an honor to be once again Ray Bethell's set up crew for his 2003 new record attempts.

A couple of years ago my wife Gerri and I started flying a stack of 9 Dyna kites we both enjoyed this so much that we competed in the Kite Train category, last year at the Mix 96 kite festival in Sacramento Ray watched us fly a demo after we landed he came over and said how about me as a third flier? We both laughed as we felt for sure he was joking, but after we returned home to Davis "Ray was staying with us for a couple of days" he said he was serious about flying as a Team he also mentioned that he has been toying with the Idea of flying 3 stacks of Dyna kites to establish a new record. We said you mean flying 3 stacks simultaneously? I mean Wow!! I said when and where, he said Long Beach in Aug. When we met Ray at the Berkeley festival last July we told him that we would sponsor him with Dyna kites if he was still interested and we would have them ready in time for Long Beach, Ray said Good Stuff!!

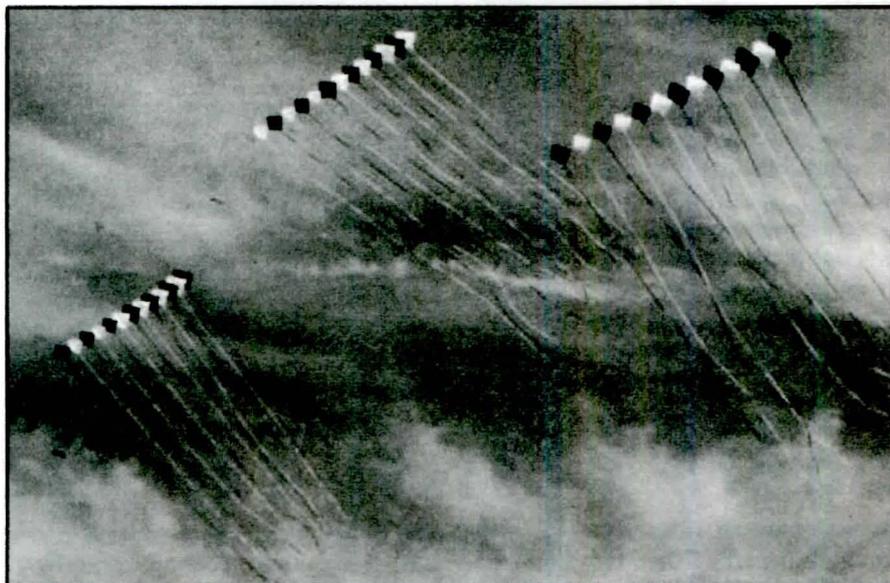
Ray arrived at Long Beach on Aug 19th at 10-45 am and at 11-10 am he was on the beach flying, the first thing he said after greeting us was did you bring the stacks? Yes we did, he said right then we will go for it on Thursday and we better notify the officials and organizer what we hope to achieve, I said you have not flown these kites before don't you want to practice flying them? Ray said no worry Fred you know these kites and I am relying on you to set them up, then all I have to do is concentrate on flying them, Thursday morning Ray as every day was on the beach at 7 am, Prism Kites had asked Ray if he could break the 2001 record flying 3 stacks of 8 of Adrenaline Kites total of 24 which Ray did with out any problem, but when it came to adding more kites he had trouble with the stacks wobbling

a little, flying one stack of 10 from both hands was no problem, Ray praised the Adrenaline kites for there flying qualities as a stack and individually,

Mark Reed president of Prism Kites is going to work on the problem Ray was having when he added the 9th and 10th kite to the stacks, Ray will try them again in Aug 2004.

While Ray was working with Prism I was setting up 3 stacks of 9 Dyna kites with tails Total of 27 kites, Ray came over and said the wind is just right lets get these babies in the air, we attached them to his lines, he then gave me the thumbs up, I stood back fully expecting that he would have a

years ago at this very festival on his first multiple kite record, when he asked about the rules they told him there are not any as it had never been done before officially, it is up to you to set a president, which he has done, which includes loops and turns left and right also the center kite, dives, passes, hover in the center also right and left of the wind window and you must fly for at least 5 minutes, Ray completed all the required maneuvers plus a few others, I asked Ray later why he adds maneuvers that are not required because if it went wrong it could jeopardize the attempt, he said Fred this is what makes it exciting it also sorts the Men from the Boys:



few problems, as you have to realize this is the very first time he has flown 3 stacks of 9 Dyna kites simultaneously.

He launched the stack that was attached to his waist up it went straight as an arrow and hovered in the center of the wind window, he then launched the one in his right hand perfect lift off and came to a hover on the right of the center kite then up went the left hand stack, all three stacks are now hovering with the tails just moving gently it was a beautiful sight to behold, the people that had gathered were busy with there cameras and video. Then Ray started to fly, it is not enough just to hover the kites and call it a record, Ray set the president of rules many

another part of a record is that you must land unaided.

As soon as he landed the Time Keeper Chuck Blevins recorded the time 18.3 minutes, he was not going for an endurance flight, as his 12 hour 12 minute record is still his. He just likes to prove a point by flying longer than the required time.

Ray asked me to add two more kites to each stack making 11 kites a total of 33 kites, once again perfect launching plus flying all the required maneuvers, he landed and the time keeper recorded the time 34.7 minutes every one was very excited as he had just broke his previous record by 6 more kites.

I don't know where Ray gets all his energy from for as right after he said

**RAY DOES IT AGAIN AT LONG BEACH INTERNATIONAL KITE FESTIVAL 2003**

cont.  
right Gerri and Fred lets fly Team, which we did for the rest of the day it was indeed a wonderful experience for us flying for the first time as a Team. (Ray is a first class coach having 5 years of Team flying experience)

The next morning "Friday" Ray asked me to add on 6 more kites to the 13 kite stacks making the total of 39 kites, I said they will have a hell of a lot of pull, he said lets give it a go we have nothing to lose but every thing to gain, it was announced, crowds of spectators gathered to watch, with the help of many eager hands from kite flyers we set up the stacks, we all gave Ray the thumbs up and before any one knew it all three stacks were in the air there was ohhhs and ahhh-hhs yelling, clapping and cameras were clicking away it was an unforgettable magnificent sight when he had all three hovered dead center it looked like they were nailed to the sky. And again he performed all the required maneuvers plus a two stack rap not just content with that, when he came out of the rap he brought the center stack in a dive between them then turning up at the last moment to hover once again in-between the

other two stacks, he then landed the time was recorded 17.8 minutes. He was surrounded with well wishers congratulating him, spectators asking him to sign their festival programs also their kites, plus having their picture taken with him, it was time for me to take all the added kites off the stacks ready to fly Team, but I said to hell with it for now as I just had to run over and give Ray a big hug, Gerri and I am very proud of the fact that we had this opportunity to have sponsored him, he did us and Long Beach proud.

I would like to thank the flyers Xavier, his wife Elisabeth, Brian, Bill, Chuck and his wife Carol for all their help, plus a great thank you to so many others who offered their help, Thank you again.

Fred Alder



W H A T  
M A K E S  
P E R F E C T  
K I T E  
F E S T I V A L ?

The answer to this question would you would think of course depend on the type of kite you like to fly. You would think the answer must be a good wind, not too strong just a good warm breeze. Secondly enough room to fly. There is nothing worse than having to compete for room, it can all end in tears if you get caught up in someone else's line and have to spend a good part of the day untangling or repairing your kite due to a crowded sky. If there is not enough room you may be unfortunate enough to get cut out of the sky (and have to walk/swim/climb/drive to get it back) Now what else? Company of course. You see even if it is a still calm day with little space to fly, it does not matter as good company will always override any of these.

Corinne Hennessey

**CORFE CASTLE. THE BBC AND KITES**

Richard Nourse (Poole Kite Flyers) and Roy Broadly (Kites Up) certainly had their 15 minutes of fame recently when BBC South televised an article featuring both these intrepid kite flyers which was shown on prime time television recently

The article, part of a series relating to why special buildings and places in the Southern TV catchment area had a special place in the hearts of South Today viewers. Richard Nourse selected Corfe Castle as his special place and the TV company decided that this was indeed worth recording and the end result was something quite special

In brief, Richard took a photograph of Corfe Castle and Roy painted on to fabric to made up kite, the entire process was filmed and later shown on the South today programme

Apart from the base story of why and

how the kite was commissioned in the first place, both Richard and Roy ended the film by offering the finished kite to the organisers of the Portsmouth Kite Festival auction which was arranged for the specific purpose of raising funds for the hospital Pat Dell was cared for and to me this gesture typifies the strength of feeling we all have at the sad loss of one of our kite flying friends

Unfortunately, along with many others I did not see the programme, however Richard gave me a copy of the entire sequence and I have loaded it on one of my spare web sites for those of you who would either like to see the film or download it for distribution and viewing locally, the site address is

<http://privateparty.co.uk> and both high and low resolution files are available, be advised both files

are quite large, the low resolution file is about 6Mb and the high resolution file, the original, is 32Mb. If you do not want to download the file you can ask for a disk from (Simon Hennessey or Richard Norce will send you a CD for a donation to the Todd Ward Fund).

Once you have viewed either file it will be stored in your "temporary" folders and will run very much quicker the next time you go to the website as it will be in you cache

The BBC have given permission to use the film providing we do not alter it in any way as that will put us in breach of copyright, please respect this requirement if you download the file.

The kite was bought by Dave McArthur a BKF member. Just under £3,000 in total was raised at the Portmouths auction for the fund.

John Dimmock

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## IT IS A KITE WORKSHOP. JIM. BUT NOT AS WE KNOW IT.

We all know what a kite workshop is, don't we? It is:

**When:** any period during a festival when the wind has just picked up after being extremely fickle for most of the day.

**Where:** in a marquee which has been strategically situated so that where you want ventilation is just where a support / non opening wall / etc. has been thoughtfully placed.

**For:** children who are usually extremely grubby, have running or snot encrusted noses, and have an ability to stick sellotape anywhere except where directed to do so.

**Making:** sled kites out of plastic bags, canes and video tape (plus sellotape, see above).

It is also great fun and provides a lot of satisfaction when you emerge back into the sunshine and see loads of kids running round actually flying a kite, especially when other kites bought for several pounds don't fly nearly as well. This year, as well as helping out as usual with the children's workshop at the Brighton Kite Festival (new helpers always welcome!), I had the "opportunity" to run a different type of workshop.

Every year, the national organisation of Young Farmer's Clubs run a number of competitions, with heats at local, regional and national level. The competitions are split into field and domestic competitions, the former covering "normal" farming activities such as stock judging, changing the wheel on a tractor, securing a load of hay on a trailer and other manly activities, and the latter cake making and decorating, flower arranging, toy making and other crafts. In their wisdom, the 2003 competition also included making a kite - it was never clear which category this fell into.

My children have been "young farmers" for many years, so I have become known to the County Organiser of the Young Farmer's Clubs in West Sussex, both as a supportive parent and as a kite flyer due to the Brighton Kite Flyers regular attendance at the South of England Autumn Show. I was therefore targeted as soon as the kite making competition was announced

as a potential candidate to run a "kite workshop" for the West Sussex group of Young Farmer's Clubs. The young farmers involved could be anything from around 8 or 9 to 26, although predominantly younger. I was told that I had a pretty free hand in what was done, and as the children / young adults would be older than the usual kite workshop attendees, and I would have two full evenings, the opportunity to run a "better" kite workshop was too good to miss.

There did not seem to be much in the way of guidelines as to what was needed, other than it had to look good and - for the later stages at least - be capable of flying. I therefore decided that we would make a three quarter metre Rok. This had lots of advantages: it could be made out of a single piece of ripstop if the maker was young or not very competent, could be glued together if the maker wanted to be a bit more adventurous and use several pieces or make a multicoloured kite, and could be decorated using felt pens or by gluing ripstop pieces onto the kite in a simple form of appliqué. From experience, Roks are also fairly easy and stable to fly, and so would make a good display in the air when they were flown for judging.

That decided, I made up patterns, checked they worked by making a demonstration kite, and worked out the shopping list of materials and costs (thanks to Airborne for all the help over the phone). All prepared, I phoned the Organiser back about 10 days before the first workshop, and was asked if I had been sent the "rules". "No" I said, so they were put in the post and arrived a couple of days later. Guess what - the kites had to be manoeuvrable. Now, I know Roks are meant to be manoeuvrable, but the rules clearly intended the kites to be 2 line "stunt" kites. Ah well, at least I had a new Rok (which I have actually flown quite a lot this summer), but I very rapidly had to decide on something different before the next day when I had to buy all the materials. I finally decided on a standard 2 line diamond stunter made out of ripstop and fibreglass. This like

the Rok could be made in a number of ways and in fact proved to be very successful.

The workshops went fine. They were well attended, and the design proved OK in practice. It was easy at the beginning as everyone started together, but as the evening went on and some worked considerably faster than others, it became a bit manic as I dashed around the room trying to keep everyone occupied. If nothing else, it proved that quite a sound kite could be made by sticking ripstop with Bostik. The second week was even more frantic as we moved onto bridling, making simple figure of eight winders, and measuring out lengths of flying line. At the end of it though, we did have quite a varied selection of kites, with some having quite imaginative coloured designs. The kids all seemed happy with their work as well, and it was unfortunate that the evenings prevented test flying.

The workshop completed, I sat back to wait for the Regional finals of the competition at the South of England show at Ardingly to see how "my" kites fared in the competition. I didn't have to wait that long for something to happen, though. A few weeks later, I received another phone call. As I had done so well helping West Sussex, would I run other workshops for East Sussex? I could hardly say "No" could I? It turned out that the age profile of the East Sussex groups was quite a bit younger than those in West Sussex, but they were certainly very enthusiastic.

It turned out that Brighton Kite Flyers had already been asked to supply a judge for the Regional finals at Ardingly, so I waited with interest to see the result. I went to the show on the final day after the judging to see the results, and am pleased to report that "my" kites fared very well. The judges comments on one or two of the entrants were a bit strange, and it was a shame that flying ability was not part of the judging at Ardingly, but I understand that several of the kites have been flown at Club meetings, and a few have become quite enthusiastic kite flyers.

Peter Jackson

**AN ORGANISERS  
VIEW OF A  
KITE FESTIVAL**

Well was it worth all the work, for months leading up to the festival? Every time you go out and see something you think would that be good at our festival. You end up talking to so many people you think might make our festival more fun. Trying to get sponsors for the event is one of the hardest jobs, Thank you this year to Tates Cars who kindly helped out by sponsoring the children kite workshop, and Becky at Brighton & Hove City Council who helped out in so many ways to make the event possible.

Back to the original question was it worth it. At times leading up to the event I felt not, but on the day to see all the people enjoying themselves made it worth while. Although I did not fly any kites. I seem to walk from one end of the field to the other all day checking all was running smoothly. I enjoyed the festival no end.

Thank you again to all those who helped to make the festival possible.

Simon Hennessey

**W H A T  
O U R  
S A Y I N G ?**

Some of the best replies,  
"Dinner"

"Give us the cheque"

"If you pull my tentacles again I'll have you"

"I can see you"



**THE 12TH CHILDREN OF THE  
WIND KITE FESTIVAL  
PINCHER CREEK ALBERTA.**

This beautiful small town of Pincher Creek put on yet another very successful kite festival. This was my 12th year of being fully sponsored to this festival. It is small, yet it is a uniquely family oriented kite festival. I have seen it grow from the very first one in 1991 with only a hundred spectators, to 10,000 over the two-day festival in July of this year. It does not compare size-wise to the large European kite festivals that I am sponsored to which are 100,000 plus strong. When you consider the population of Pincher Creek is only 3,100, and that this festival brings people from out-lying districts that look forward to returning to this event each year, this kite festival is a huge success. There are kite flyers and spectators who travel from as far away as Nelson, Edmonton, Lethbridge and Calgary.

The festival is held on Windy Point along the Old Man River Dam Reservoir. The scenery is breath taking in every direction. This is the land of the Black Foot Indians – it is so tranquil, and if you let your mind and eyes wander over the beautiful landscape you will see, feel, and understand why the Plains people loved this land.

Not far from where the festival is held, is the very famous Head Smashed In Buffalo Jump which is one of the oldest, largest and best preserved Bison jump in North America, Legend has it that the name came about 150 years ago when a young brave wanted to witness the plunge of countless buffalo as his people drove them to there death over the sandstone cliffs. Standing under the shelter of the ledge, he watched the great beasts fall past him. The hunt was unusually good that day. As the bodies mounted, he became trapped between the animals and the cliff. When his people came to do the butchering, they found him with his skull crushed by the weight of the buffalo carcasses. Hence the name "Head Smashed In Buffalo Jump".

Another very unique thing about this

kite festival is that it is put on year after year through the generous donations from the community of Pincher Creek. They now own 7 large Marquee tents, a covered stage, a storage trailer, 10 large tables, over a 100 chairs etc., which are all rented out through out the year, which in turn also helps to finance the festival. The festival also has many other attractions beside kite flying including, Supreme Sound DJ, face painting, Make and Take crafts, Calgary Clown alley with balloon animals, magic and stunts, piles of sand for the children to play in to there hearts content, while the parents take this opportunity to go fly a kite. They also give away 1000 kites to children, and to top things off – a great fire works display at dusk on Saturday night. This year, Canadian Hydro gave tours of the Windmill sites which was very interesting for the people that are interested in the power of the future. There is no shortage of food either. For just one dollar you can get a great breakfast of sausages, pancakes and coffee, plus all day hamburgers, soft drinks and ice cream stands, and the Saturday evening dinner of thick slices of barbequed baron of beef accompanied with baked potatoes, corn and salad, is fit for a king.

The flying fields are large and a great time is had by all kite flyers. Kite demonstrations are performed on the main field to entertain the spectators - - Roger Maddy from the USA flying his kite puppets is always a great hit with the children and adults alike.

The organizer Joan Rickard and the festival committee are already making plans for even a better festival for 2004 (if that is at all possible)

Thank you Pincher Creek for sponsoring me once again to your Kite Festival as always I had a great time and I am looking forward to returning in 2004.

Thank you for listening

Ray Bethal

OCT 2003 OCT 2003 OCT 2003 OCT 2003

## WHAT A WEEKEND AT PORTSMOUTH 2003

On the Saturday morning, we headed along the coast for 70 miles until we reached Portsmouth. Dad parked the car in the Large Kite Arena and took out the Teddy Bear and the Octopus. It was a while before we realised that we had nothing to tie the kites down to when they were in full flight. Stationed around the Arena we could see large concrete 'plugs' so Dad went up to one in the car, and towed it back to the corner. Once we had made sure that the kites were securely tied down to the 'plug', we attempted to get Ollie (The Octopus), into the air. But of course, once

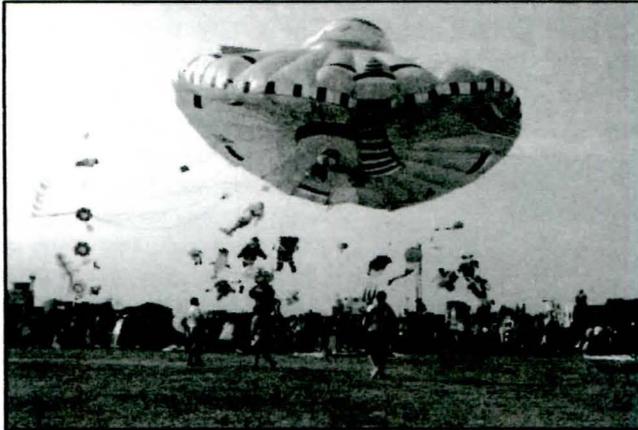
everything was perfect, the wind dropped to next to nothing. It soon picked back up again, and we successfully launched Ollie into the air. The wind was now steady, so my Dad and me went to look around, to see what the festival had to offer; There was a crafts tent; lots of different kite traders; 2 more arenas; a circus; a very large bouncy castle and the fair at the end of the field. After we had a look around we decided to go back and stay with Ollie, and maybe try to launch the Teddy. It went up on the first attempt, and was a big hit with the children at the festival. The wind was at a constant speed, but changed direction from blowing East to North.

The atmosphere at the festival was contagious; I couldn't help feeling happy and amazed at seeing all those huge kites in the sky together. There were hundreds of people walking up and down the arena's edge, mouths open and pointing. A few came and asked us about the larger kites, and I gave them the best answers I could. I also told them about Brighton Kite Flyers and what we do. The day slowly came to an end so we brought the kites down and packed them away.

My Dad was asked to compete in the Sled Altitude Sprint, so we both set off together for the main arena. Whilst he prepared for the Sprint, I asked him for some money so I could buy a mini pig windsock on a stick.

In the Sprint, you had 45 seconds to launch your kite as high as you could.

Dad's kite went pretty high, but the winning one was a little silver Sled that was quite attractive. We both went back to the car and finished



tidying up. When we had finished we drove down to the Kite Workshop marquee and began to help Linda with the barbeque. Other people were also helping by making the salads, putting out drinks and cooking the meat and vegetarian stuff. There were three long tables outside the marquee, each of them had three bowls on; one for iced gems; one for Doritos and one for peanuts. Well, the Doritos were soon scoffed up, as were the iced gems. The only thing left on the table, was a lonely bowl of peanuts by the time the main meal was cooked.

We were all told not to form a queue (like last year), but to come up in two's or three's to get our food. But what did we do? We formed a huge queue! Cries went out: "We're simple folk, what else do we do?" There was bacon; burgers; chicken; onion rings and vegetarian food too. Salads and garnishes were also laid out across another table. After everyone was fed and watered, the thing we had all been waiting for began.

There was an auction held in honour of the Pat Dell Hospital Fund. It lasted for quite a while, but every thing was sold!!!! There were the most beautiful kites up for sale, and other things too. Some of the kites went for lots of money!

At about midnight, the auction ended and the money was counted. We had raised nearly £3000!!!! Everyone was delighted.

By this time I could hardly stand up because I was soooooo tired. In

the end I went to the car and slept while everybody else tidied up. About half an hour later, Dad came into the car and he drove us to the Digs for the night. We both woke up early on the Sunday and went down to breakfast. After we'd eaten (croissants, cereal and hot chocolate), we went to the car boot sale that was nearby.

Eventually after much slow walking around, we went back to the arena and started the routine all over again! But today my Dad and I were the only ones looking after the kites, so neither of us had a break for ages!

The wind was OK today and blowing West. There were so many kites in the arena today, that there wasn't enough room to swing a cat!!!! But as a result of this, the kites kept on bashing into each other. I reckon that my Dad and I saved Ollie from a gigantic sunflower with sunglasses, about 20 odd times!!

We were also constantly being whipped by the tail of a frilled Lizard! Although it was hard work, I enjoyed myself, and Dad made a new friend!!! Phillip McConnachie, who was the owner of the sunflower and the lizard so we now knew who was to blame.

In the break I did get, I walked by, and saw a circle of Smart Cars (Anyone who knows me, will know that I LOVE Smart Cars) Anyway, I couldn't help but have a nosy!!

Eventually after a very long day, the festival finished, so that all that was left to do was clear up and say our goodbyes. About an hour passed and we had finished clearing up, so we were able to go home!

All in all, I had a BRILLIANT weekend. I would just like to thank, Linda and all the helpers for the BBQ, all the organisers who made the festival possible and to anyone else who helped make my weekend magical. (A very big thanks to the Smart Car people!) I also would like to thank everybody who donated items to the auction because without them we wouldn't have been able to raise so much money!

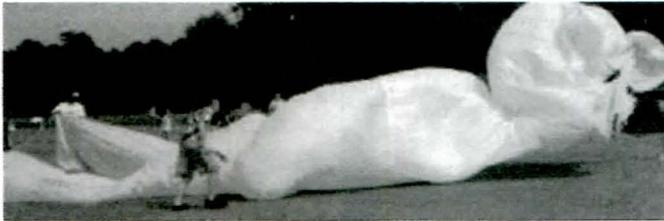
Thanks again  
Beth Hill, 12, BKF

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# COULD YOU GET A THANKS PETER LYNN TEDDY A G A I N TO FLY IN NO WIND S I M O N

In the past we have flown Teddy in very light winds where we had to pull her to keep her in the air, but will she fly in no wind. We have now proved it can be done; all you need is a few

as possible. Once the head was almost inflated six of us took hold of the line and ran down the field, Well this inflated Teddy more but she would not go up (not enough runway).



lunatics and a short runway. At the first Teston of the year we had the lunatics in the shape of E.L.F. (Energize Lunatic Fringe), Paul Hill and myself, as for the runway it was a bit short, but it still had to be done. We had been struggling with the wind

Not to be down hearted and have egg on our faces in front of the public we went to have another go. What could we do to help lift, you

(lack of it) all day and instead of flying had spent the time doing some repairs to Teddy and



w e went again a n d slowly t h e lifter did it's j o b a n d

wanted to see if they would hold up in flight.

would say of course use the lifter, so the lifter was added to the top of Teddy on about 50' of line if we had used a longer line it would mean no runway. This time we had two people holding open the lifter and two on the vents of Teddy with four running. Off

We carried her down to one end of the field and layed Teddy out ready of one of the brief spells of wind to inflate her. Well we waited and waited and more and more public were looking to see what was going on. So after a short discussion between Paul and myself, which went something like this Simon: "Should we run and see if we can get her up". Paul: "Sound like a silly idea, lets go for it". We went off looking for help; we soon found this in the shape of E.L.F. who had many willing hands and legs.

Teddy lifted off the ground to around 20' in the air but very soon we ran out of runway and she came slowly down to the ground, with a big cheer from all around. Well it can be done and we had proved it so back she went in to the bag, much to the relief of the webmaster of E.L.F. who had turned



Connecting the line to Teddy and asking two members of E.L.F. to hold the vents open and rock the head back and forth to get as much air in

a funny shade of red after all that running.

Thank you to all at E.L.F. for the help, another 1st for BKF.

Simon Hennessey

Yet again Brighton Kite Festival was a great success thanks to the work of Simon and all of those who helped him (I won't mention names as I don't want to leave any one out, but you know who you are!). We were lucky with the weather again a little light on the wind side, but kite flyers and the public alike turned out to enjoy our 25th annual Festival.

As Saturday dawned new friends and old mixed in the glorious sunshine to enjoy the relaxed atmosphere while others spent their time flying whatever they could in the light winds. The displays in the arena went on all day with crowds watching all around the edges. The children's workshop, this year sponsored by Bates cars, bought delight to all those who attended. This was evident by the number of children running around the field flying the workshop kites. The day was rounded off by the traditional BKF barbeque.

Sunday was again a very hot and windless day, but the field soon filled up with public and kite flyers alike. Some sitting soaking up the sun, others flying kites. The arena was again full with great shows by our invited flyers, and the children's circus workshop seemed to be busy every time I passed, as did the bouncy slide and funfair.

All in all a good family day out with the general public turning out in their masses to fly and sit in the glorious sunshine. As the hill finally emptied and large kites were put in their bags the festival drew to an end.

Everyone said what a wonderful weekend and see you again next year. Here we go again now the 26th festival in the planning.

Corinne Hennessey

**PROVISONAL  
DATES FOR THE  
2004 FESTIVAL  
JULY  
11TH & 12TH**

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Peter Jackson  
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# fly-in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. These are held on the 1st Sunday on Telscombe Tye, East Sussex, 2nd Thursday Stanmer Park 6pm. Remember that during the summer members may well be attending kites festivals, but the fly-ins are still on.

See you there



**Merchandise**

**T-Shirts/Sweatshirts:**

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

**Pins/Badges/Pens:**

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

# Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible Peter Jackson, Ray Bethal, Beth Hill, John Dimmock, Fred Alder for articles, and Simon for articals, design and putting up with me as editor. I know, I keep going on, but Aerodyne is only possible with your help, so thank you again to those who help. As always I have sat back and done nothing, but taken all the credit.

Corinne Hennessey

# Next Issue

What would you like to see in the next issue. Let us know or better still let us have an artical. Ideas for next years festival and dates for the AGM will be published.

# Next Year Festival 10h & 11th July 2004

Planning is already underway for next year's festival. So far we have booked Stamner Park; we have talked to the traders and flyer alike, so we are moving forward for the 26th annual Brighton Kite Festival.

What we do not know is what you as the members would like to see and who is willing to spare time, not only on the day, but the months leading up to the festival as well. All help however small is appreciated.

We all too often hear after the event what people do not like, but very rarely what people want. Now here is your chance to let us know so the festival can be better not only for us but you as well. Please get in touch with any ideas or an offer off help.

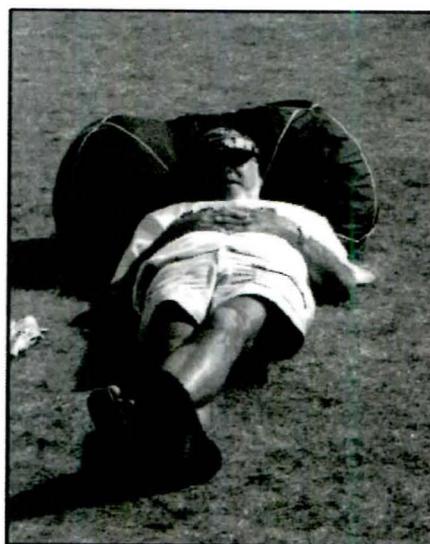
Simon Hennessey

**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



After his two Pints

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.



# ROMAN CANDLE 70.



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. Mindless Drivel content exceeds 100%. One of the few things not up its own fundamental, so remember, its basically about having a bloody good laugh, you miserable sods.

## Just 38 miles from Wall Street, real bears have gone on the rampage

A PROPOSAL TO ISSUE UP TO 10,000 HUNTING LICENSES IN A QUIET TOWN IN THE STATE OF NEW JERSEY HAS ENRAGED LOCAL ANIMAL LOVERS.....

Sleepy West Milford, just 38 miles from Wall Street, barely an hours bus ride away is the scene of an amazing upsurge in Wild bear incursions which the scared residents are convinced will end in tragedy. Up to a 1,000 Native Black bears are wandering the area where poor house-keeping is providing them with easy pickings, notably behind the local Dunkin Donuts outlet where the rubbish bins provide

the Bears with a nightly feast.

Thirty years ago it was all so different. When the first residential expansion in the area started along the quiet country roads talk of bears was laughed off. The locals said that the bears had been practically hunted to extinction, and about that time hunting was banned. however with the arrival of rubbish bins. supermarkets, restaurants and barbeques the bears came down from the thick woods on the hills.

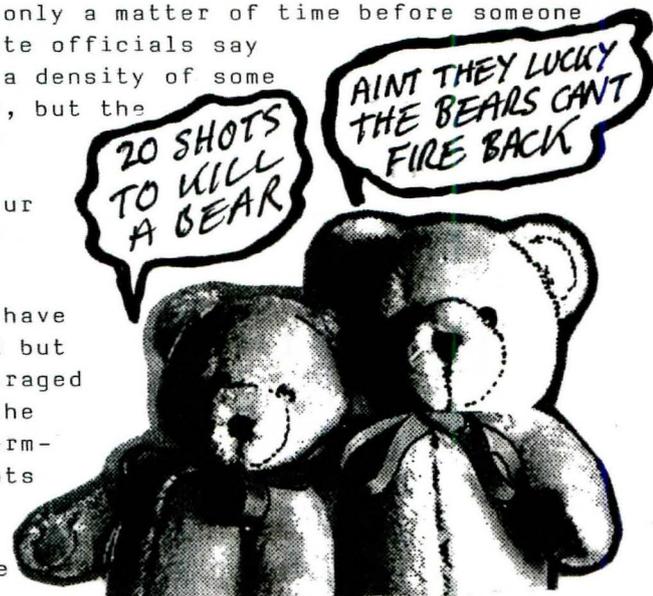
Following a drought it became a regular thing to have the bears wandering through the town raiding bins and drinking from swimming pools, but with time the bears became ever more bold, and losing their fear of humans the started to try housebreaking, lured on by the smell of food. In one now notorious incident a bear that was trying to break into a house was shot by the owner as a final resort. The bear was only wounded but was tracked down the next day and humanely put down. The house owner appeared in court and received a hefty fine.

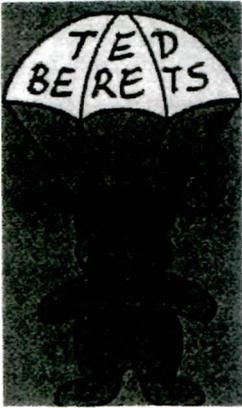
The beary incursions are getting so frequent that no one has bird feeders in their gardens, the police carry firecrackers and bullhorns and there is even a schools early warning alert system if bears are spotted making their way towards the school playing fields.

Some residents fear that if something is not done to curtail the beary incursions, and after a spate of family pets being mauled, its only a matter of time before someone gets seriously hurt, the bears being that bold. State officials say that there are just too many bears in the area at a density of some 3 bears per acre when it should be 3 acres per bear, but the rich pickings in the town have completely upset the balance of bear survival. Whereas a few years back a litter of bear cubs would perhaps only have one survivor into adult bearhood, now from a litter of say four bear cubs, they all survive.

An Estimate of up to 1,000 Black bears in the area have led to calls for at 500 of those bears to be culled but the issuing of up to 10,000 hunting permits has enraged local Animal lovers and split the town right down the middle, as it does seem a bit drastic to have 20 permits per bear....The local hunters must be lousy shots

Whilst we agree that it must be scary having a bear trying to burgle your house in search of some tasty grub, surely there must be a better way?





THOSE FAUNA WHO'S DROPNIKS ARE IN POSSESSION OF ONE OF Mr BABBAGES DIFFERENCING ENGINES AND WHO ARE ALSO CONNECTED TO THE INTERNUT, ARE DOUBTLESS FULLY COGNISCENT OF THE TED BERET WEB SITE.

However at BOF Towers, otherwise known as Luddite central are grateful to Electric Arthur for supplying us with a paper version so as to let us into the full details of what is contained therein.

The Big Web Site of Parachuting Bears can be found at [www.tedberets.co.uk](http://www.tedberets.co.uk) and can be regarded as pretty well telling it like it is as regards the bombing of Parachuting fauna from Kites. The site feature chute plans, insructions, cartoons and a photographic rogues gallery, all of which is presented in the best possi-



**Ted Berets OK**

b taste. The site even features furniture for Parafauna which is a snap to make. All in all this website is well worth a visit. Electric Arthur reckons the current hit rate for the site is pretty good too. So start keying.....Oi! watcher mean by calling us Luddite Central, look pal, aint no problem in the world that cant be cured with a forteen pound sledgehammer,,, Trouble at t'bloody mill, we'll be oop there quicker than a ferret oop a trouser leg wi our sledgehammers, beating five kinds of you know what out of bloody Spinny Jenny or differencing engine, come back Jethro Tull, Mr Arkwright says all is forgiven, its just that he had water on the brain,

**WHAT SADDAM COULD LOOK LIKE NOW**

by Our Baghdad Staff



THE NOTORIOUS SADDAM O'BIN LINER BEAR HUSSEIN IS STILL ON THE RUN FROM RETRIBUTION SAYS OUR BEAR IN BAGHDAD.

Its a safe bet that he has had extensive plastic surgery to alter his appearance, but theres not a lot you can do with those unique eyes.

There is a substantial reward on offer, as to his whereabouts. his looks may have changed and a new cover story may have been rehearsed, but if you think you have foud him one key ph-

rase will definitely blow any cover story he has, The phrase "LIQUID LUNCH" will do the trick. If the eyeballs rotate and tongue hangs from mouth, you've got him bang torights So cash in now, you know it makes sense.

THE AIRFIELD WHERE THAT NAUGHTY POLICEMAN WAS WORKING WHILST ALLEDGEDLY OFF SICK, AS OF ALL THINGS A PARACHUTE INSTRUCTOR WAS IN THE NEWS AGAIN FOR SOMETHING VERY WEIRD.

A recent fatal Parachute jump from this airfield was upon investigation found to be the result of sabotage of the Parachute. The young Army officer victim was either murdered by someone with intimate technical knowledge of parachutes or perhaps even more bizarre the instigator of a truly weird suicide bid which was horribly succesful.

Whilst ostensibly treating the incident as a murder, the local Police say they have not entirely ruled out the possibility of a suicide. As yet their various lines of enquiry have met with no success and the very strange case is still ongoing. Having no wish to make light of this tradgedy, all we can say is that the ways of humes is very strange

An inquest into another fatal Parachute jump involving a Brit, though this time in France heard how a Leeds student became entangled in a partially deployed chute. She managed to cut loose and deploy her reserve unfortunately too near the ground and died from multiple injuries, verdict, accidental death. Whata waste.

**The Creature Feature**



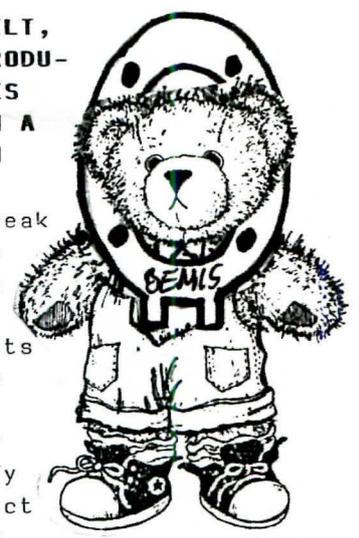
# BEMIS®

For Comfort  
Komfort besitzen  
Le confort assis

LOOKING FAMILIAR, BUT MISSPELT, THOUGH NOT NECESSARILY THE PRODUCT OF A DYSLEXIC PARAFUNA THIS BEMIS WAS USED ON A PRODUCT IN A RECENT BATHROOM REVAMP BY JOHN SLATER OF LINCOLN.

Mr Slater did wonder if a break upmob of the BMISS had gone into the production of bathroom fittings. Not to our knowledge, but who knows, its a funny old world and there may be some connection.

Funnily enough Mr Slater rather coyly did not specify exactly what bathroom product actually carried this BEMIS



logo, but after looking at the claimed comfort bebenefits of the prouct we suspect that it must be the Toilet Seat. Gordon Bennett are crazy parachuting fauna, somewhere in the Euro Super State well into banging out Kharzi Seats?

Wha'hey, thats just the sort of thing alcoholic ex parachuting fauna of a soft cudley toy persuasion would be into. None of this parking yer butt on ice cold porcelin first thing in the morning. Comfort is the name of the game these days. As yer average big girls blouse would say. its the sudden shock that sends a shiver up your Khyber.

MEANWHILE OVER  
IN HAWKESBURY  
UPTON IN SOUTH  
GLOUCESTERSHIRE

## HAWKESBURY does

# FAME

Ron Cook has sent info of a pre emptive strike by the local watch commitee, against legless Teddy Bears. the Hawkesbury Parish Mag 'Hallowed be thy Name' had details of the villages annual Talent contest Hawkesbury does Fame. It seems that the commitee had recieved a tip off that some legless Teds wereplanning to Hi-Jack the show, and not wishing to see the highlight of the village year descend into a debacle if not a drunken riot, the commitee decided to get in first. Mind you if any poor Ted in the village is lumbered with the name Chunky Bun, is it any wonder that the Teds were planning to have a riot.

Cant say we're too impressed by the reference in these rules to the E.C., those swine stick their noses in everywhere as if Britain has suddenly become a Banana Republic, A plague on them. Also studying these rules in depth makes you wonder if its true what they say about the Nanny state.

### THE TEDDY BEAR RULES

The following rules have been drawn up in accordance with E.C. directive 282 (The prevention of cruelty and misuse of comfort and stress relieving soft animals which look like the family of animals know as Bear and have the common name of Teddy Bears.)

1. Teddy Bears are not inanimate objects.
2. Teddy Bears are to be cuddled and hugged as much as needed, but they are not to be used as pillows.
3. Teddy Bears have the right to as much bed space they need. Any human sharing the bed with the Teddy Bear is to have any room that is left and does not in anyway force the Teddy Bear from its rightful place on the bed.
4. Teddy Bears shall always be given names. This name shall let the Teddy Bear hold its head up high at any picnics that it has to attend. Names such as Chunky Bun, shall not be allowed on the central register which will be set up as part of this act.
5. If a Teddy Bear starts to talk to you STOP DRINKING!!!!!!!!!!!!!!
6. Teddy Bears do not fly, unless by express permission of the Teddy Bear involved. If you have received this from the Teddy Bear, then see rule 5. Also see the rules for Dolphin flying in the Dolphin rules.
7. Teddy Bears are not to be given any drink. If at any time drink is given to a Teddy Bear then no responsibility will be taken for anything that happens after that.
8. Teddy Bears are omnipotent and do know the rules on interdimensional physics, but if the Teddy Bear should start to explain this to you, then see rule 5.

If you witness a Teddy Bear being abused then you are to report the matter to your nearest T.B.P.O. (Teddy Bear Protection Officer) who can be contacted through your local branch of the S.P.C.T.B (Society for the Prevention of Cruelty to Teddy Bears).

No Drinking, no Flying, and although there is no specific mention of kites and Parachutes, we guess they are verboten. Bloody boring place aint it. What about Drug Abuse, you know, where the the Teds go to the local Chemist and swear at the aspirin and cough drops, none of that either.

Sodding hell, they missed a trick there then when they never put that bit of fun beyond the pale, along with every other thing they've Banned, by the way, sod them Dolphins.....

NOT ONLY ARE THE TED BERETS LUXURIATING WITH THE STRENGTH OF THE INSURANCE COMPANY AROUND THEM THESE DAYS, THEY ARE FULLY CONSTITUTED AS WELL.

As any Doctor will tell you a good constitution is very beneficial to all concerned and anyone with a good'un should take care of it and let it all hang out for everyone to see...and here it is.



**TED BERETS THE CONSTITUTION**

**1. QUORUM**

The quorum for general and annual meetings be one tenth of the membership.

**2. PURPOSE OF THE GROUP**

The purpose of the Ted Berets is to encourage participation in and provide public demonstrations of Kite flying in general and Teddy Bear parachuting in particular. Safe Kite flying in all its forms including single and multi line will be encouraged but membership shall be principally open to those who parachute Teddy Bears and other soft objects from release points mounted on Kite lines, buildings or temporary structures in low wind conditions where appropriate.

**3. MEMBERSHIP**

Membership shall be open by invitation to anyone who currently parachutes Teddy Bears or who the committee feel would benefit from membership in developing this aspect of Kite flying.

**4. AFFILIATIONS**

The Ted Berets shall be affiliated to the BMISS (Bearly Made It Skydive Squad) and such other Kite organisations as the committee deem appropriate.

**5. COMMITTEE**

Ad Hoc committees will be appointed as and when necessary or by a majority vote of a general meeting.

**6. CLUB OFFICERS**

There shall be at least two officers: Chairman and Secretary.

**7. MINUTES OF MEETINGS**

The general and annual general meetings shall be minuted and those minutes be circulated to the membership.

**8. ACCOUNTS**

The accounts shall be independently audited and presented to the membership annually

**9. HONORARY MEMBERSHIP**

Honorary members of the Ted Berets shall be elected by an annual general meeting.

**CHAIRMAN..** Arthur Dibble. 24 Alexander Road. Thatcham. Berks. RG19.4Qu 01635 865976. E.mail: arthur.dibble@ntlworld.com

**SECRETARY..** Jerry Swift. Howardian View. Great Barugh. Malton. N/Yorks YO17.6UZ. 07956 295489 E.mail: jerry.swift@btinternet.com



**WHILST COBBLING THIS DRIVEL TOGETHER, WE'VE ALREADY HAD A REACTION TO THE NEWS ABOUT DRY BEARS IN HAWKESBURY.** Piss Head McParty Bear, our tame local Parachuting drunk is getting very nervous about those poor deprived Bears in Hawkesbury and wonders if forcible deprivation could be classed as Bear Abuse. We had to assure him that the ban did not apply to mouldie oldies like him, only to underaged Bears in their local boozier. Rest assured all you Chunky Buns, the Booze Ban only applies to Hawkesbury. (Soddin Hell wot a can of worms thats opened, anyone would think thats all Teds exist for; Parachutes and Booze)



**SO, AS EVER, ITS THE USUAL TO THE WHATNOT C/O** The Boring Old Fart, at the Teddytorial, 48. Laurel Lane, West Drayton, Middx, UB7.7TY in what will always be **ENGLAND**, DO YOU GET THAT BLIAR? No matter what the vile Traitors have planned, a plague on them all.....

**STOP PRESS.....**

This sounds so bleeding barmy that its probably true. We've just heard that them Vikings have made a bid for Hamleys the most famous Toy Shop in the World. Gordon Bennett does this mean that those very posh Hamleys Teddy Bears will come with a Horned Helmet and aswer to the name Eric Blood Axe? See, I knew this would happen

RIPSTOP, CARBON FIBRE, FIBRE GLASS, RAMIN DOWEL, LINE, HANDLES, REPAIR TAPE, SLEEIVING KITS.

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

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

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HOME of "JACKITE" THE AMAZING LIFE LIKE BIRD KITES.

*Jackite*



Marguerite Stankus is the driving force behind "JACKITE". In 1988 she designed the incredible Jackite Osprey, this is the kite that launched her company & career. In 1996 she was asked to design a kite to fly at the summer olympics in Atlanta. She was given just eight weeks to design, develop, manufacture & deliver 275 kites. She did it & the Olympic Dove of Peace was born & flown at the opening ceremony.

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 a 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.



Our Website is updated to include the Jackites

**Rokkaku Sale**  
Our 2mt applique roks prices have been slashed by !! 25% !!  
Call now for details  
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Peter Lynn designed Teddies now available. Standing at just over two metres tall this whimsical Teddy Bear Kite is sure to delight both the young and the young at heart.



VAST RANGE OF WINDSOCKS & WINDGAMES ALSO AVAILABLE.