

The Kiteflier, Issue 98 January 2004

Letters	3
Squared Metre Buggies	4
Paint the Sky	5
Kite Workshop	5
Tick or Treat	6
Invention of the Kite	9
Kite Design	15
Weymouth 2004	16
Worlds Largest Kite?	17
Light Up The Sky	18
Wright Brothers	19
Lunen 2003	22
Events News	23
Events List	25
Aerodyne	26
MKF Extra	32
Roman Candle	36



Editorial

Dear Reader

First of all Happy New Year, we hope all of the kite festivals go well this year with perfect weather for all.

As you may know 2004 is the 25th year of the Kite Society. In the last issue we invited you to suggest a design to celebrate this event. We would like to thank Raymond Ashby for making the effort and sending his design in. This was the only design we received. Some elements of his design will be incorporated but you will now have to wait for the final design.

We also asked for readers to send us their reminiscences of the past 25 years. We are still waiting!! Even if you are not artistic surely you can write!

Front Cover

Montage of kites from 2003. Sun Kite—Pedro Gonzales, Flower Kite—Jos Valcke, Owl Kite—Rolf Zimmermann and UFO kite—Gruppo Vulandra

Created by Tara Bloom

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2004 is the year of the 13th Dieppe Kite Festival in September. The dates are 11th—19th September. The theme for this year is “Woman and Kite” with the competition theme being “Woman—Nature and Splendour” Full details, and eventually a registration form, can be found on their web site www.dieppe-cerf-volant.org.

We look forward to seeing our members during the year at the many events we attend.

Gill and Jon



The new figurine shown above is from Royal Doulton and called “Where Does The Wind Come From?”

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	£9.00
Europe and Surface Mail	£12.00
Overseas - Airmail	£16.00

Letters

From M Richards

Just a note to say thank you for once more organising and producing an excellent weekend of flying entertainment for kitefliers and the general public, and all free. I am a 76 year old, part time flier, who is always accompanied by his wife for this colourful event.

For those who have not attended this event, it is well worth making the effort for at least a day, or incorporating it into a weeks holiday.

The flying site is large and adjacent to the extensive promenade and beach with views of the Isle of Wight. A Hovercraft terminal is on the beach, within a few minutes walk of the flying site so visitors can take a trip to Ryde.

For the visitor taking a longer break, there is the D-Day and Royal Marines museums on the same promenade to add interest. A short distance away there are further attractions. The Royal Naval Museums, HMS Victory, The Mary Rose, The Warrior, the submarine museum and much more.

My wife and I arrive long before flying starts making use of the free parking pass provided to park on site. This allows us to take in the atmosphere of the participants setting up their equipment. With the smell of the food stalls getting under way we then walk the few yards to the promenade for a bracing sea air walk, before returning to the display arena where we spend the day.

Finally one must not forget the teams and other participants who make this event possible, including the two regular commentators who bring the event together. I think the displays, accompanied by music and the large static line displays are a sight to see. The children seemed awed by the Italian teams 'Space Craft'.

From Jerry Swift

New Body for UK Kitefliers? Around 50 kitefliers from around the UK attended a meeting organised at Risley, between Derby and Nottingham, in early November. They gathered to discuss whether a new body should be formed to represent all UK kitefliers, power kiting, buggying, sport and single alike.

There was a lively and constructive debate

that ranged across the need for a new body, whether it should be elected, how it might be constituted and funded and the fundamental question - why bother?

George Webster took the chair and many UK clubs were represented: Avon, Loddon Valley, Brighton, White Horse, Midlands, North East, Thorpe and many others. There was one active kiteflier who was independent of all clubs whilst others belonged to four or more!

The meeting agreed that the ideas talked about needed further discussion. A steering group was formed with George in the Chair and Jerry Swift convening. Members come from all the clubs at the meeting and it was agreed that the British Buggy Club, Power Kite Sports Federation and KSGB along with one or two other larger clubs, should be invited to join the steering group. The group was remitted to report back to a reconvened meeting in around May 2004.

There was a lot of discussion about insurance. Some clubs have a solution to this increasing problem, whilst others are finding it increasingly difficult to manage. Some fear it may force them to close. But several were very concerned that a new body might turn away potential new members who currently join them to get insured. This is one issue the steering group will need to address.

It will also need to think about the relationship with KSGB, PKSf and many other organisations as well as deciding if the body is really needed. The steering group will also need to think about funding, membership, objectives and a constitution (a draft has been donated by Lawrence Rayment, a constitutional lawyer and Secretary to Taunton Kite Flyers). Its a lot of work to get through before May and the result MAY be to decide that what exists at the moment is fine.

But equally, many people at the meeting agreed that they would like to see an elected body, bringing all aspects of kiteflying together and strengthening our hand with government, regulators and local authorities.

I would particularly like to hear comments from readers of The Kiteflier - I can be contacted at jerry.swift@kiteflying.org.uk or Howardian View, Great Barugh, Malton, North Yorkshire YO17 6UZ.

Squared Metre Buggies



From the left: V-Flex2, VNB-1 and VKB-2

In the beginning there was a man, this man had a dream of using his kite to pull a buggy, so being a visionary he did just that. It seems so long ago now that we have forgotten what the earliest buggies looked like. OK, Fast forward to the future. Imagine a world where buggies have full suspension, huge wheels, adjustable everything - hang on we are there already! Take two guys who have their own vision, a vision of a buggy made for you, by you, customised to what YOU require! Well meet these Guys, Marcus Edwards (Designer) & Tony Boulton (The Mad Professor, Welder) they make up the Buggy design and build team of Square Metre. I have known these guys for a couple of years now and they have built many items for me including a Front suspension fork for my Flexifoil Buggy and Axle extenders and roll over hoop for my Libre Super Truck. There is nothing these guys won't try, one of their most popular items is the Power spring rear suspension axle conversion which just bolts in easy peasy! Now you may already have looked at the pics or seen their buggies at a festival near you so let's get into them.

VNB-1 Their latest buggy, designed primarily for the beginner buggyer. This buggy has nice high side rails made of 40mm tube! Set camber rear axle, a feature rarely seen on a beginners buggy. I must admit I wonder if its necessary but as the guys remind me you have the buggy made to your requirements. It also boasts infinitely adjustable down tube and a bearing headstock which has NO slack in it. If you lose your footing on the foot pegs you have no worries about getting your feet back on the pegs. If I were to list the complete options for this buggy, another booklet would have to accompany the magazine. Whilst at the Bristol Kite Festival I grabbed Kite supreme Dodd Gross and all round Buggy nut for his comments on these buggies. He said "it looks hot and looks very stable I'm not to sure about the camber as I use a Peter Lynn full race which doesn't have any camber adjustment on it" a shared view I feel!

All the square metre buggies are fully capable of taking all mainstream Libre parts as well.

V-Flex2 What can I say about this buggy hmm! Dodd said "WOW this is going to elevate the sport of kite buggying to a new level, we could see a new breed of racing with jumps and humps to race over, almost motocross style". I wonder if Dodd has met the X-zone Guys?

The V-Flex is again adjustable to an endless degree, it has dual wishbone rear suspension and coupled

with the Powermax Front forks it gives a smooth ride no matter what you put in its path. Although it currently sports the Scorpion ATV tyres I would not recommend these as a standard practice. However seeing these guys take this buggy and pushing it to its limits has to be seen to be believed, up on two wheels anyone! It is really designed for those monster safaris on those long beaches with its fully adjustable dampers and adjustable camber. It also has a huge roll over hoop as the power you can hold in this buggy is awesome. There is enough room on the back to hook up another seat and take a passenger "the ideal teaching buggy?" I must admit I keep joking with the guys to add a paragliding motor to it!

Amazingly the V-Flex breaks down pretty easily with the basic tool kit used for a regular racing buggy and the longest portion of the buggy are the side rails.

If you want the ultimate buggy for looks and power holding I don't think you can go wrong with this one!

VKB-2 Count them—two wheels, M²'s latest toy so new they have not decided a price on it yet. I asked Marcus how long it took him to learn to ride it, he explained to me that the buggy is actually very stable even when you are wheeling it along the Middle Wallop runway and that it took only ten minutes to get the hang of it with a kite! And yes I can vouch for that as I have watched him cruise up and down the field waving as he passes!

Once again the Buggy (can I call it that?) employs all of the M² knowledge and build quality there are plans to include a bigfoot version. The Flipper Mudguards are an optional extra. There has been an increasing amount of these types of buggies showing up at festivals up and down the country maybe its time for a race series?

So are we about to see an increase in a new style of buggy racing I for one hope so.

All the information on these buggies can be found on www.square-metre.co.uk

Joe Brown

Paint the Sky - Lynn Blowers

Doug Hagaman Commemoration Fly-In. Dec 14th 2003.

On the 14th Dec. 2003 I found myself standing in the middle of Barbury Castle, an Iron Age fort in Wiltshire. This amazing earthwork was constructed around 3500 years ago, for what or for why we can only ponder. Looking up the hill, I could see blocks of colour standing out brilliantly against a blue sky.

We had come to mark the passing, 10 years ago, of Doug Hagaman.

The White Horse Kite Flyers and the Beccles Bunch had come together to fly Hagaman parafoils, and in doing so remember the man who had made them. Ranging from 25 to 130 sq.feet, from crisp and bright, to the tired and well worn. The kites were lofted into the sky, in a fairly strongish breeze, and in all we managed 13 of the 16 we believe are in Britain.

David Robinson had a spinsock, made by Doug, attached to a matching colour parafoil, and there was also a Kathy Goodwin carp, which used to be flown by Doug, flying from another.

Marla Miller, David and Janet Robinson between them had had a set of pins made to mark the occa-

sion. A plain black pin was presented to all flyer/owners and another 2 could be purchased to complete the set.

In America, 5,000 miles away, another group of kite flyers were also meeting together to mark this event.

After lunch the sky began to cloud over and although we still had a blue patch over us, rain clouds ringed the area. For me this was a very symbolic sight, perhaps our gathering to remember a man and his art from our kiting history, to share in friendship, knowing that also elsewhere in the world others were linked in the same spirit, is perhaps just what our ancient forebears had also done on that same site 1000's of years ago. And although I had never met Doug, I'm sure that he also was there, and that he too felt included in the continuous cycle of life, and enjoyed 'painting the sky'.

If there are any other owners of Hagaman Parafoils, perhaps they could send me details of their kites, which I would be very happy to add to our list. Is there anyone with any reminiscences about Doug Hagaman that I could add to my file?
email H.Blowers@btopenworld.com.

Kite Workshop by Roy Broadley

Cliddesden Village Hall, Feb 22nd2004.

Total £30

Attention all interested parties-Roy Broadley of Kites Up will be doing a workshop on his EYECLOPS kite, at the Cliddesden Village Hall, on Feb 22nd (Sunday) It will be a day class, stopping for lunch at the Jolly Farmer (buy your own-Sunday lunch or bar snacks available).

NAME:

AD-DRESS.....

PHONE.....

There is a limit of 20 places, so a first come first served basis. A deposit is required in advance to ensure we cover costs. You will be provided with a kit to work from, but will need to bring a sewing machine (plus the usual bits and pieces-scissors, pencil, stitch ripper, etc). We won't be far from the Kites Up studio, so anything forgotten will be within reach!

Please make cheques payable to Kites Up, and send to The studio, Station Road, Cliddesden, Basingstoke, Hants, RG25 2NL. Or call / e-mail if you have any questions. Roy@kitesup.co.uk. 01256 812487.

Given time (and weather!) we hope to fly them later in the day-please bring flying line.

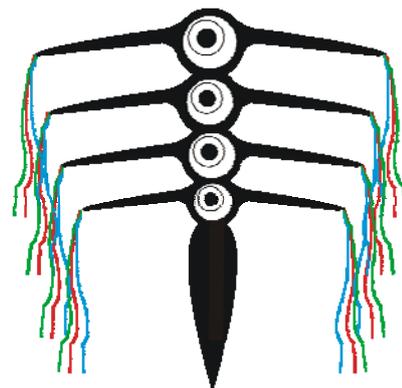
The cost for the workshop is £30 per head, to cover cost of materials and the hire of the hall.

A £10 deposit will be required to secure a place.

.....
.....

Booking form

Eyecllops workshop, Feb 22nd 2004, at Cliddesden Village Hall.



Trick or Treat - Paul Chapman

David Robinson called. "Fancy helping out with the Science Museum at Wroughton when they have their 'Catching the Wind' weekend in July?" At that time the kite festival season was in full swing and I was planning a weekend away from kites. "They think there is a 'new' Cody to be looked at...." There was no chance of turning down an offer like that, so early on the Saturday morning I rolled over the hill into Wroughton.

Whatever else went on at the 'Catching the Wind' festival completely passed me by because I soon found myself in a little private world of kite excitement. For a start there was no need to go outside the environmentally controlled storage hanger with its clean floors and helpful museum staff. Soon there was an embryonic exhibition area for the stuff I had brought just in case the Cody turned out to bewell, something else. For the record my stuff included a harem of 1940s Gibson Girls, together with the transmitter (a weighty box of curvaceous proportions designed to be squeezed between the knees whilst sitting in a damp dingy and twirling the handle to generate SoS signals). Alongside the girls were a couple of WWII Navy rescue kites, my 1934 Naval Target BrookKite, a 1912 Vol Ho! and various original Cody bits. For those that don't know, the Cody stuff includes wing controls from the British Army Aeroplane No.1, the 25 ft elevator from the 'Nulli Secundus' British Army Airship, a Cody kite Topknot (Topsail to some), stub-wing 'feet' from the man-lifting Carrier kites and wings from an enormous experimental kite. These are all Cody originals from the period 1903-1908 and were accompanied by several armfuls of contemporary documents and photograph albums together with an assortment of my own modern Codyesque kite replicas.

It took a while to drape this stuff around the exhibition area because it was my intention to use these to provide a diversion for the visiting public while I took a look at the Science Museum's Cody. In fact the museum had managed to find two old kites for me. A white 'Cody' and what I was able to recognise as a German meteorological kite from the 1914-18 War.

The German kite was a Schirm Drachen, otherwise known as an S-Drache, and, although complete, looked completely untrustworthy because of its really fragile nature. The kite skin was separated from the sticks but included the piano wire framing and rigging and all



this looked as if it would break up in front of my eyes. Actually the skin is still quite strong and is a kind of rubberised fabric. But I would prefer it to wait for the expert attention of the German historic kite specialists who have already worked on the discarded meteorological kites found at the old Lindenberg Meteorological Station in Germany. The other reason for keeping clear of the S-Drache was that it was filthy! The sticks were covered in grime. These sticks are very interesting for their mechanical components and the complexity of the kite construction. They also give the kite its name. According to aeoliest Robert Valkenburgh, Schirm is German for Umbrella and the Umbrella Kite uses this principal to stretch its skin. Imagine each cell of the box kite having a central spar with umbrella-like fittings at each extremity. The four arms of each umbrella unfold to stretch the cellular skin drum tight. Between the umbrella fittings are other mechanical fittings that spread the cell amidships. The two cells of the box kite are joined by short longeron struts and the whole thing is made rigid by a spider's web of piano-wire bracing. In all it is actually a very weight efficient design. But complicated! And unravelling

Trick or Treat - Paul Chapman



Dines Meteorological Kite.

the jigsaw was not altogether helped by finding an old biplane interplane strut and what



looked like a sailboat jib strut bundled with the kite remains. Drawings and contemporary photos of the S-Drache exist and the next day I was able to provide some background material to go with the kite corpse.

It was Robert of the Wind Gallery who pointed out another corpse of a kite hiding in the depths of the museum store. Black and white and seemingly uninteresting.

The boring black and white kite was very far from being uninteresting! In fact it was a Dines Meteorological Kite! At first I thought that it must be The Cody because I knew that Dines had bought kites from Cody in the early 1900s. However inspection soon showed that the thing had such unusual and totally unCodylike features to be something else entirely. Later that evening I delved in my kite archive at home and found a technical paper by William Dines where he describes his meteorological kite and explains why he preferred it to the Cody and other kites. William Dines was an active Fellow of the Royal Meteorological Society and

was a prime mover in establishing a RMS committee for the investigation of the free atmosphere in 1901 which nicely coincides with the time that Samuel Franklin Cody became a fellow of the RMS. William Dines developed the meteorological kite as well as the use of sounding balloons to carry meteorological instruments. The Dines kite looks as if it is just a very large, somewhat flattened, trapezoidal double box kite. In fact it has some very interesting features. The four wooden longersons are triangular in cross-section and serve a very useful purpose to seat the bamboo uprights. These feature matching triangular seating cutouts. The

bamboo strut is prevented from slipping because the triangular longeron sections are whipped with cord, thereby bulging the longersons just sufficiently to catch the struts. The cross spars are also bamboo and protrude through the box. The actual skins are made in one piece but are not parallel. The outer box chord is narrower than the centreline chord. The skins themselves have lacing loops included in the outer hem.

The construction method appears to be to rig the kite with the skins unfixed, then tighten and square everything perfectly. At this point cap strips of wood are nailed in place to set the skins to the frame. But the cap strips do not cover the edge tapes. The tapes can then be adjusted to take up any slack, whether due to ageing or to account for stretching because of dampness. This Dines kite is probably the same one as shown as an unnamed meteorological kite in Pelham's 'Kites' and may well be a late model because the photos of earlier similar kites had uniformly white skins. The dark aft skin was probably chosen to provide contrast against the sky either for photographic reasons or just to help identify the kite at high altitude. Oh, and it goes without saying that the bamboo sticks for this kite were muddled with the other 'Cody' kite.

A certain Mr Robinson expressed concern for my health at this stage because the discovery of a previously unseen kite had caused a certain bearded gent to perform strange gyrations. What happened next almost made his head explode!

The next kite to explore comprised a neatly rolled pile of white fabric stretched on what

Trick or Treat - Paul Chapman



appeared to be spruce or ramin poles. It soon turned out to be a large white BrooKite. Of course the additional bamboos caused a little confusion because they belonged to the Dines, but

here was a very large white double-Conyne BrooKite (a version of the Double Box Aeroplane Kite in a contemporary BrooKite catalogue). It soon became a very mysterious



BrooKite because it has two rather unusual features. The first of these were the separate 'jibs' that introduced the wind to the front cells. The other little bit of spice was that the wing tips were stamped with an official crest comprising the Crown and a large eagle like hawk together with the initials R.N.A.S. and with the serial C12. I knew that BrooKite had supplied Marconi with wireless lofting kites for his experiments on board the Principessa Malfaldi when he transmitted signals from South America to Ireland and Newfoundland in the early 1910s. However I had no idea that the Royal Naval Air Service used kites. The BrooKite would doubtlessly have been used as a wireless lifting kite and was neatly dated in the 1914-18 timeframe because of the short, but illustrious, lifetime of the R.N.A.S. But how was I certain it really was a BrooKite?

Absolutely because of an amazing stroke of coincidence! A little surprise had arrived the day before in the form of a rather special notebook that had belonged to George Pilgrim. George Pilgrim had been workshop supremo at BrooKite from the late 1920s until, presumably, the 1970s, and his notebook contains details of practically everything BrooKite. Although the notebook (now safely secreted in my archive) actually dates from the 1930s it contains all sorts of extras. A couple of extras were particularly noteworthy. Firstly there is a fabric sample that closely matches the R.N.A.S. sailcloth and then, to cement the relationship there were a few pages of pencilled drawings of the jibbed BrooKite. This latter find had me dancing in the aisles of the museum store because I had no knowledge of the design beforehand.

This little exercise in exploration of ancient kiteworld took place over two frenetic days where the main activity was to explain the stuff to the visiting public. People came into this little time warp with no idea of what to expect but left after having handled the first powered and controlled aeroplane to fly in Great Britain - and seen the photos of the ensuing crash nearly 100 years ago. They had seen and handled kites that were flying at the same time as when the Wright Brothers made the First Flight in 1903. And they had seen a rather stressed bearded gent furiously sketching and measuring ...and gyrating somewhere around the high ceiling too!!

I have to say a massive THANK YOU to Dave Robinson for the invitation and a great grovel of gratitude to Stef Gillet and the staff of the Science Museum for their forbearance and support to my many requests. And of course a huge grin goes to those White Horse Kitefliers who were coerced into holding yards of rotting fabric while it was so carefully studied, photographed and measured. (Actually they were instructed to hold the sticks and not to touch the delicate fabric!)

What happens next? I have a major drawing project for the next few months where the sketches and dimensions will be sorted out into logical designs. Hopefully these, together with other published data, will provide the basis for at least replicas of both the Dines and the R.N.A.S. BrooKite. And dreams for later include the possibility of a visit by the European 'cotton' club of very serious kite historians and the hope that Wroughton's skies will be filled with great white Edwardian kites.

The Invention of the Kite—George Webster

1 Introduction

In May 2001, I gave a talk at The Kite Society of Great Britain's Convention at Weymouth. It used a set of notes and some visual aids; this is a written version which changes the argument only slightly to reflect some thoughts and information between then and now (December 2003). References in capital letters are listed at the end.

I first got interested in the how/where/when of kite invention when I realised some years ago that British books were quite clear that the country of origin was China (HART & PELHAM) whereas American texts, way back to WOGLOM 100 years ago and carrying on to YOLEN, mentioned Malaysia and South East Asia. Then, later, when I looked at the Chinese books available to me in English, I was struck by how implausible were their explanations of how the kite was invented. The original title for the talk was 'What was the Name of the Man who Invented the First Kite?' because I was confident that the inventor was male but wasn't Chinese – and I guessed that at the start the audience would go for a Chinese name.

My original dissatisfaction with the explanations in English books was based on four factors.

Firstly, what I saw as European deference to things Chinese, particularly when compared to Malaysia/Indonesia. There had been European contact with Malaysia going back to the 16th century and in 1614 a Malay phrase book was printed in London (and no, it doesn't mention kites). In the 17th and 18th centuries as European Empires were established in Asia, respect had to be given to China because of its size, its clear technical achievements and its lengthy recorded history. Whereas Malaysians/Indonesians, who hadn't built a Great Wall and couldn't point to an extensive written history, were perhaps seen as uncivilised and not capable of major invention.

Secondly, Hart's great book has little to say about the origin and development of kites in the Indian Subcontinent and Indonesia.

Thirdly, to look for the origin, in the absence of written history, you need some ideas about how kites spread in Asia and what they were used for?

Lastly, I'm still unimpressed by most of the stories about the accidental invention of kites (see 4 below).

The prime focus of this article is on the 'act of creation' i.e. the first time that a heavier than air device attached to the earth via at least one line was deliberately made to fly. My understanding

of the current state of knowledge is that we will never know for sure but we can put forward theories and see to what extent they are supported by the facts.

My approach is to set out below what I know about the relevant factors and use them to make my proposal as to how the kite was invented.

The layout of the article is

2. Asia and the home of the kite
3. The materials used in kitemaking
4. The origins of kites as found in the literature
5. Kites in China
6. Kites and fishing
7. How kites spread
8. Putting it together
9. Conclusion
10. Bibliography

2 Asia and the home of the kite

The 'Asia' shown on the map is centred on Indonesia (which for our purpose can include Malaysia and the Philippines). To the west we have Madagascar and the east coast of Africa, the north-west corner takes us into Arabia and the Gulf, then we have India (again for our purposes including Pakistan and Bangladesh), China, Japan, Polynesia and Melanesia with northern Australia to the South. New Zealand is just on the map to the southeast.



This is a large geographical area. To give an idea of scale Indonesia stretches east to west 3000 miles. Cairo to Western Indonesia, Madagascar to Western Malaysia and east to west Continental USA are all about the same distance. It also includes a sizeable part of the world's population. The most populous four countries are China, India, USA and Indonesia with 'our' India larger than China.

The Invention of the Kite—George Webster

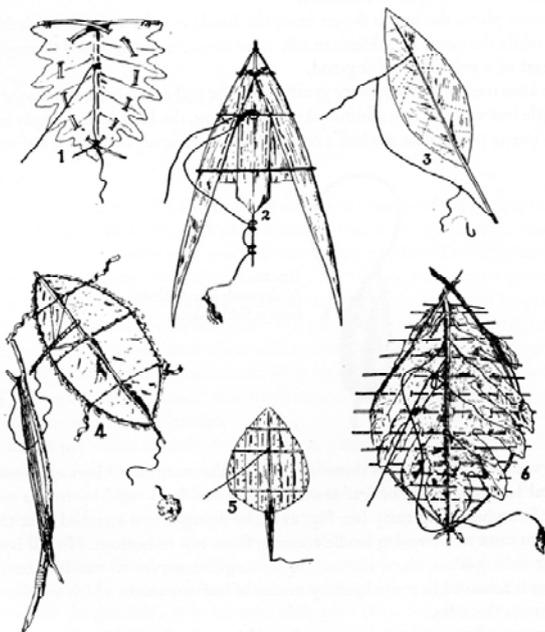
3 The Materials used in kitemaking

There are three components of a kite — cover, frame and line; the first two can be combined in some cases, the third is indispensable.

3.1 Covers

3.1.1 Leaves – which may be both cover and frame.

There are many species of plants with large tough leaves, some of which may be flown by themselves as a kite, others can be reinforced with slivers of bamboo or leaf spines etc. In some cases the spines may project beyond the leaf outline and may have feathers, grass etc. attached. This helps to give balance directly and indirectly through the increased dihedral generated. Kites are also made by weaving leaves together and in some cases the pieces are stitched together with spines. Leaf made kites may be quite sophisticated e.g. strips of leaves being used as a ribbon for interweaving. The Chinese still make a paper/silk kite in the shape of a bread-fruit leaf. Japan has a kite made with little adjustment from the leaf of the Japanese white-bark magnolia (see HOSKING p80). Several types of leaf kite are used for fishing – see section 6 below.



Typical Fishing Kites. 1 Talaut Island. 2 Solomons
3 Banda 4 Admiralties 5 Marshall Bennet 6 Oleai

3.1.2 Woven reeds which can include woven split bamboo and similar.

These are used in Asia to make floor coverings and walls. Sails were made from reinforced wo-

ven reeds. Although woven materials of this type are porous by modern standards a woven hatch cover as described by Marco Polo undoubtedly will fly. 'Woven reeds' is an imprecise term – but look at the fishing kites illustrated.

3.1.3 Silk.

Developed about 2500 BC and capable of being spun into a fine thread, it can be woven into an ideal light, wind resistant fabric and has been used for kites for at least 2000 years. However, until recent times it was not generally available and extremely expensive. So it was not found in applications where low cost was important e.g. fishing.

3.1.4 Paper.

Paper was invented in China about 100 AD and had spread to India within a hundred years but was not finally introduced to Europe until the 11th century. The original raw material was the bark of the mulberry tree – which was cultivated for silk worms. Originally its main use was for cheap clothing, being adapted for writing in about 100 AD. Paper seems to have allowed the spread of kite making within China and would seem to have been vital for the construction of the 'Indian Fighter'.

3.1.5 Other cover materials.

Although papyrus could be used for making a kite, there is no convincing evidence that the ancient Egyptians did so.

Vellum, leather and woven wool are all north European products – again not used for kites.

3.2 Spars

While a fairly wide variety of wood is used for spars in the West and reeds are used in South America (yaripa in Columbia, also reed framed kites around Lake Titicaca), until the growth of man-made materials, bamboo was the material of choice for kitemakers.

Bamboo is indigenous to much of our area. However, there is little bamboo in Africa, a very limited range of types in Australia and it is likely that until relatively recently it was unusual on smaller islands. Western Kiteflyers gradually understood that bamboo is not merely another form of timber but a material with unique qualities of strength, flexibility and lightness – with the ability to be cut into very narrow spars. I vividly remember bamboo scaffolding used for high-rise buildings in Hong Kong. Another property for kite makers is its ability to be simply heat-treated in such a way as to retain quite complex shapes. Thin-walled bamboo is used for weaving into baskets, mats etc. So access to a range of bamboos allows a wide range of kites. Almost all

The Invention of the Kite—George Webster

kite designs until the box kite was developed at the end of the 19th Century depended on the flexibility of the spars to produce dihedral and to survive impact – for which bamboo was ideal.

It is interesting that European kites, developed largely without bamboo had to use devices such as tails to compensate for the lack of flexibility-induced dihedral.

3.3 Flying line

An essential component of a kite is the flying line. I don't know much about lines in Indonesia except that indigenous lines sank and European fine lines were a considerable technical advance. Fishing in this area traditionally used small nets which sank and fish traps in tidal waters – it often did not depend to a great extent on hooked lines.

China developed a wide range of lines from lightweight to heavyweight rope.

The main uses for line have been sailing and fishing. If, for the moment, we think of the first kite as being relatively small (e.g. 3 sq.ft or less) then fishing line is likely to have been the only available tether that was fine enough.

4 The origins of kites as found in the literature

There are 'national' stories about the first kite viz:

Bali – a goose feather

Egypt – a clay bird

Greece and China – a wooden bird

Japan – borrowed from the Chinese as part of one of the Japanese inspired technology transfers e.g. 670 AD.

There are also a series of explanations that basically claim that something, natural or manmade, suddenly behaved in a kitelike way. HART has a good selection, so has HOSKING and Chinese texts – which always claim the kite as Chinese and usually list several (see also NEEDHAM).

The favourite is the 'Coolies hat' i.e. the large (sometimes big enough to cover the shoulders) conical Chinese field workers' hat, made from woven bamboo/grass and with a long looped chin strap, long enough for the hat to hang on the back when not being worn. Non-kite fliers see it as obvious that one-day one was blown off in the wind and, held by the loop, flew. My response is to challenge anyone to fly a Chinese hat. In general cup shapes look as though they should fly – but don't.

Other explanations include:

- The Chinese practice of shooting an arrow with the line attached. Apart from doubting whether an arrow would ever generate enough lift to fly, I have problems with using arrows attached to lines. I tried it once as part of an ill-starred attempt to get a kite down from a tree and found the initial short acceleration followed by long deceleration of the arrow very difficult to marry with a smooth line supply. But old-time harpooners did it
- HART mentions a bull-roarer which I know as a strip of wood rotated at high speed at the end of a line. The noise is impressive but how do you move from that to a kite?
- Tents and sails are suggested as providing 'chance' invention of the kite. I can well imagine that a tent in the Gobi desert blown away except for four guy ropes might fly. Similarly a sail might fly without need of a mast. My problem is that no early kite – to my knowledge, was in this form and it was only 1981 that Richard and Kathy Davey invented the playsail in Australia. I would have expected kites to have developed very differently if they had developed from sails.
- The best argument in favour of the sail is to imagine a square-rigged sail (particularly one having bamboo battens) and the mast flying free from the boat. That could produce something close to some early Asian kite shapes.
- Two 'chance inventions' remain. The first is that a leaf attached to a fishing line to give buoyancy in the wind might have become tangled so as to provide the bridling for lift and stability. This sounds convincing to me – see section 8 below.
- Lastly a long 'pennon' or 'pennant' banner with the first section stiffened to show the design when displayed from a pole could have been caught in its control lines in such a way as to fly flat to the wind – or become the Thai snake as we know it today. I don't know enough about early European kites to know how likely this is. Clearly it wasn't a major influence on Asian kites.

5 Kites in China

This section takes a brief look at early kite flying in China. This is relatively well recorded and available in English (NEEDHAM, TEMPLE).

Around 400BC Mo Ti is said to have spent 3 years making a wooden (bird?) kite, which was wrecked after flying for one day. His disciples said how skilful he was. He said that making an

The Invention of the Kite—George Webster

ox yoke peg was cleverer as it took one day to make, was very useful and lasted many years. If this exchange happened just after the crash then all kitemakers know how he felt.

Records tell us that 200BC General Han Hsin flew a kite to measure the distance to a Fort for his sappers to know the length of the trench required. I assume he wanted a very accurate measurement and I don't understand how he got this from a kite. The word used in this story apparently means paper kite and paper hadn't been invented at that time. The records don't tell us the shape of the kite. This is also the case when kites were used for military purposes about 500AD.

Up to about 800AD kites seem to have been expensive (silk?) and confined to military uses. Later they were made from paper and cloth using bamboo frames. By 960AD fitting them with wind harps was so common that the word for Wind Whistle came to mean kite.

At about this time the famous painter Suo Zhangshu was provided with a paper scroll by a friend who asked him to paint a picture on it. However, the scroll was several hundred feet long. Suo was annoyed – and then drew a child and a kite connected by a line the length of the scroll. The painting was seen as a masterpiece. I know this was a digression but I couldn't resist the story from Wang Hongxum.

The kite observed by Marco Polo in 1285AD was made of a hurdle, or grating of withies and had 8 lines. The incident is too well known to need repetition here but it includes a very practical account of how such a thing might fly. Interestingly it is the only kite recorded by him.

6 Kites and Fishing

Having looked at the oldest documented kites, I now turn to kites for fishing. The jump is not as strange as it appears at first sight. My view of Chinese kites is that the documents have them appearing suddenly in a sophisticated form (wooden birds?) and if the kite were a relatively simple invention then the Chinese date of 400BC is relatively recent. Fishing has a much longer history.

The use of kites in fishing is widespread and still practiced. It is about 30 years since the keeper of the Eddystone Light specially adapted his kite to fly below the launch point, which was the top of the lighthouse, but to enable him to clear the rocks and catch mackerel. Currently kites are used on various coasts of the USA. They are used for shark fishing in South Africa. I have a contemporary New Zealand delta specially

adapted for surf fishing using lines of lures.

Advantages of using kites are:

- distance, the hook/bait/lure can be taken much further than by simply casting.
- no shadow in clear water.
- the bait can be danced on the water surface by moving the kite
- heavier and more fragile bait can be used

Kite fishing is widespread in Indonesia and east to the Solomon Islands and Papua New Guinea. Garfish and other top feeding fish with long teeth can be caught using a skein of cobwebs to entangle the fish's mouth.

Back in 1977 on Tobi Island (north of Papua New Guinea) fishermen used breadfruit leaf kites and coco-husk lines (Kitelines Fall 1977).

In 1996 Ohashi observed fishing on Sumatra, the kites were 50/80m from the boat and 5/8m above the water. The catch was sold to a canning factory (Kitelines Summer 1996).

In 1997 Peter Lynn saw kite fishing using natural materials in southeast Sulawesi. He also noted that manu was the local word and a Maori word for kite.

In Lombok (east of Bali) the Nausatenggara kite was used, made from bamboo and banana tree bark – the traditional materials for canoe sails. The form of the kite – a central spine and two elliptical pockets – has a striking similarity to the wau of Malaysia, a Vietnamese kite, the rigid wing bird kites of northern China and, perhaps, Mr. Chula's Thai kite (see also Kite Passion Jan'97 and Feb'98 and of course Tal Streeter in Drachen 9).

7 How kites spread across the world

I suggest that kites had four purposes in their early history

- their use in fishing
- their religious symbolism (many religions have deities located in the sky)
- their use in divination/meteorology e.g. the Marco Polo observation, the Maori religion
- their use in war for various purposes.

Kites, like any other innovation, spread in one or more of three ways: -

- a) People who used kites moved
- b) Communication spreads good ideas
- c) Kites were traded

Looking at a), b) and c) in more detail.

The Invention of the Kite—George Webster

a) Since I don't think there is a clear idea as to when kites were invented, it is hard to know which population movements were relevant.

Although my knowledge is sketchy, I understand that there is evidence that 50 thousand years ago the people living in coastal China migrated via Oceania to Australasia. About 10 thousand years ago water levels rose in coastal China and there was emigration to Indonesia and Polynesia – a process which perhaps continued up to three thousand years ago.

There is evidence that New Zealand Maoris originated in Indonesia or thereabouts, movement continuing as recently as 500AD. There are linguistic links across our whole area from Madagascar to New Zealand via Indonesia (but excluding Australia which of course has no ancient kite flying tradition). There is abundant evidence of extensive seaborne movement across our area for thousands of years.

b) The only identifiable example of kites being imported is from China to Japan. Reading HOSKING I am struck by how differently kite making has been traditionally organised in the two countries. The Chinese tradition seems to have allowed much greater freedom to experiment with form. But Japan has such superb graphics.....dangerous stuff this. But of the 300 or so kites illustrated in HOSKING's book, there are only half a dozen bird kites – compared to the wide range of Chinese birds. And about 20% of the total are some form of the multi-sparred multi bridled flat kite of which the Edo is the best-known example.

c) Trade and political links have existed across our region for a long time.

In 200 BC there was a Greek Ambassador to India. By 48 BC it was possible in Rome to decide to visit Western India – the route was to get to the Red Sea and then take a wind-assisted galley to India. By 500 AD there was regular sea contact between India, Malaysia/Indonesia and China using 'trade winds'. These enabled ships to sail with the wind to Malacca/Jakarta and then wait for the trade wind reversal 6 months later to give them a favourable wind home. In 758 AD Arabs burnt Canton.

The role of China in trade across the region is complicated. From many centuries BC until about 400 AD most trade was overland to Persia etc via 'the Silk Road' – this however became unusable for a period after that date but was back in operation before Marco Polo.

While China did have maritime contact with India – e.g. in 413 AD a Chinese Buddhist travelling to India complained of the seas near Indonesia being 'infested with pirates' (they still are) – it used Arab and Indian craft. China had ocean going ships only after about 800 AD and government support for ocean going craft really only developed in the 12th century AD.

The reasons why there was comparatively little trade with a country which certainly up to 1200 AD was not simply dominant by size, but led the world technologically were ideological – actually religious. Confucian thought, from 6th century BC, saw China as the whole world, thought that farming and government service were worthwhile activities but that commerce was not.

Not until the 6th century AD did the Tang Dynasty (partially Turkish) mix the Confucian view with broader horizons from the new multi-ethnic China. Emperors then started to 'trade' in order to obtain another source of income besides domestic taxes and used the idea of 'tribute' e.g. Chinese ships visited with 'presents' and received tribute in return. So for 150 years from the early 13th century China had the best ships in the world. The 'Treasure Fleet' that made several voyages 1405-33 included 9 mast ships which were 400 ft long (Columbus managed with 85ft). There were many ships over 200ft long. They visited Taiwan, the Persian Gulf and East Africa (and there is some evidence that one got to Northern Australia). They weren't interested in Europe's exports of wool and wine.

Just as European shipping expansion started the Ming emperors withdrew China from ocean going which they made illegal. The reasons were partly military requirements, partly internal politics and partly for Confucian reasons in which trade was again seen as not an honourable activity and certainly not a proper interest of government. By the time China started to trade again, with Portugal and Spain in the 1550's its technical know-how had been lost.

My conclusion is that in the early part of the period China was less important than Indonesia and India for sea trade.

8 Putting it together

In the previous sections I have set out what I know which is relevant to answering the question 'who invented the first kite?'

For me the kite was invented by an 'act of creation' which produced the first object which flew on the end of a line. The act of creation was not the result of someone answering the question 'How can we get a heavier than air device to fly on the end of a line?' by sitting down, working it

The Invention of the Kite—George Webster

out and then building a trial kite (sorry Mo Ti). Only observation and intelligence was available – a decent understanding of how lift arose didn't exist until the very end of the 19th century.

So the act of creation was something

- which had an immediate payoff and was therefore memorable
- which could be repeated

I can think of three scenarios which might meet the requirements.

The sail – it is easy to think of situations in which a sail might fly rather than merely flap. There are two arguments against this being the source of kites.

- what would have been the immediate benefit to the sailor
- as mentioned in above, kites don't seem to have emerged as 'playsails'

The Ships Hatch Cover – Marco Polo vividly describes flying a hatch cover with a man attached. So perhaps a 'rogue' hatch cover led to the idea of using this flying object to lift a weight. Man carrying kites were an early use recorded in China. Their descendants might well be the Edo-type kites of Japan. However, this was not the type of kite which spread from Indonesia to Europe.

The leaf. The most convincing act of creation for me is the fisherman who, like his forebears and fellows, had used a large stiff leaf to blow his line and bait across the clear waters in an atoll. Distance was a good thing as it brought new fish into his scope. One day as he made his cast the line got tangled with the leaf, by chance providing the correct flying angle, and to his surprise his bait went further and the line wasn't in the water frightening the fish. More fish, worth trying it again, perhaps helped by competition from fellow fishermen.

Developments would include using larger, more stable leaves etc .

Since this required simpler technology than large ships with hatch covers it could have occurred not in 400 BC but say, 4000 BC.

This type of kite which has a central axis is still widely found in our region, exists in a refined form as the 'Indian Fighter' of India, Pakistan, Bangladesh, Afghanistan and parts of China – and fits as an ancestor of the European Archtop and Peartop, the Diamond and Eddy.

9 Conclusion

I go for the fisherman, probably in the area today known as Indonesia. I would find it easy to accept the idea that the kite was independently discovered in China as the basically rectangular multi-spurred kite which is now associated with Japan.

Of course I realise that this article can do no more than suggest a solution to the question. I'm aware of the limits of my knowledge in various areas touched upon. I am also aware of the great holes in what is known in Europe. I understand a history of Indonesian kites is in preparation. I've read of research suggesting early kites in Hawaii. But I don't know of any history of Indian kites in English. Nor do I know of any work on the very old links between kites of Malaysia, Thailand and Indonesia.

My main hope is that readers might find the approach interesting and experts contribute to refuting, or supporting the ideas which have been aired.

10 Bibliography

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 Wayne **HOSKING** 'Kites of Japan' 2000
 J **NEEDHAM** ' Science and civilisation in China' Vol. 4 Part 2 1965
 D **PELHAM** 'A Penguin Book of Kites' 1976
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 S T **WOGLOM** 'Parakites' 1896
 Will **YOLEN** ' The Complete Book of Kites and Kiteflying' 1975

The following was spotted last October which is an interesting aside to the above article.

From the last paragraph of the story about China's manned space launch last night -- an interesting historical note...

Reuters -- "... legend has it that a Ming dynasty (1368-1644) official named Wan Hu attempted the world's first space launch. He strapped himself to a chair with kites in each hand as 47 servants lit 47 gunpowder-packed bamboo tubes tied to the seat."

Geometric Sphere - Nicolas Wadsworth

This design was inspired by a 20-year old kite by Nop Velthuisen.

This kite consists of 9 intersecting flat discs which together build up to a sphere. It is easier to make than it appears, so you get the credit for a complicated kite, while it is quite simple! Each disc has a fibreglass spar in a sleeve round its outer edge to hold it in shape. The quick way to make the sleeve is to cut the disc over-size and fold the edge over. This will inevitably produce some wrinkles in the sleeve which look poor in the hand—but are not visible in flight. To get a neater finish use a bias cut sleeve. Cut the disc to size and sew on a folded strip of ripstop cut At 45° to the grain.

The kite is sized for 2.5m length of fibreglass. It needs three lengths of 2.5mm diameter for the larger discs and size 1.25m long of 1.5mm diameter for the smaller discs.

Large Discs

The centre of the kite consists of three large discs, grain as shown, each with a central hole. The edge of the hole is reinforced with a narrow "warp" tape. Cut a strip of ripstop 2cm wide with the length along the grain of the fabric. Fold it in four to make a strip 5mm wide and sew this to the inner edge. (It may be easier to get the edge of the strip neatly along the edge of the hole if you sew it on before cutting the hole!). Sew a sleeve 1.25cm wide (2.5cm bias tape) round the outer edge and cut it at each end where the kite axis will be. Do not join

the discs yet.

Small Discs

The six small discs are made from 12 semi-circular discs (with no centre hole). Cut these with a seam allowance on the straight edge and make a sleeve 1cm wide on the curved edge, stopping as it reaches the seam allowance on the straight edge.

Assembly

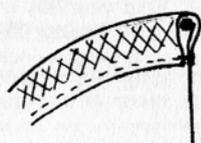
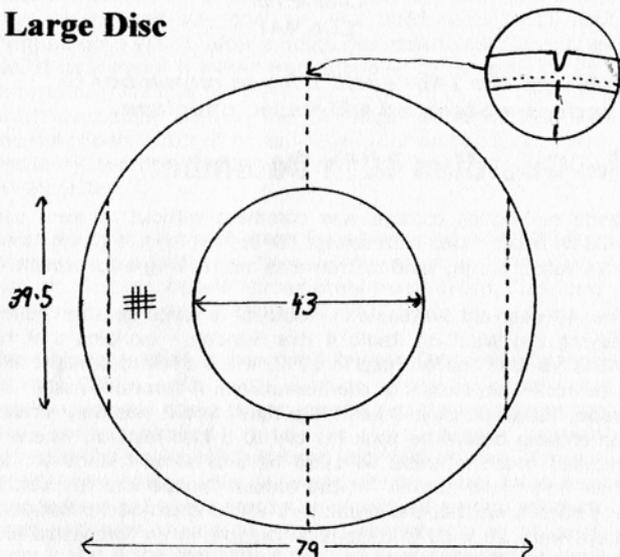
Sew a half disc either side of the large discs at the places shown. Take care not to sew the sleeves shut. Lay the large discs over each other and sew together on the centre line.

Feed 2.5mm fibreglass rods round each of the large discs, crossing each other on the centre line. (Only one continues in the same ripstop disc all the way round). Trim the rods to length and slide on ferrules. Now feed 1.5mm fibreglass round each of the small discs. Make holes in the sleeves of the large discs so this fibreglass passes just inside the 2.5mm fibreglass loop. Trim to length and slide on ferrules.

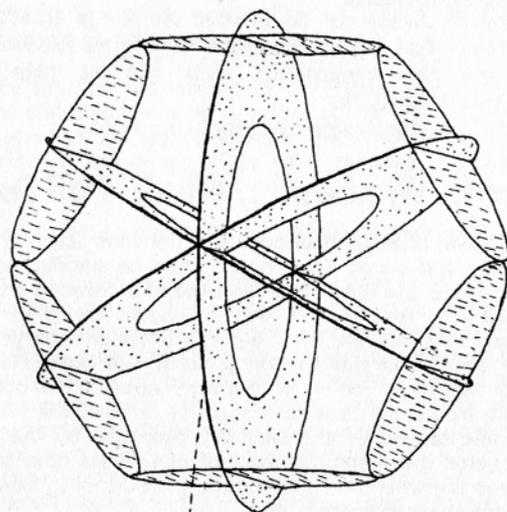
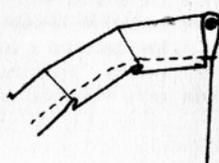
Tie each of the small discs to the adjacent ones where they meet. Fix a single line bridle round the 2.5mm rod in one of the discs 22cm from the axis.

If two opposite ties are undone, the kite folds flat for transport without removing any spars.

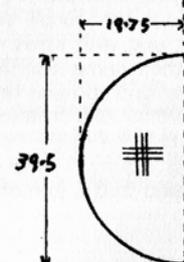
Large Disc



Sleeves



All dimensions in centimetres



Small Half Disc

Weymouth International Kite Festival, May 1st, 2nd & 3rd

The 14th Weymouth International Beach Kite Festival will this year be held on Sunday 2nd and Monday 3rd May. Saturday 1st May is reserved as a free flying day with no organised events taking place but the beach is free to be used for flying. As usual a number of overseas visitors will be there flying their kites as well as many UK based kitefliers.

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

As with last years event ALL participants who require access to the beach flying areas MUST register and collect an access badge from the control point situated on the Esplanade. This is located opposite Bond Street.

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

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

Accommodation

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

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

Car Parking

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

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

Traders

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

- Up to 15ft (4.5m) frontage: 3 days £180, 1 or 2 days £155.
- Over 15ft (4.5m) frontage: 3 days £210, 1 or 2 days £185.

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

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

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

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

Earth, Wind and .. Wind. Phil Daoust, The Guardian 10th December

The sound is eerie, haunting. It is the wind scouring the polar ice, the last sound Scott heard when he stepped outside the tent. There is a tolling like the bells of a drowned church. And a hint of - what? Whale song? Seagulls crying in the mist? Robert Valkenburgh, the creator of these strange yet remarkable sounds, is standing on a North Sea beach, linked to a stout pole by 50 metres of taut wire hooked to his padded belt. As he moves his body to adjust the tension, the vibrations in the line caused by the wind are amplified by the drum-like resonator that hangs in front of him. From time to time he strikes the wire—now just for the pleasure of it, now to check it's not about to snap.

The instrument he is playing is known as a long-string harp. When the wind slackens, Valkenburgh sets up two Aeolian harps - wooden frames strung with wires that thrum and sing in the breeze. They take their name from Aeolus, Greek god of the wind. The prototype is said to have been a discarded lyre flung into a tree, or, according to a rival legend, the sinews of a dead tortoise.

This kind of music flourished in the Romantic era: no German castle or English cottage was complete without at least one window frame fitted with strings for the zephyrs to pluck.

Now, says Valkenburgh, wind instruments are making a comeback.

The 49-year-old Dutchman - star of a documentary called *Playing the Wind* on Radio 4 this Sunday - explains that he made his first Aeolian harp in 1992, when a friend brought him a centuries-old sketch of the instrument. A furniture-maker by trade, Valkenburgh is a keen kite-flyer, and it was only a matter of time before he took his toy to a kite festival, where it aroused much interest. In 1996 he and some friends set up their first "wind garden" at the annual Dieppe kite festival. It was such a hit that the organisers asked them back; last year there were 28 wind musicians at Dieppe, in an "orchestra pit" the size of a football field.

Most weekends, Valkenburgh can be found entertaining the crowds at kite festivals across Europe. This year his season began in January with *Kites on Ice* in the US. "Twenty-five below zero on a frozen lake - that was quite an experience," he recalls. "This thing started off as a silly idea, but it has taken on a life of its own."

Worlds Largest Kite?



From the Peter Lynn Newsletter December 2003.

In 1994, there were proposals emanating from the US prospecting for funds (a term for other people's money) to build a new world's largest kite. The Guinness record holder at that time was the Dutch big kite, 550sq.m's built by the Holland Kite Team, leader Gerard van der Loo. Prior to this kite there had been a tragic attempt on the record at Long Beach USA (the Washington State one) also with a large parafoil style kite. During the attempt, Steve Edeiken became tangled in a bridle line, and fell to his death. This kite (about 800sq.m's) did fly but was never formally observed or measured by the Guinness criteria - but, I believe, is morally at least, still actually the largest kite that has flown.

Back to 1994:-Here in NZ we were bemused by all the talkfests and touting for a new attempt and said to ourselves one day; 'bloody hell why don't we just build one - that'll shut them all up' - which, after a polite discussion with Gerard, we did. It took about 8 weeks from planning to flying as far as I can recall. This was the Megabite, 635sq.m by our reckoning which eventually claimed the Guinness record in 1997 and has now flown 100's of times. Because of demand, (and restlessness), we then built a second large kite the same size, the MegaRay.

We occasionally hear of plans for new record attempts from others and generally try to make it known to them that if they do proceed we will immediately trump them. This bullying has worked - until a couple of months ago.

The Guinness record is now held by the Qingzhou Cigarette Factory, China - with a kite claiming around 900sq.m's. And this is where it's about to get interesting. It would seem that the new record kite is a large serpent and that the entire tail has been counted as area. I'm outraged and insulted. No seriously, if the rules have been changed so that tail is now to be counted then this measurement definition should be applied consistently to all applicants - and if the Megabite's tail had been included, it would have come in well above the Qingzhou kite. And wait, there's more - various other kites that have flown, Herman van der Broek's large serpent for example, would probably also exceed the current record holder's if measured the same way.

Guinness won't respond to enquiry as to how area is to be calculated- they won't actually acknowledge any communication at all within any reasonable time frame unless we front up with an £250 "fee". I wonder how they'll respond to a writ? If tail is to be included, then this is a



Qingzhou Cigarette Factory Kite.

game I'd like to play - ability to lift tail being all about how big your head is- and there are some big heads around here!

Forsaking sly allusions for a moment, the Mega ray could lift a tail of at least 200metres long by an average of 5m's wide- which would settle the issue for a while I imagine. But, I don't think this would serve kite events well- because it will push "largest kite" flying into a corner where flying will only be possible in wide open unpopulated areas in perfect wind- that is, kite events will no longer have the publicity drawcard of being able to advertise "world's largest kite".

I think it's time for the kite world to re-claim ownership of definitions and measurement for kites- but this is not for me to be involved in. I'm biased, being in the throes of planning, with friends, a new bigger biggy as it happens. I'd like to know what the rules are going to be though.

From David Gomberg website (www.gombergkites.com).

Peter Lynn, Guinness record holder and builder of the current world's largest kite, is doing it again. His latest design, a 10,000 square foot three dimensional inflated kite in the form of an enormous American flag is now under construction. This new giant measures 80 by 130 feet! The Flag Kite: A new soft kite design by Peter Lynn. For safety, soft kites are spar-less. They hold their shape solely by inflation of their three-dimensional form using pressure from the wind.

- Over 10,000 square foot when stretched flat
- 9,000 square foot lifting surface when inflated and flying
- 130 feet wide x 82 feet high
- 25-foot ceilings inside the kite
- Weighs 500 pounds
- Pulls like crazy
- Over a mile of nylon fabric
- Could hold two dozen full-sized School Busses
- Each Star on the flag kite is over four feet tall

The new flag kite is 25% larger than Peter Lynn's current world's largest kite, the Megabite, which was certified by Guinness in 1997.

Light Up the Sky

First of all let me begin by thanking all those that took part in Light Up the Sky for the BBC Children In Need Appeal 2003. Special thanks must go to the folks that arranged the events and to Jim Cronin for collating the totals and updating the website. We were joined this year by more brave souls as well as all those that were there at the start of this fun and inspiring event back in 2001. I had mentioned to some that its not very often that we can unite with single, dual and quad line kites for one common goal. Ask any that took part and they will tell you just what fun this event is, not forgetting the serious side of raising money and boosting the funds for Children In Need.

2002 saw many of the events across the country either cancelled or low on fliers due to bad weather and 2003's events again fell foul of the weather but despite this we now have our highest total of all **£1,254.80**. It was great to hear of those with power kites taking on the challenge and equipping their kites with lights. Also those that involved schools and the children in this new area of kite flying, which I'm sure you'll agree will leave a lasting impression on them as to what fun kites can be.

The next Light Up The Sky will begin towards the end of September 2004 giving more people the opportunity to get sponsorship and hopefully a chance of better weather through October and into November.

Below is a list of clubs that took part and the amounts raised, also if you have access to a computer please take a look at the website www.lightupthesky.co.uk for all the info.

- Idsall School, Shifnal, Shropshire arranged by George Walker, Midlands Kite Fliers. Not much wind (and cold!) but a fun night...21 fliers £94.96

- Otterspool Promenade, Liverpool arranged by Neil Edwards & Dave Green, Northern Kite Group. Unknown number of fliers £349.34
- Horndean School arranged by Andy Savidge, Fractured Axel, Approx 230 fliers £436
- Basingstoke arranged by Colin Jacobs, North Hants Buggy Club. 9 fliers, It rained! But still raised £220
- Tewkesbury School arranged by Paul Scholfield, Golden Valley Kite Fliers. 5 fliers due to thick fog & no wind! £12.50
- Rougham Airfield arranged by Martin Corrie, Suffolk Kite Flyers & Thorpe Kite Flyers. 37 fliers but no wind £93.00
- Market Bosworth Country Park. arranged by Lloyd Kirton, Midlands Kite Fliers. 18 fliers little wind & patchy mist but fun £49
- Dymchurch Beach, Kent arranged by Dave Styles, Team ELF Awaiting Results
- Bristol Downs arranged by Alistar, South West Association of Traction Kiting. Not sure how many fliers but raised. £155+

Once again many thanks for all your efforts.

Warm Regards

Lloyd Kirton

lloyd@lightupthesky.co.uk

Light Up The Sky 2003 total = £1,254.80

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The Wright Brothers—How it all began—Stephen Hodges

It seems that this is a good time as any to do a short article on **Wilber and Orville Wright**, and the events leading up to Kitty Hawk on December 17th 1903. In 1889 the brothers had set-up a successful printing company, and published a weekly newspaper 'The West Side News' and 'The Evening Item' writing shocking headlines to attract readers. '*Roasted in Red, Roaring and Terrible Flames*'.

Around 1892 they were together running their cycle shop at 1127 West Third Street in Dayton, Ohio selling their own bicycle 'The Van Cleve', and also doing repairs for customers.

By 1898 they were earning \$2000 to \$3000 a year in profits from the bicycle business, a respectable income for the times. By now they were already thinking about trading their wheels for wings, and once they had learned to build bicycles, they began looking for something new.

In 1896 the Wrights take an interest in the "flying problem".

They went on to experimenting with kites and lift, Wilber often rode out to the 'Pinnacles' a spot where there are strange geologic formations that overlook the Great Miami River, where buzzards soared, Wilber studied their flight.

In the early summer of 1899, Wilber stood in his shop in Dayton, Ohio, twisting a small long cardboard box (inner-tube box) With his thumbs and index fingers, he squeezed two diagonal corners on one end of the box and the two opposite corners on the other end. When he did this, the box twisted. In his mind's eye, Wilber saw the top and bottom of the box as the wings of a biplane.

Over the next few months, the Wright's built and flew several "scientific" kites, perfecting their control system.

The early kites they made had lines fixed onto short wooden handles, with this they tilted at various angles to gain lift, similar to the tilting technique of flying '4 line kites'. Wilber and Orville knew about balance from the technique of cycling.

These scientific kites were hung about the shop until 1905, when the Wright brothers had finally developed a practical powered airplane. They decided to clean the house, and took the kites outside to burn. Most were destroyed, but they gave several to some neighbours

kids. (*I would love to own one of these kites*)

They first built several gliders, with knowledge from reading daily papers and magazines with information of experiments by '*Otto Lillienthal*' the German engineer who at the time was making some gliding flights at the top of a hill in Germany, he later died at the age of 48 testing a wing near Berlin. They flew their first glider as a kite, controlling it from the ground.

Later was the 1901 glider, with test flights at Kitty Hawk, North Carolina, on the shores of the Atlantic where the strong winds (which had to be at least 15 mph) helped to launch their gliders and the soft sands helped to cushion the fall when they crashed.

Their first two gliders, flown in 1900 and 1901, failed to perform as the Wrights had hoped. The gliders did not provide enough lift nor were they fully controllable. So during the winter of 1901-1902 Wilbur and Orville built a wind tunnel with an old grinder, scrapes of wood, and made delicate balances from blunt hacksaw blades, bits of wire, then conducted experiments to determine the best wing shape for an airplane. This enabled them to build a glider with sufficient lift, and concentrate on the problem of control.

Towards the end of the 1902-flying season, their third glider became the first fully controllable aircraft, with roll, pitch, and yaw controls.

The Wright "Kite" was the Wright brother's first aeronautical experiment. (Actually, it wasn't a kite at all but a small glider designed to test a revolutionary new method of controlling an airplane).

The Wright brothers steered their planes by twisting or 'warping' the shape of the wings. Doing so altered the wing's aerodynamic characteristics and forced the plane to change direction.

The technique of wing warping has now come full circle, reappearing on a state-of-the-art F18 jet fighters.

NASA and the Air Force call it "active aero-elastic wing flight research."

Historians who study the Wright Brothers are often amazed and chagrined that they are best remembered for the one day when they stepped out of character and made the most risky gamble of their careers. For four short flights the last of which wrecked their airplane

The Wright Brothers—How it all began—Stephen Hodges

and nearly killed a man these prudent, sober, intelligent men literally threw their considerable caution to the wind.

On the evening of December 16, there was an ominous black line of clouds on the horizon. This front advanced quickly and the bane of the east coast, a nor'easter, laid siege to the Wright brothers' camp at Kitty Hawk, North Carolina. The rain abated by morning, leaving puddles of ice between the sand dunes. The wind, however, continued to blow in from the ocean, gusting to a fierce 30 miles an hour and creating a chill factor of 4 degrees. Lying fully exposed on the lower wing of their biplane, 36-year-old Wilbur and 32-year-old Orville must have known the wind would toss them like a feather and cut them like knives.

The Wright brothers made a simple breakfast, cleaned up, then studied the skies for a good long while. You can almost hear the conversation:

"What do you think, Will?"

"It's blowing awfully hard, Orv."

"Maybe it will die down by this afternoon. Or tomorrow morning."

"There's no guarantee the weather will get any better. Fact is, the longer we stay at Kitty Hawk, the worse it will get."

"And if we don't leave soon, we won't get back to Dayton for Christmas."

And there you have it. The Wright brothers had the first recorded case of get-home-itis.

The journey back home to Dayton is about 800 miles.

On that morning they flew the 40 feet 4 inch wingspan 'Wright Flyer', four times, with a loaded weight of 750lb using their 12 BHP horizontal 4-cylinder water-cooled engine. (*Chain drive, which has the connection with bicycles*) The last flight was at 12.00 for 59 seconds and covering 852 feet flown by Orville.

The Wright Brothers also stood out from their fellow-pioneers in that they went on to develop their aircraft, and to demonstrate them very convincingly both in America and in Europe. They had put powered flight on a sound basis, and their success eventually encouraged others to devote their energies and money to the cause of aircraft development. *It was still several years, however, before the importance of their achievement was fully appreciated.*

(Plans for the 1903 Wright Flyer were drawn on a piece of brown wrapping paper.)

Now occurs the first miracle of the day, and one that is most often overlooked, Five men John Daniels, Adam Etheridge, Will Dough, W.C.Brinkley, and Johnny Moore – left a cosy station (Kill Devil Hills Lifesaving Station) and a warm fire to go to work in the icy, biting wind and help two eccentric Yankees drag a 600 lb contraption across the frozen sand. If you don't think this is a miracle, the next time you're at Kitty Hawk on a cold winter's day, call the Coast Guard and tell them you need help moving your perpetual motion machine out to the beach. It's a safe bet they'll make excuses.

The Wright Flyer cost less than \$1000 to build. 300 glass-plate photographs were taken of their expeditions; many were damaged from the Dayton, Ohio flood in 1913.

Later Orville and Wilber went onto build more flying machines, 19 in total.

What were the brothers really like?

If you were standing in a group with Wilber Wright – which would be unlikely, since he was a loner – you would quickly suspect he was not only the smartest person in the room, but also possibly the smartest person you had ever met. Every stranger he met came away impressed and a little intimidated. People generally liked him, but outside his family he could be a chilly character. Orville was warmer, more fun, and bright but without Wilbur's enormous drive.

In 1912 Wilbur dies of typhoid aged 45. Orville sells his airplane company in 1915 for \$1.5 million.

Orville dies of a heart attack in 1948 aged 77; the 1903 "Flyer" is enshrined at the Smithsonian Institution, Washington.

60 years later Lockheed build the 107-foot long 'Blackbird SR-71A' with a maximum speed of 2,500 mph and a maximum altitude of 85,069 feet,

Samuel Franklin Cody made the first powered flight in Britain on 16th October 1908 and built several flying machines, which resemble the large kites of Lawrence Hargraves.

On the 17th December 2003 to celebrate the 100th anniversary of the first flight a re-enactment was held at Kill Devil Hills—the location of the first flight.

"The Wright Brothers' invention belongs to the world but the Wright Brothers belong to Ameri-

The Wright Brothers Re-enactment

ca," U.S. President George W. Bush told a crowd of soggy spectators at the First Flight festivities at the Wright Brothers National Memorial.

"We take special pride in their qualities of discipline, persistence, optimism and imagination."

Torrential downpours hit Kill Devil Hills early on Wednesday and light winds after the rain forced organisers to postpone the event's highlight, an attempt to re-enact the 12-second flight that took place at 10:35 a.m. on December 17, 1903.

Kevin Kochersberger, an associate professor of mechanical engineering at the Rochester Institute of Technology, will attempt to duplicate Orville Wright's historic flight over the sand dunes in a replica of the primitive 605-pound (274 kg) biplane built of spruce, ash and muslin. The craft has a 40-foot (12-metre) wingspan and is powered by a 12-horsepower engine.

"We don't intend to go over 120 feet (393 metres). We intend to keep the Wrights' record intact," Kochersberger said.

The re-enactment was to be part of a week-long celebration of the first century of powered flight that lured a galaxy of the world's greatest

aviators, including Neil Armstrong and Buzz Aldrin, the first men on the moon, Chuck Yeager, the pilot who first broke the sound barrier, and John Glenn, the former senator and astronaut.

"These past 100 years have brought supersonic flights, frequent space travel, the exploration of Mars and the Voyager 1 spacecraft which right now is moving at 39,000 miles per hour (62,400 kph) toward the outer edge of our solar system," Bush told thousands of rain-soaked spectators.

"This day, however, is one for recalling a heroic event in the history of our nation and the story of mankind. Here at the Wright Brothers National Memorial, we remember one small machine, and we honour the giants who flew it," he said.

Even if the weather improved, organisers were not sure the Wright Flyer replica would fly. The plane, with a top speed of just 30 mph (48 kph), crashed at least once in trials but flew on

other occasions.

The location where the Wright brothers flew was part of the area known in 1903 as Kitty Hawk, which became famous around the world as the birthplace of powered flight. But the site, in the shadow of Kill Devil Hill, is now part of the town of Kill Devil Hills, which was created in 1953.



Private Ads

FREE: I have a rather tatty 1982 Dunford Flying Machine which I believe was one of the first stunt kites - it was certainly my first anyway! I wonder if anyone might want it? It was destined for the bin but that seemed a shame, so I was looking for a "Classic Kite" enthusiast who might be pleased to tidy it up and fly it. Happy to give it away for the price of the postage.

Andrew Chadwick, Ardfern, Argyll. 01852 500543.

Wanted: Kite reels in good condition. Please contact Cyril 020 8642 5518.

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

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

Lunen 2003

My first overseas festival and what a way to start. Nine O'clock Thursday night after a meal in Tesco and some unscheduled, off road navigation, 15 of us met up in the car park at Folkestone. All the gear was loaded into the trailer and then it's off to the Chunnel. Through the far side and watches forward (or was it back) 1 hour. Jerry and Andy drove all night with only a couple of comfort stops arriving at The Persil Hotel at 07.00 for breakfast. It took a little while to get the legs working as the minibus was a bit short on legroom (That was the only complaint of the

contest and Jerry gets a creditable second over 3 rounds (nice bit of silverware and certificate).

At 16.00 there is an attempt on the world record mega team fly. This stood at 36 and they had hoped for 100 but can only muster 67. 56 of these managed to stay airborne for the duration to set a spectacular new world record. The day is rounded off with more food and while some stayed on to party at the disco the older contingent get an early night.

Sunday starts off much the same this time with an on site lunch. During the team Rok fight a TV crew spot me dozing, supposedly looking after the bear lifting gear, and like my attire so want to do an interview. The curse of the commentator strikes and the big parasled decides this is the time to fall out of the sky. This time Jon and Francesca take first place with Jerry and Carolyn second, well done every one. Once we have packed up the rot sets in. Back to the school for a shower and change then a short drive to a restaurant for a very good meal and a couple of beers. Then for the real trouble, into Lunen and the ice-cream parlour. These have to be seen to be believed, one between four and still not finished. Back to the gym for a few short hours sleep.

04.00 and Carolyn is calling for us to get up, pack up and load up. Across Germany in the dark to get much needed breakfast and leg stretch then on to the Belgian/French border to the chocolate factory!!!! Back in the minibus and a short hop to Euro-city for the booze. These last two stops is what the trip has all been about. Not quite enough time as there was heavy traffic round Antwerp but we made it for the scheduled shuttle and back to the car park in Folkestone. It only seem a few hours since we left, where has all the time gone. Don't forget to put your watches right, fond farewells and the last leg to some much needed rest.

My heart felt thanks to Jerry and Carolyn for organising this trip and making my first overseas festival such a memorable one.

Arthur Dibble



week end).

As the school where we were to stay was still in use we went to the flying field. This is huge, flat and short grass. Glorious sunshine but a little cool (thanks to Mr Scarfe for the use of his jacket). It was soon obvious we had arrived as the sky fills with big legs, Brighton bear and various parafoils.

At 14.00 the courtesy ferry car drops 3 of us at the school and with door key in hand we attempt to get in to see where we are going to kip. An irate caretaker with less English than I have German eventually gets me to understand that we are at the wrong school. Thank goodness for mobile 'phones as we can get in contact with the ferry to pick us up and take us to the right one. OK this time, so we locate the gym and toilets and set up beds using sports mattresses and bedding we have brought with us. Having now been awake 35 hours I could have slept on the wooden floor, but no luck it is time to get changed and walk back to the flying site to meet our hosts and have something to eat. This was a potato and spinach stew with sausage that did not look great but tasted fantastic, a couple of beers then finally at 20.30 SLEEP.

Saturday dawns bright with a heavy frost. Fantastic hot showers courtesy of the power station cooling water then breakfast on site. What a fabulous spread of cold meats, cheeses, breads, preserves and as much coffee as you can drink. Then it is over to our arena for a days flying and walking round looking in awe at the incredible range of German kites and displays from other countries. It would be impossible to describe them all. By now we have been joined by some other Brits. who have travelled under their own steam, some very strange Americans and a Dutch lady. Mid-afternoon there is the individual Rokkaku



Wellington Kite Day—4th April

Come along and join in the fun again at Wellington Country Park, off the A33 Basingstoke to Reading road, for a Kite Flying Day. There is an entrance fee to the Park, although this will be discounted on production of a Kite Society Membership card.

The Park is scenic with flying spaces, picnic sites, a

restaurant and disabled access.

Camping is available, please contact 01189 326444 for more details. For any further details, please contact Roy, at Kites Up, 01256 812487. roy@kitesup.co.uk.

Middle Wallop Kite Festival May 29th—31st

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

The gate fee is set by the Museum, we now have no say over this unfortunately. In August 2003 it was £3 a head and under 5's free. We are trying to negotiate less, watch the website (www.wallopkitebuggy.org.uk) for any developments. There is a weekend charge on the gate on the Friday evening, as in August too. The money goes to the upkeep of the Flying Museum-the same as in all previous years. Camping is available on the Friday, Saturday and Sunday evenings for a small fee, (£3 a night per unit) in the area by the wind direction windsock, for those who want to stay on site. There will not be the facility to stay over on site on the Monday though. There are toilets facilities with water (no lights this time as they were all "permanently borrowed" last time, and cost the festival, so bring your torch!) and a water bowser on site.

There will be a licensed Bar, with reasonable prices (including soft drinks and nibbles), as well as food traders, who stay open for as long as needed- (George has sold his business, but assures us that the new owners will honour this arrangement!).

There are 800 acres of flying space--England's Largest Lawn! --, of which some will be allocated for buggying (please adhere to this !). Providing you have B.B.C. Insurance, there will be no charge-FREE-to buggy. Please register if you intend to buggy or board-you can do so on the weekend and you can pay your camping fee at the same time. If you are not there to buggy/board, you can also pay at the Kites Up stand during the day for your camping.

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

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

The camping money and beer tent takings are what finance the whole event, so please come along and give us your support again, and look forward to seeing you there!!!

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

Tewkesbury Kite Fun Weekend—29th & 30th May

Once again, the Tewkesbury Kite Fun Weekend will take place over the late May bank holiday weekend. For those who know the event, we are trying to keep to the proven format. For those who haven't sampled Gloucestershire in the spring, we are situated adjacent to Junction 9 of the M5 motorway. The site opens on Friday 28th STRICTLY from 5pm. As this is a school, please do not attempt to turn off the main road into the site before this time.

Camping is available from Friday evening until Tuesday morning at a cost of £5 per unit per night.

Traders and a catering van will be there from Saturday morning. Swimming in the indoor pool will be available for an hour on both Saturday and Sunday, about an hour before the evening events, namely, a free buffet on Saturday and an Auction on Sunday. Any donations that can be made to either of these evenings, along with the raffle will be greatly appreciated.

The festival website - www.tkfw.co.uk, will be online from the end of January with more details.



**NORTH
EAST
LINCOLNSHIRE
COUNCIL**
www.nelincs.gov.uk

**Cleethorpes International Kite
Festival—15th & 16th May**
Being held on the Lower Promenade, Cleethorpes. For more information contact 01472
323352 / 323004



Bedford International Kite Festival—5th & 6th 2004

After the success of the first Bedford International Kite Festival the dates for 2004 have been confirmed.

Russell Park in Bedford adjacent to The Embankment will once again be the venue with a whole host of international guests looking to attend the event. There will be camping within a ten minute walk of the site

and there is plenty of excellent quality accommodation in and around Bedford.

For further details contact Andy Pidgen 01234 344813.
Email: river.festival@bedford.btinternet.com

Basingstoke Kite Festival—5th & 6th June

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

Come along to our 12th Festival and join in the fun! The Theme for the weekend will be announced in the next magazine and a prize will be awarded for the best themed kite, so you can let your imagination get carried away!

Guests will be from Home and abroad and apart from the display arena there will be the usual Children's Kite Workshop, parachuting teddy bears and lots of various Kite & Food traders.

There will also be a raffle over the weekend with lots of donated kite related prizes, Kite traders please take note! On Saturday evening we will be having a get together in the marquee and everyone is welcome.

Camping is available on the Friday and Saturday evenings @ £5 for the weekend, showers included. So come along and have a laugh and we look forward to seeing you there!!!

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

Butser Hill Festival of Flight—20th June

To be held at Queen Elizabeth Country Park, off the A3 (follow the signs for Butser Hill). Kites, Handgliders, Paragliders and Model gliders are welcome. Plenty of space, and a café for refreshments. Sorry, but no bug-

gies are allowed. Come along and have some fun!

Contact: Roy Broadley (Kites Up) on 01256 812487 or Queen Elizabeth Country Park on 02392 595040.



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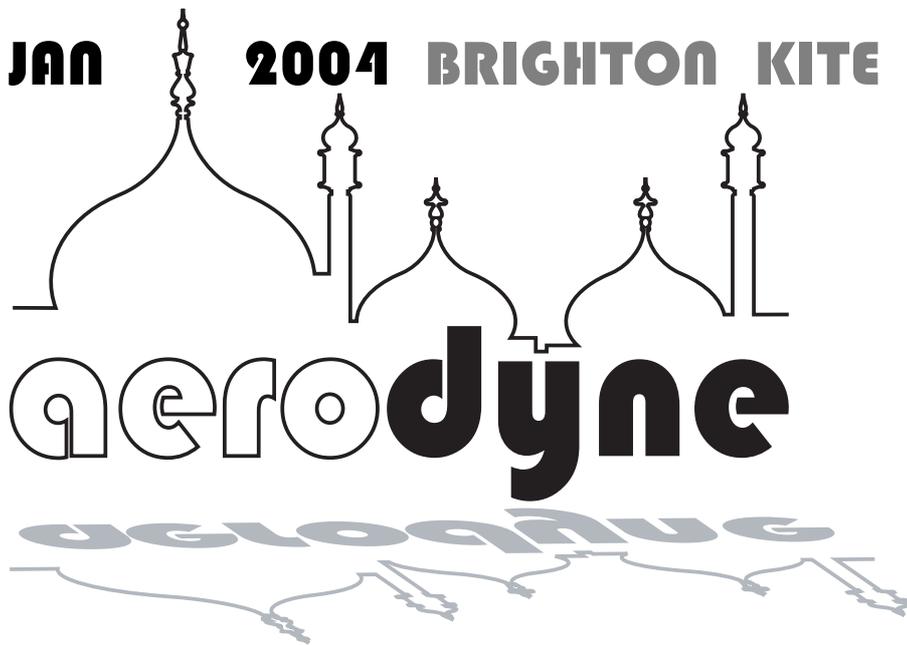
A GREAT DAY OUT FOR ALL THE FAMILY



Events List

March 2004		
19-21	Fort Worden 21st Annual Kitemakers Conference, Port Townsend, Washington USA	www.kitemakers.org
April 2004		
4	Wellington Kite Day, Wellington Country Park, Basingstoke.	Kites Up
12	Alcester & Worcester Kite Fliers Easter Meet, Worcester Countryside Centre, Worcester.	malcolmprint@onetel.net.uk
17-25	Berck International Kite Festival, Berck-sur-Mer, France.	gerard.clement
18	7th Streatham Common Kite Day	http://www.reeddesign.co.uk
24-25	Stowe Gardens, Bucks. (Provisional)	White Horse Kite Fliers
May 2004		
2-3	Weymouth International Beach Kite Festival, Weymouth Beach, Dorset.	The Kite Society
8-9	Swindon Kite Festival.	White Horse Kite Fliers
15-16	7th Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk.	Martin Corrie
15-16	Cleethorpes International Kite Festival, Lower Promenade, Cleethorpes.	01472 323352/323004
29-31	Tewkesbury Kite Fun Weekend, Glos.	www.gvkf.org.uk
29-31	Middle Wallop Kite Festival, Andover	Kites Up
June 2004		
5-6	Basingstoke Kite Festival, Down Grange Sports Complex, Basingstoke	Kites Up
5-6	Bedford International Kite Festival, Russell Park, Bedford.	Andrew Pidgen
12-13	Fylde International Kite Festival, The Beach, Lytham St Annes, Lancs.	www.flyingcircus.info
12-13	Margam Park Kite Festival, Margam Park, Bridgend, South Wales.	www.thekitingexperience.com
12-13	Teston Kite Festival, Teston Bridge Picnic Site, Maidstone, Kent	ron@kiteability.co.uk
13	Peterborough Kite Festival, Ferry Meadows, Peterborough.	Great Ouse Kite Fliers
19-20	Shrewsbury Kite and Boomerang Festival, Sundorne Playing Fields, Shrewsbury.	www.kites-in-shrewsbury.co.uk
20	Butser Hill Festival of Flight, Queen Elizabeth Country Park, Hampshire	Kites Up
July 2004		
10-11	Brighton Kite Festival, Stanmer Park, Brighton.	Simon Hennessey
17-18	8th Kennett Valley Kite Festival, Thatcham, Berkshire	info@kreativekites.co.uk
25	Petworth Kite Day, Petworth Park, West Sussex.	Simon Hennessey
24-25	Tewkesbury International Kite Festival, Glos.	www.gvkf.org.uk
August 2004		
7-8	Middle Wallop Kite Festival, Andover	Kites Up
14-15	Teston Kite Festival, Teston Bridge Picnic Site, Maidstone, Kent	mailto:ron@kiteability.co.uk
28-30	Portsmouth International Kite Festival, Southsea Common, Hampshire.	The Kite Society
September 2004		
4-5	Bristol International Kite Festival, Ashton Court, Bristol. (Provisional)	Avril Baker
11-19	Dieppe International Kite Festival, France	www.dieppe-cerf-volant.org
12	Rockingham Kite Day.	White Horse Kite Fliers

Contact	Address	Telephone	Email
Kites Up	Roy Broadley	01256 812487	kites@kitesup.co.uk
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	Events@thekitesociety.org.uk
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560	martin@skfc.co.uk
Neil Harvey		01285 740295	
Simon Hennessey		01273 582309	mailto:info@bkf.org.uk
Richard Nourse	85 Bells Orchard Lane, Wareham, Dorset, BH20 4HP	01929 554690	richard.nourse@virgin.net
Peter Whitaker	12 Littlefield, Quedgeley, Glos GL2 6GZ	01452 728521	Paul@gvkf.org.uk
Great Ouse Kite Fliers	Peter West	01733 269687	Gokf@btinternet.com
Bryan Cattle	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP.		
Kiteability	45 Windsor Road, Welwyn, Herts, AL6 9JY		ron@kiteability.co.uk
M.K.F.	Alan Bill, 90 Weybourne Road, Great Barr, Birmingham B44 9DE	0121 360 1955	
Dunstable Kites		01582 662779	sales@dunstable-kites.co.uk
White Horse Kite Fliers	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	Cowpat.ed@whkf.org.uk
Al Cosgrove			Alan.cosgrove@ntlworld.com
Phil Womack		07957 308734	Fylde@fly.to
Andrew Pidgen		01234 344813	river.festival@bedford.btinternet.com
Kreative Kites	4-5 Saddlers Court, Newbury, Berks RG14 1AZ	01635 528400	kreativekites@btclick.com
Avril Baker	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002	info@abc-pr.co.uk
Malcolm Goodman		01833 640584	malcolm.goodman@virgin.net



"I've caught the reindeer, all I need now is the sleigh", says Michael Brady as he takes off.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

**B R I G H T O N K I T E F L Y E R S
G I V E A L A N T H E F I N G E R**

You all know the old saying "older and wiser" well this is not always the case. One of our favourite members, Alan Outram, otherwise known as "Capt. Bung" is such an exception to the rule. Back on the 1st Sunday of August Brighton Kite Flyers met on Telscombe Tye for the monthly fly-in. I phoned up Alan and was told he could not make it as he had a prior engagement. I thought nothing more of it until I had a phone call from Anne, his wife, to say Alan was at the Hospital, having gone to a steam rally (his other love) with his stationary engines. While he was tinkering with a running engine from one side he put his hand over the top and down the other to touch some part or another. Only his aim was not good and he missed the part he was going for and put it straight into the moving engine and trapped his fingers. Once he was

freed, he took himself off to the 1st aid post, who took one look at his hand and sent him off to the hospital where he was patched up and told to return the next day to see what would need to be done. On returning at the appointed time he asked what the scenario was, he was given the bad news that the top of his little finger was beyond repair and the damaged piece would have to be removed. Once this had been done it was time to start plotting. Although we all have sympathy for Alan and hope he will go back to being called "Capt. Bung" soon, but for now, he has a new nick name of "Stumpy" as well. Well what do you give a man who has just lost a finger as a get well gift, my mind raced and after a few phone calls to Alan's other so called friends, it was decided what should be done,

we would get him cakes and biscuits as we know he like these. So we all brought him different ones and then gave them to him as we saw him on the flying field. Dave was the first to do this at Capstone Park where he was presented with a packet of shortbread (fingers, of course). He was offered a buffet lunch again it had to be the finger type. This was just the start almond fingers, chocolate fingers, sponge fingers, rich tea fingers etc., followed by a lighter from Linda Howard in the shape of you guessed it a finger glow in the dark fingers for halloween by Mark Smith to name just a few. What else can be found that has a finger theme which can be offered to Alan as a get well gesture!

Simon Hennessey.

Take care this does not happen to you.

T H E C L U B F L Y - I N S

Each month we send out e-mails and also advertise in every issue of Aerodyne about the club fly-ins, but we very rarely tell you what has happened at the event. As some of you know Andy Beatte was possible going to move to New Zealand to work for Peter Lynn so the club brought his large Manta Ray in November, and there for the December fly-in was its 1st flight as a BKF kite. The usual crowd turned up

and the lines were laid out across the Tye and the Manta attached. Up she went and what a sight she is (see the web site photo's section). Well the wind picked up and the ground anchor looked under strain so we set about taking her down after a very short while. It took 3 of us to walk her down and if she wanted to go left we went left. Finally and packed away and we continued to fly until the light faded.



JAN 2004 JAN 2004 JAN 2004 JAN 2004 K I N G S F O L D K I T E A N D T H E S T E A M R A L L Y

Those of you who managed to get along to the first joint steam and kite festival at Kingsfold last September will hopefully have nothing but good memories and some interesting stories to tell. For those of you who could not make it this year never fear, we have all been invited back next year, so take this as your advanced warning, get your 2004 diaries out and pencil in the last weekend in September 2004 if you would like to join in this quite unique and unusual event.

For those of you who were unable to attend this years rally perhaps I should explain why Kingsfold is a bit different to our normal kite festivals, firstly, the principle event is in effect a country show with most of the traditional exhibits, steam engines, vintage vehicles, including a beautifully restored steam wagon, about eighty or so smaller stationery engines which would have been used at one time or another on the farm and quite a number of individual collections of historical artefacts, nothing much unusual here. So what is really unusual about Kingsfold? Simple, if you look carefully you might just see the odd Red Indian, the

Marshal of Deadwood or a few Cowboys lurking somewhere in the bushes, the reason, Kingsfold is the official home of the Southern Area Wild West Society, do not laugh, these people are very serious about preserving the history of the Wild West and have spent most of their spare time recreating a permanent western town in the middle of the Surrey countryside. The town is called Deadwood (what would you expect) and is about as real as it gets. The town itself was built using traditional materials and tools and the buildings even include a full-blown Saloon with the expected "firewater" on tap. Every Saturday night, Deadwood opens its doors to the white man (kite flyers included) and several of our more intrepid kite flyers accepted the invitation and "went to town" to join in the spirit of things, in more ways than one it seems, the next time you talk to John Browning, just ask him what he thought of the high volume liquor that was being sold in the Saloon – when I saw John, late on the Saturday evening, all I could get out of him was that he was going back to Deadwood in the morning

to get the recipe.

Interestingly, while one of our contingent was discussing the authenticity of the town and the clothing of the incumbents, which by the way, many of them actually live on site for most of the year, it was mentioned that the local Sheriff was quite upset at the prospect of putting on "fancy dress", a business suit, the following Monday as he had to go to his every day job in the "real" world and we think that kite flyers are obsessed

One big bonus so far as I am concerned is that the majority of the visitors had come specifically to visit the country show, most of them having never been to or even seen a conventional kite festival and in that respect we all had the chance of introducing the visitors to our hobby and to my positive knowledge many of them left with a kite or two under their arms, sold and supplied by Chalky, who bought the Kiteworks van down for the weekend, a great weekend for all concerned.

John Dimmock

A N O T H E R G R E A T D A Y F L Y I N G K I T E S

Well as we woke up early on Sunday morning and looked out of the window to a beautiful morning with a gentle breeze I thought what more could we ask for. We arrived at the Tye having spent half an hour loading up the car with all the club kites and paraphernalia. We arrived to find that the council had roped off the Tye ready for the day. Ron Dell had followed us up there and Paul Hill turned up seconds later.

We decided that we would erect one of the club's double gazebos for members to use for shelter etc. Well these have not been used for some time We soon discovered that all the poles had numbers on so we then laid them out in piles of correctly numbered poles. Well the fun begun, do poles 1 & 2 go together or is it 3 & 1. In fact 3's went with the 7's, 1's went with the 2's and finally the 3's also went with the 4's. This done the gazebo went up quickly with all the help including now Alan Outram and Dave McArthur. Well this done it was time to put up kites Alan went off and

put up the teddy dropping rig, and Paul, Dave, Simon and I put up Olly and Teddy at about 500 feet. At last



with the gazebo and kites up, Michael and Linda from Force nine set up their stall and with the Red Cross in attendance, it started to feel like a proper kite festival. All that was needed now were more kite flyers and public. What with teddy and Olly being seen from Roedean Golf Course about 7 miles away it was not long before the public started to arrive full of enthusiasm for the day ahead. As did many of our kiting friends from around the country Team ELF, John Barker, "nice to see you John" also

some new members who had travelled a fair distance to be with us, The Bradly's (without the E) and too many others to mention.

The day was a glorious one; any Festival organiser would have been thrilled to see such enthusiasm. Force nine kites seemed to be busy selling kites most of the day, as did the ice cream van that turned up in the afternoon. Teddy, Ollie and the Lobster flew well and were admired by all. Even the Mayor who turned up in the afternoon, after being there most of the morning to see it all again. After a wonderful late Summer's day the kites were put away. Then Alan Outram was presented with various delicacies (you'll have to ask him about that one!) and goodbyes said. Some flyers came back to our house for an impromptu barbeque and a few drinks then it was a final goodbye to friends, and the end of a wonderful weekend and fun event.

Corinne Hennessey

JAN 2004 JAN 2004 JAN 2004 JAN 2004

LUNATICS GO TO LUNEN

When you get towards the middle of October the kite flying season is usually over as the weather deteriorates, so I was a little apprehensive to be setting off for the west of Germany to fly in the Lunen Festival. Last year's Festival had been washed out but the weather forecast this year was favourable as high pressure settled across Europe. The trip to Lunen is an annual event organised by Jerry and Carolyn Swift from Brighton & Midlands Kite Flyers who hire a mini-bus and trailer so there are places for up to fifteen flyers with plenty of space for kites and luggage in the trailer. On the evening of Thursday the 16th of October, we all met up in the car park by the Eurotunnel Terminal at Ashford. Simon Hennessey and I from Brighton and flyers from several other clubs.

The overnight journey through France, Belgium, Holland and into Germany was not the most comfortable night's sleep I have ever had but I was thankful to Jerry and Andy for doing the driving. Breakfast had been booked at a hotel in Lunen and after that, refreshed and fortified, we set off for the flying field. It was a cold bright autumn day and having met our German hosts, most of us had kites flying in the strengthening breeze. There is a lot of room to fly at Lunen, the field is flat and lies beside the river that flows on through the town about half a mile away. Three large arenas were laid out, we had the one in front of the trader's marquees, the centre arena was for the programmed displays and the far end reserved for two line flying with a world mega-team record attempt scheduled for Saturday. Then we were told there was going to be a Press conference, a what? We are not used to such things at kite festivals in Britain, but kite festivals are more important over there as was to become more obvious over the next two days. The photographers needed something interesting and spectacular so large kites were quickly pulled from bags, we must have set a record time to get the Brighton teddy bear flying.

Accommodation was provided for visiting flyers in local schools just about to have their half-term break. We realised that we would not be able to settle in until late afternoon so some of us took the opportunity to visit Dortmund, the closest large town. I was impressed by the very large pedestrianised area in the town centre. I think our towns would be more pleasant with such a layout but most Britain's won't walk more than a few yards from their cars. German pastry and coffee sampled, it was back to the school to organise sleeping arrangements. Gym mats and sleeping bags for most, I was

glad I had packed an air bed. Meals were all provided by our hosts in a large hangar beside the flying field about quarter of a mile from the school and very good they were. It had been a long day with little sleep the night before so we did not stay too long after dinner, even though there was a bar in the hangar.

Next morning, bright and clear and if there are brass monkeys in Germany they must have been worried, it was very cold! A lavish breakfast got us moving and we met up with Ron and Marla Miller who arrived from their hotel. Ron has a wonderful collection of kite pins, I was tempted and added to my own collection. A visit to the trader's tents, more temptation, some good bargains, unusual items we don't see over here, then back to the hangar. There was a kite making competition, the kites were all laid out for inspection and judging. Some spectacular designs with bright colours and wind driven moving sections, it just amazes me how creative people are. Very interesting but we were there to fly so almost reluctantly we got set up in the arena. By mid morning a large crowd had arrived, and as there was a strong breeze, good displays of flying for them to see. The BKF teddy was drawing the children young and old. A very enjoyable day, with successful British representation in the Rok fights and a new world record set at fifty six in the mega team, saw us packing our kites into the trailer just after five. The programme scheduled night flying and then fireworks. We took one of the mini buses the organisers provide for guest flyers back to the school for a freshen up before the evening meal. It was a surprise, after our dinner, to come out of the hangar and see such a mass of people waiting for the night flying, but as I have said kite festivals are taken more seriously in the rest of Europe. Night flying over there is not a few enthusiasts sticking lights on kites, it is an organised competition with music, search lights and well illuminated kites. It was good to see most of the competition kites we had seen in the hangar actually flying. The winners were a two line formation team who flew an immaculate ballet routine. Spectacular fireworks closed the day. Our hosts had arranged a disco in the hangar for those who like that sort of thing but after a couple of warming mulled wines I took a walk into Lunen. Is this a wise decision I asked myself? I am in a foreign country, I am on my own, I can't speak the language and it's Saturday night. I should not have worried, the town was quiet, most people being in the many restaurants or at the kite festival. I had a good walk round the town and along the

riverside walk before returning to the school and bed.

Sunday morning, not quite so cold, not a cloud in the sky, the prospect of a good day. Over breakfast I had a long chat with Phil Scarfe who outlined his kite making philosophies and techniques. When we got out on the field we realised it would be one of those days when flying was difficult, the wind was light and kept changing direction. However we did have some fun particularly when Simon, in spite of a wind direction change, decided to fly our large octopus. Have you ever tried untangling eight times forty feet of inflated rip stop from a trader's tent? Simon also nearly managed a 360 flying the octopus from the bridles but stopped rather than bring down Jerry's and Carolyn's bear dropping rig. Just as well, as they managed to get one large bear to descend from a great height, much to the amusement of another large crowd. One thing that is the same in Germany, you still have new flyers trying to fly kites they have just bought. So that is how my festival came to a close, trying in sign language and by demonstration to help the Germans fly their new kites. We got the trailer packed and Jerry hitched it to the minibus for the short drive to the school. That evening we had a very pleasant meal with the festival organisers at a local hotel. All weekend those who had done the trip before had been telling me about the ice cream parlour in Lunen where we were headed after the meal. "You won't be able to finish them" they said. I should not have been sceptical, they serve the largest sundaes I have ever seen and the ones we had were not their biggest. Half way through our ice cream bonanza we were joined by the flyers from the USA who were more modest with their selection. I would have been happy to stay longer but we had to rise at four in the morning for a five o'clock start and the drive back to Calais. Well you know how it is, you have had a lot of new experiences, your mind is whirling and you can't get to sleep. Eventually I did sleep, but so deeply that I found my sleeping bag being dragged off my mattress by Carolyn at ten past four, a rude awakening to a group of grinning faces!! Managed to get organised and packed and we were away by five. Jerry and Andy did another grand driving job, breakfast in Belgium, a visit to a chocolate shop and brief hypermarket visit for essential liquid supplies, saw us homeward bound in the early afternoon. I had a great time and if you haven't been to a continental festival, I recommend you try it given a chance.

Dave McArthur

JAN 2004 JAN 2004 JAN 2004 JAN 2004

B I G H T O N R O K

I quite like Rokkacus, better known as Roks. OK, I like Roks a lot. I imagine that most kite flyers have a favourite type of kite. A kite can become a favourite for a variety of reasons. In my case, I guess the main reason is that a Rok was one of the first kites that I made from scratch, but there are a number of other reasons - it is a kite with an identifiable history, they are relatively easy to make, and fairly easy to fly in a wide variety of wind conditions. They are also easy to make attractive, either by simulating the traditional Japanese designs or by more modern designs.

I like flying my Roks, and I quite like keeping them, which is why I rarely enter Rok fights, a strange admission from a Rok flyer. Weymouth is somewhere that usually has good Rok fights. Many years ago, I summoned up the courage to enter my first Rok fight, and lined up with about a dozen or so other flyers, with my then very young daughter with my reel in her hand - this was when 2 man teams seemed to be the norm, whereas nowadays it seems quite unusual. The instruction "get ready to launch" boomed out from the bus on the promenade, immediately followed by an audible crack as one of my bow spars broke, fortunately not breaking through the fabric. A rather short first fight! My next attempt, again at Weymouth, lasted quite a bit longer, but with a similar result of the kite not getting more than a few inches off the ground as there was virtually no wind at all. Despite some sterling efforts by the assembled flyers tearing around the beach, the kites barely got off the ground, and floated down as soon as the flyer ran out of steam. To me this seemed like an omen, so I gave up Rok fights after that.

At this year's Brighton Kite Festival, I had a couple of old friends staying with me for the weekend. When the Rok fight was announced, I was asked to explain what was about to happen. This I did, but was immediately faced by some quizzical expressions. I was a Brighton Kite Flyer, they had learnt what a Rok was and knew that I had several Roks which had already flown during the day, so why was I sitting on the grass enjoying a beer in the sunshine rather than being in the arena? Well, the wind was quite kind, being a good strength and in the right direction to make recovery fairly straightforward should I suffer a line break, and better still, there was absolutely no sign of Ray Oakhill whatsoever, so it was on with the gloves and into the arena. There were only a few flyers waiting for the fight, so while the call went out for more, there was an opportunity to launch and get a good

height before the fight started. This turned out to be key, as the height allowed me to drag the other kites down and win the first round. Cheers from family and friends at the edge of the arena persuaded me to remain for the second fight of the afternoon, even though some more experienced flyers had joined the fun. By a combination of targeting who I perceived to be the weaker flyers (unsporting, I know, but it is a fight, isn't it?) and otherwise keeping out of the way, I managed a credible second after a long tussle, so finished the afternoon first overall.

Sunday dawned, with the fine weather continuing. The Rok fight planned for the afternoon was deferred to allow those helping with the children's workshop, including myself, to join in. It eventually took place late in the afternoon with a good crowd watching and a much bigger field in the arena. Unfortunately for me, Ray Oakhill was there with a new Rok, some evil looking line, and a quiet confidence. I decided to follow my technique of the previous afternoon, and placed myself on the opposite side of the arena to Ray and a group of other flyers who were clearly targeting Ray. All went well until I had disposed of the relatively easy targets on my side of the arena, and Ray had disposed of all the others on his side. As on the Saturday, I had good height, and so entered battle with Ray with some confidence. This seemed well placed for a good few minutes, but trying to take the fight to Ray proved my undoing as his technique made me lose control of my kite and I crashed just outside the arena. Still, a first and two seconds was not too bad.

And so on to the final and decisive battle. This time, it seemed to be "gang up on Ray time", and it was not long until Ray and all but three other flyers, including myself, were on the ground. The stage was set for what turned out to be an epic battle - unfortunately epic in terms of how long it took rather than epic in the sense of skills employed. The three of us left skirted around the arena for a while, sparring but with no decisive moves. One was then caught by me, and the other competitor joined in and between us, we got him on the ground. It was then mano a mano, but the wind was dropping, and our lines were well tangled from the earlier battles, so it was not easy to make much progress. We battled away, and ended up stuck in the corner of the arena. Even the announcer got a bit bored after a while, and got some other events underway while we still battled manfully against the increasingly light wind and each other. Eventually, age won, and

exhausted from running around trying to both keep my Rok in the air and get my opponent on the ground, I was dragged to the ground, followed only seconds later by my opponent.

So as far as I am concerned, although this was very much a fun event, I ended up the overall winner over the weekend, so it really was a case of third time lucky. There were no further opportunities to test my new found skills before the winter was upon us, but I am now planning what to do during the dark evenings. Building a new kite of course; a new Rok quite possibly. The question is, will it be a nice demonstration kite, or do I make one that I will not get too attached to, one that is robustly built, and one that will be entered in the Rok fight at Weymouth in May

Peter Jackson

S O M E 2 0 0 4 E V E N T S

These are just some of the event we are going to next year.

BKF AGM, 7th March 2004

Club fly in on the Tye followed by the AGM in the Badger Watch Pub.

RNLI Fete, Newhaven Fort recreation ground, 5th June 2004

The date for next years annual summer fete has been set, and the RNLI have said they would be delighted if we could join them for this again. It will take place in the same place as last year but a booking for the football ground and the recreation ground has been made so we will have plenty of space and no cricket team to bother us.

Lark in the Park, 28 - 29th June 2004

Just a fun place to fly kites and chill out no competitions or arena.

Brighton Kite Festival, 10 - 11th July 2004

One to remember as it's our own festival again in Stanmer Park. So please come along and have fun.

Petworth Kite Festival, 25th July 2004

Well it's booked and the weather has been ordered for another fun packed day of Kite flying. Please let me know if you want a pass for the day.

Telscombe Tye family fun day, September 2004

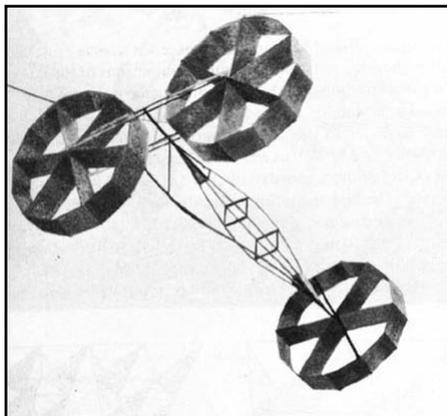
Date to be confirmed.

JAN 2004 JAN 2004 JAN 2004 JAN 2004

NOT A LOT OF FIRST PEOPLE KNOW THIS ABOUT THIS LOST KITE

When you ask most people what Alexander Graham Bell was most famous for they will probably be able to tell you that he was the inventor of the telephone. Some people may even know that it was invented in 1876 and that he later invented the gramophone. Very few people realise that Bell had a great passion for both aeronautics and kites. He used kites to further his knowledge of man assisted flight. Bell designed, made and tested many of his own man-carrying kites himself.

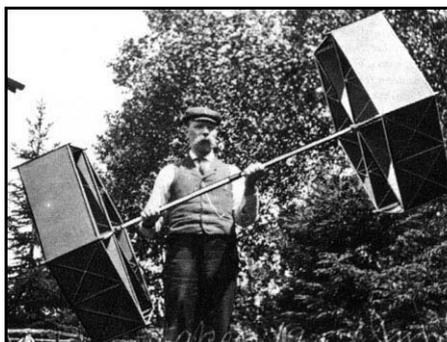
To begin with Bell concentrated on the lifting aspects of the kite and experimented with rotors and winged flying wheels. Some of these were able to reach a height of more than 150 feet.



Bell used a variety of geometrical shapes in his kite designs. Geometry is a branch of mathematics concerned with the relationship between points, lines, surfaces and solids.

The kite above is a huge twelve-sided giant radial-winged kite. A man is holding the tail or landing-line and is controlling the kite on the ground.

The image below shows Bell holding one of his kites. The kite is made up of two hexagons (a six sided shape).



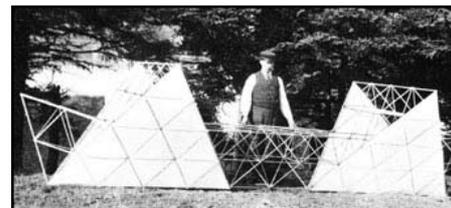
Each hexagon has six radial divisions or wings. The two hexagons are held together with a centre pole having a moveable weight in the centre of it. The adjustable weight could slide along the pole in order

to find the centre of gravity. At this point it is perfectly balanced. The photograph below shows Bell with one of his tetrahedral structures. A tetrahedron is a four-sided solid, triangular pyramid. The two large tetrahedral shapes at the ends are attached together with a framework of smaller, hollow tetrahedrons. This design was later made into a winged boat in 1902. Bell found the tetrahedron to have a very good strength to weight ratio. This simply means that an object is structurally very strong but at the same time is very lightweight.

Metal girders and beams in most modern buildings are made of hollow steel beams. Centuries ago beams in houses were made of solid wooden beams. They were much heavier than the metal beams and were not as strong.

Bell continued to experiment with the tetrahedron. He built a kite called the Frost King, which was made up of 1,300 tetrahedron cells. The kite accidentally lifted one of its handlers some 30 feet above the ground.

The kite, including all of its tackle weighed just 125 lbs; the weight of the handler was 165 lbs. 10 miles per hour wind was recorded. The pull of the kites was measured using a standard spring scale. These can be found in most school



science laboratories.

From this Bell concluded that a much larger kite, carrying an engine, providing a 10 m.p.h. thrust would easily carry a man. The first controlled man-flight, in one of Bell's kites took place in 1907. The kite was named the Cygnet, a much larger version of the Frost King. This kite contained 3,393 cells and carried floats to enable it to land ~on water.

It was towed behind a steamship to a height of 168 feet. The pilot Lieutenant Thomas.E. Selfridge survived the seven-minute flight unfortunately because the winding crew onboard the ship were too slow to unwind the towrope the Cygnet hit the water and broke up on contact.

Selfridge died seven months later while flying as a passenger of Orville Wright. He became the first person to die in the history of powered flight.

<http://www.design-technology.org/bell.htm>

During the long, hot school holidays of Summer 1942, my grandmother, with whom I was living, casting about for something to keep me amused, asked "Shall we make a kite?" Presumably I answered yes, because next day we collected bean sticks, brown paper and bailing twine (!) and my grandmother, working from memory - and despite my help - produced a kite.

In those war torn days we lived in Porchester, way up on Portsdown Hill, just where the houses stopped and the wild hillside began, so we didn't have far to go to test 'our' new creation.

Well fortunately there was a good wind blowing along the hill, because looking back I realise that our kite was rather heavy, and I think Grandmother's memory probably didn't include details like bridling.

The test flying was rather a disaster, as no matter how hard I threw the kite into the air, I can't remember any flight lasting more than a few seconds.

So we came home to tea and Grandmother said she would ask around at work to see if anyone could help.

Next evening as we mowed the lawn, we heard a loud knocking on the front door - and there stood a large, hot police sergeant (remember the hill?)

"Good evening Mrs. Godley, I believe you were flying a kite on the hill yesterday?"

"Yes sergeant - although I'd hardly call it flying"

"Well I really must tell you not to do that again. Didn't you know that kite flying is banned for the duration of the war?"

"Well, no I didn't. I was only trying to keep the boy amused".

"I think you'll have to find something else, because I have to confiscate your kite so there is no chance of you signalling to enemy aircraft!"

And so I lost my first, and for about forty years, only kite.

(And Grandmother made me a little sailing boat to play with instead)

Alan Crag

**HAPPY NEW YEAR
TO ALL FLYERS
FROM THE
BRIGHTON KITE
FLYERS**

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Membership Secretary:

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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 from 6pm. Remember that during the summer members may well be attending kites festivals, but the fly-ins are still on.

See you there



Merchandise

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Pins/Badges/Pens:

Simon Hennessey
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Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible Peter Jackson, John Dimmock, Dave McArther, Alan Crag for articles, and Simon for articles, 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.

Corinne Hennessey

Next Issue

What would you like to see in the next issue. Let us know or better still let us have an article. Ideas for next years festival.

A G M

March 7th 2004 Badgers Watch Public House, after the fly-in on the Tye. Agenda will be posted out early next year.

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:

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

Next Year Festival 10h & 11th July 2004

Not long to go now. By the time you read this we should have the poster and flyers designed (I hope), let me know if you want some to put up, The date is confirmed as the 10th and 11th July 2004.

We have not heard from many of you about what you would like, but there is still time so let us know what you want.

If you would like to help, or fly in the arena, please also let us know and we will fit you into the arena timetable.

Paul Hill has kindly offered to take over the children's kite workshop after Mick and Norma moved to the west country, and as usual we will need your support on the day to help in the kite workshop. If you see him between now and the festival, please offer help.

Simon Hennessey

O S O W

OSOW - EXTRACURRICULAR Family commitments in Essex prevented Irene & I from attending Devil's Dyke, but the OSOW directory indicated a reachable gathering at Tiptree, Essex hosted by the Essex Kite Group. Gusty winds, but a beautiful sunny afternoon, with about 12 single-liners in the sky and numerous 2 liners on and off for the couple of hours we were there. Even the tree was forgiving when my Symphony landed in it!

Our thanks to Colin Kill and the other members of EKG for the warm welcome extended, it was a pleasure flying with you.

Terry Golding

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.



MKF News

www.mkf.org.uk



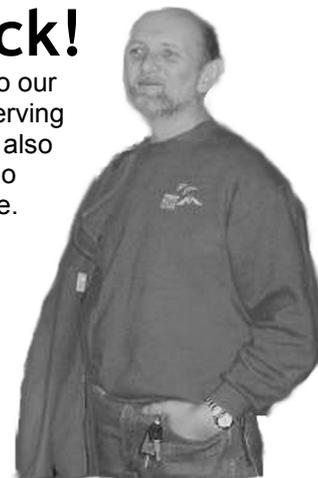
The Midlands Kite Fliers News Extra

THE MIDLANDS KITE FLIERS

New Kids On The Block!



I would like to take this opportunity to welcome onto our committee Mike Simons-Powell (*left*) who will be serving alongside Alan Bill our Events Co-ordinator and also Jim Cronin (*right*) who as past Chairman is no stranger to the workings of the MKF committee. Jim now becomes Membership Secretary following John Larson's decision to step down from this demanding position at the last AGM.



We wish them all the best in their new positions within the club and ask that you also offer them your full support and backing to enable them to carry out their new roles as easily and effectively as possible.

New retail premises for The Highwaymen

Remember the days of the Kite Kitchen and the converted garage at Dick and Shirley Turpin's home? Well things have been steadily expanding for The Highwaymen and it wasn't long before that space was outgrown and the whole operation was set up in a small unit at Hinckley Workspace. Well times have moved on yet again and The Highwaymen now have a retail store on the high street to cater for our ever growing list of kite goodies.

No need to phone and make an appointment, just drop in. The shop is easily reached via the A5 from the south, or the M69 from the east; and The Highwaymen's new double fronted shop is situated on the corner of New Buildings and Castle Street. Car parking is within easy walking distance on Stockwell Head, on Hill Street (Co-op car park) and also at the nearby Britannia Shopping Centre.



Please visit the website www.thehighwaymen.co.uk for detailed directions how to find them.

Their new address is -

The Highwaymen, 2 New Buildings, Hinckley, Leicestershire. LE10 1HW

Tel: 01455 230736

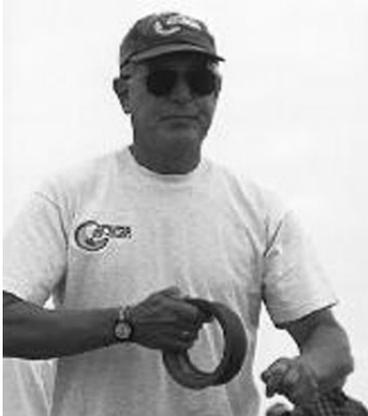


NORTH AMERICAN FIGHTER KITES

By Bruce Lambert

A new fighter kite book on CD!!

Compatible with both Mac's and Windows PC's.
Available December 12, 2003



North American Fighter Kites is my effort to share information about North American fighter kiting. What I've learned about North American fighter kiting during the past 7 years has primarily come from the hundreds and hundreds of hours

I've spent experimenting with fighter kite ideas regarding construction, design and flying strategies and maneuvers. However, I have also learned an enormous amount from other fighter kite fans from North America as well as from around the world! North American Fighter Kites shares all of it in over 400 pages with lots of photos. It's the most information available about the unique North American style of fighter kiting. It's a workbook and a guidebook for anyone curious about or interested, at any level, about any aspect of North American style fighter kiting. Its information is as valuable to an experienced fighter kite flyer as it is to a 'newbie'.

I wrote North American Fighter Kites with the intention to publish it as an affordable printed book; all images are grayscale rather than color. However, I found out too late in the process of putting the book together, that from the beginning, I didn't create suitable digital images for printing a book with high quality results. Since the images

look fine on a computer monitor, I decided to publish it electronically on a CD ROM rather than re-take all the images and delay the book several months to a year. If I write an additional book about North American fighter kites, I'll publish it as a printed book since I now have a better understanding of how to create and use digital images for use in high quality printed publications.

It's a fund raising project! I have two primary goals in writing and producing this book as a CD. The first is to encourage more people to participate in the great fun of North American style fighter kiting by making this information readily available. My other goal is for the CD to raise money for three important and hard working kiting organizations:

- *World Kite Museum (WKM)*
- *American Kitefliers Association (AKA)*
- *North American Fighter Kite Association (NAFKA)*

From the proceeds of selling North American Fighter Kites CD's I am donating a portion to each of these three fine kiting organizations. So when you buy one or more of these CD's you are contributing financial support to each of these kiting



organizations. They THANK YOU and so do I!

North American Fighter Kites includes detailed information about how to fly a fighter kite including information for those who have never flown one before. After studying the information in the book, your first attempt at flying a fighter kite will likely be successful. It also explains how to perform a variety of fun and easy to learn kite flying maneuvers. Plus it discusses more complex and challenging maneuvers for experienced flyers.

“It provides detailed discussions and lots of photos of building methods for each construction aspect required to make a successful high performance fighter kite”

The fine details of tuning and balancing plus how to match a fighter kite to the wind is also included.

In addition, many pages are devoted to discussing how to compete and be in the winners' circle when participating in North American style fighter kite competitions. Two styles of competitions are included; precision or skills competitions and line touch competitions. It includes details about line touch maneuvers and strategies I used to win the 2001 and 2003 Line Touch World Cup Championships.

“If you're new to fighter kite making, it will guide you step by step through making a great flying fighter kite in less than two hours”

Making your own fighter kites is very rewarding; I encourage everyone to do it. Plus, it is inexpensive to make fighter kites; less than \$4 per kite. North American Fighter Kites has tons of valuable information that will make your kite making easier, faster and more successful.

It provides detailed discussions and lots of photos of building methods for each construction aspect required to make a successful high performance

“If you want to know how to make a fighter kite spine from bamboo or carbon fiber round or flat material, it's all in this CD”

fighter kite. If you're new to fighter kite making, it will guide you step by step through making a great flying fighter kite in less than two hours; start to finish. If you want to build a line-touch championship caliber fighter kite, North American Fighter Kites shows you how; also step by step. If you want to know how to make a fighter kite spine from bamboo or carbon fiber round or flat material, it's all in this CD.

Also included are 8 original full sized half plans of my favorite kites. Print these and use them to cut out either a kite skin or a template. These full sized plans can be used to make either half or full templates and are a great time saving shortcut in building a fighter kite. There are also 9 additional original plans including kites I currently use to compete with in the line touch competitions I enter, including the World Cup. These plans include all dimensions you need to easily and accurately draw the full sized plans yourself.

How to order

North American Fighter Kites CD's

Each CD is packaged in a jewel case and wrapped in plastic film.

Shipping Note

I'll make every effort to mail your North American Fighter Kites CD the day I receive your paid order; if I can't get it to the post office on that day, it will be mailed the next day provided the post office is open.

Price in USA dollars

CD'S MAILED WITHIN THE USA; the price of each CD is \$20. This includes media rate postage to anywhere within the USA.

If you want the CD mailed by priority mail, the price is \$22.50 including priority postage.

CD's Mailed Outside The USA

the price is \$18.70 (Converts to around £10.75) plus actual mailing costs.

(The media rate postage has been subtracted from the \$20 USA price to arrive at the \$18.70.)

Paying With Paypal

If you want to pay using PayPal, please email me your order directly at - kitefighter@yahoo.com

Personal Check Or Money Order

If you want to pay by personal check or money order, USA currency only, please mail your order and check to:

**Bruce Lambert
PO Box 8110
Yakima, WA 98908**

When you order, please include the quantity of CD's you want along the complete mailing address. If you order more than one CD and want each mailed to a separate address, please include each complete address and how many you want mailed to each address.

If you have questions, please email me at - kitefighter@yahoo.com or call 509 969 8880.

Bruce



Dieppe International Kite Festival

Dear Kitefliers,

Just a few lines to update you on the proposed trip to The Dieppe Kite Festival in September 2004. The dates we have now booked are Thursday 16th - Monday 20th September. There are a few remaining places left so to avoid disappointment book now!

This includes 4 night's hotel accommodation with en-suite facilities and cold buffet breakfast. Luxury coach travel will be with our usual Tour Company Johnsons of Henley - in - Arden which will include the following :-

- Return Euro-tunnel crossing
- Portorage in and out of the hotel
- Personalised itinerary to your requirements

We will be staying at the Hotel La Presidence in Dieppe this is a 3 star property situated on the Sea front next to the Castle. Those of you who came to Dieppe in 2000 will remember that the hotel is to a good standard. We have up to 49 places being held including 5 single rooms. There will be a welcome drink for all those wishing to partake.

Items not included in the price will be all lunches, evening meals, travel insurance and entrances to

Places of interest. You are strongly advised to take out travel insurance which can be provided by Johnson's at £9.20 per person.

The price of this bargain break is £230.00 per person based on two sharing a room. Single room supplement is £60.00 per person. Half Board supplement is £12.00 per person per night.

If you are interested and would like to book a place on the trip please contact me on the above telephone number. A deposit of £30.00 per person will be required and the final balance will be required by the 8th July 2004. The cheques should be made out to *M. J. Pearson*. Further information will be passed on as it becomes available.

May the wind always be coming from your rear, Good Flying.

Yours sincerely
Mike Pearson

The Kite Fliers Association
M. J. Pearson
1 Fairways Walk
Pershore
Worcestershire
WR10 1EP
Tel: 01386 553396

13ème Festival International de Cerf-Volant de Dieppe - France

11 - 19 Septembre 2004

Dieppe Capitale du Cerf-Volant

Official Press Release

In September 2004, Dieppe will host the 13th edition of its International Kite Festival. As one of the premiere kite festivals in the world, the Dieppe International Kite Festival is highly anticipated by thousands of kite flyers around the world and hundreds of thousands of kite enthusiasts from Europe.

The 2004 event will be held from Saturday September 11th, until Sunday September 19th inclusively. Dieppe Capital of Kite, has been presided since 2002, by Mr. Laurent Martin. The event's coordinator is Sandrine Frébourg. Both are Dieppe residents.

Although not yet complete, the program is already starting to take shape. The theme for the next festival will be "Woman and Kite". More than 30 invited countries are expected at this year's festival.

Contact Presse :
Press Attaché : Eric Talbot
talbotattachepresse@wanadoo.fr -
Tél. 33 (0)2 35 88 87 82

Here is some important information regarding the next international kite festival in Dieppe France.

Dates : **September 11th until September 19th**

Theme : **WOMAN and KITE**

Creation contest theme : "Woman - Nature and Splendour"

Artists, pilots or "aeolists", they're kite fliers too. Who are these women out of the ordinary ?

During the next edition, you will discover the universe of kiting with a feminine touch. Other details of the 2004 festival will be communicated to you soon. You can start your preparation for a great night flight right away...

You can send us pictures of your kites
We welcome you all !

Available in the spring 2004 :
- registration forms (downloadable)
- detailed program of the festival

Contact : infos@dieppe-cerf-volant.org



42 ROMAN-CANDLE 71.



The Journal of the Bearly Made It, oh, Knickers, The Scurrilous Rag that is a disgrace to British Kiteflying. Known to get up a few Hooters, oh dear, how sad, never mind. Patriotic?, yes, Political? yes, (what in this world aint) Politically Incorrect? and how, Mindless drivel content exceeds 101% (at least we're honest)

Nepal is outraged by climber's claim that yeti is just a bear



A Meti.

To say that the Nepalese are ever so slightly miffed is something of an understatement, They are outraged at what many of them feel to be nothing more than an insult.



A Yeti.

Not a Yeti.

What has riled the normal easy going Nepalese people is a claim by a Japanese mountaineer, Makato Nebuka, that the famous Himalayan Yeti is nothing more than a misidentified Himalayan Brown Bear, or Meti. Mr Nebuka says that he has spent the last 12 years climbing the mountains of Nepal, Tibet and Bhutan without once encountering an Abominable Snowman(which proves jack) though he has seen quite a few Bears. naturally his claim was labelled controversial and ultimately fallacious by various Nepalese Yetiologists who state that just because the Nepalese dialect word for Bear, Meti is similar to the word for a rock animal, Yeti, no one should draw conclusions based on linguistic coincidences.

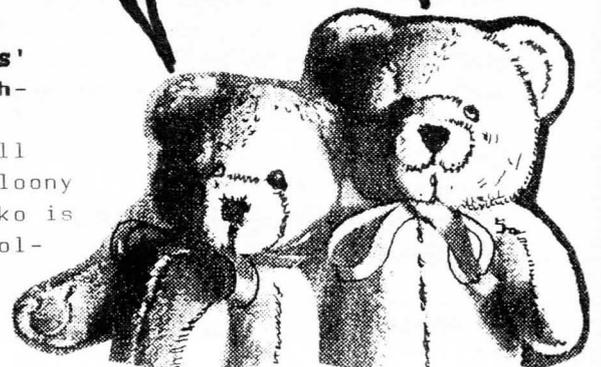
Although the Yeti has long been a part of Sherpa belief, the first physical evidence of the species existence were the giant footprints photographed by Eric Shipton on the 1951 Everest Expedition. Local wags reckon that the next time Mr nebuka climbs a mountain he would be well advised to include a Parachute in his equipment, as you neverknow, he may just encounter a non existant Yeti who will give him a right slapping, then throw him orf the mountain. And in case you are wondering, no, a slap happy, Jappy chappy, who is vacating a mountain PD bleeding Q, will still not be eligible for membership of BMISS with or without a Parachute.....YETI.1, MOUNTAINEER, SPLAT.

JACKO SWEEPS HIS TEDDIES FOR BUGS



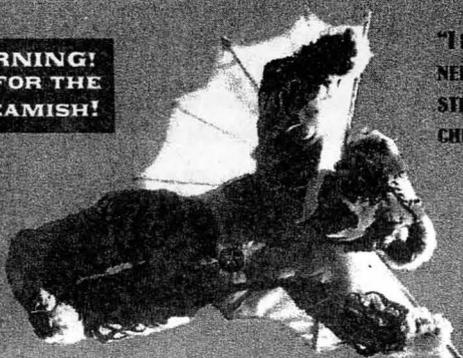
Yet another in our 'You could'nt make it up series' Paranoid Michael Jackson is having his Teddy Bears checked for listening devices.

Whacko Jacko thinks that the Santa Barbera Old Bill bugged his Teds when they recently turned over his loony bin called Neverland. Informed sources say that Jacko is refusing to stay at Neverland until his extensive collection of Teds is checked with RF energy sensors, Of course, one cannot be too careful, as it would be a bit of a bummer to be inadvertantly grassed up by one of your Furry Watsits. perish the thought



THE BEAR DEVILS AERIAL CIRCUS
 PRESENTS:
BRIAN "BIRDBRAIN" BRUIN
 A.K.A. GRIZZLY MISHAP
THE BATWINGED FLYING WONDER
 (YOU WONDER WHY HE DOES IT?)

**WARNING!
 NOT FOR THE
 SQUEAMISH!**



"I DON'T
 NEED NO
 STINKIN'
 CHUTE!"

OH, HE PLUMMETS TO EARTH
 WITH A HORRIFYING THUD
 IT TAKES TWENTY MINUTES
 TO DIG HIM FROM THE MUD

SO WHY DOES HE DO IT
 ALWAYS LANDING ON HIS HEAD?
 'CAUSE "BIRDBRAIN" BRUIN
 IS ALREADY BRAIN DEAD

EVERYBODY SING!

SO YOU THINK YOU HAVE PROBLEMS? THEY ARE NOTHING COMPARED TO WHAT "THE BEAR DEVILS AERIAL CIRCUS" HAVE TO PUT UP WITH.

You are a well respected, very experienced and professional Team of Parachuting Furry wotsits then suddenly without so much as a by your leave you find yourselves playing second fiddle to one of your groups more outlandish members who, not only is very visibly brain dead, but, and this is the galling bit, does'nt even use a bleeding Parachute

Barnaby Wilde, Hugh Jaire and the rest of the Devils are a bit shellshocked actually, on the one hand, they are sympathetic towards a nut case, but on the other they have a nasty feeling that birdbrain Brian is a bit of a conbear who is running a good P.R. campaign, which is garnering all the plaudits at the expense of all the other "Devils"

Truth is, it does'nt matter how good a chute descent is performed, all the punters wish to see is wether or not some half baked, one eyed steel bonce plated, broken legged, bat winged apology for a furry wotsit will finally manage to kill himself. Fat chance, Grizzly Mishap has stiffed himself 187½ times already, and still he comes back for more.

Never mind, lads, get out the shovels and get ready to dig the silly old sod out of yet another mud patch or crater, maybe you should actually be thinking of burying the old git.

THERE COMES A TIME IN EVERY DROPNIKS LIFE WHEN THE PROSPECT OF YET ANOTHER GALLOP DOWN THE FIELD TO RECOVER A DRIFTAWAY FAUNA BEGINS TO PALL SOMEWHAT.

All together now, Oh dear, how sad, never mind, you poor old sod. What shall we do? One thing you can do is what Ernie Fosselius, erstwhile crew chief of the BDAC has come up with, namely a form of bribery. Ernie has had some groud crew cards printed up which enrols into the said crew any sprog, anklebiter or nutcase who returns after catching the said fauna, it, to him in reasonable condition. There is one other nice touch, Ernie attaches a lollypop to the card, and no, contrary to what Rastachat reckons, he does'nt dip the lollypops in melted EXLAX, no way.



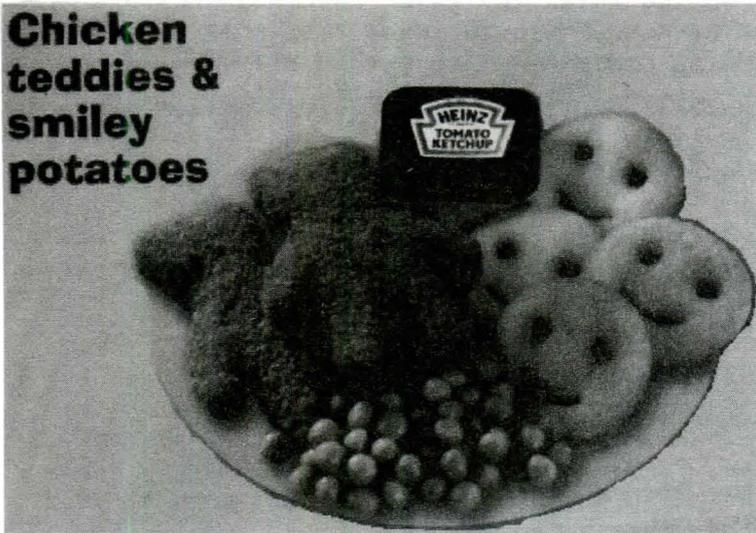
Mind you, a vague thought or two along those lines had actually crossed ernie's mind as he watched a load of anklebiters racing each other in order to be the first to retrieve a fauna, then begin to punch each other out and rip the Bears and Chutes apart just to be the proud possesor of an Official Bear Devils Ground Crew Card.

In fact there were far more bloody noses and tears than there were fauna to retrieve, so Ernie gave away most of the cards and all of the candy before a full blown Bloodbath ensued. Ho, Hum, dont'cha just love the little Horrors.....

Dear Bear, I resent your referring to our well behaved offspring as little horrors, blah, blah, blah di blah (cont P94.....



Chicken teddies & smiley potatoes



DOES A GHASTLY FATE AWAIT BOTTLE JOBS?

What Electric Arfur found recently on the Menu at a Brewsters Family Restaurant is enough to make yer teeth jump out of your gums and go running down the street.

Whilst BMISS have never put the squeeze on Teds who bottle out at the thought of unstuffing a jolly old rag, it seems that Brewsters will cheerfully serve up chicken Teddies as a gutbash for anklebiters. Ha, them spuds can laugh, all they ever were was a catagory3 (novelty) item, they was growed to be noshed, but Bottle job Para-fauna as nosh, thats well weird.

One does wonder what flavour them chicken Teds come in? the mind boggles.....



Royal National Lifeboat Institution
Registered Charity Number: 208053
 Incorporated under the Charitable Companies Act 1909
 Registered Office: The Queen
 Reservoir, Little Toller, Isle of Wight
 Chairman: Alan Richardson
 Age:
 Newbury & District Branch

The
ROYAL NATIONAL LIFEBOAT INSTITUTION
 wishes to record its grateful thanks

to
Mr Arthur Dibble
and his parachuting Teddy
Bears & friends

who have raised the very generous sum of

£ 213.13

Your kind support of the Lifeboat Service is very much appreciated and will help our volunteer crews continue their work of saving life at sea.

Date: April 2003

Alan Dibble

On behalf of
 Royal National Lifeboat Institution



Two bailed over skydiver death

The dreadful incident which occurred at Hiballdstow Airfield recently when Skydiver Stephan Hilder was killed as a result of apparent sabotage is now being treated as a definite case of Murder.

Two men who were actually on the same descent as Mr Hilder were arrested and held for two days before being released on Police bail. Police conducting the murder inquiry sad that a file of evidence would be forwarded to the Crown Prosecution Service.

Mr Hilders Chute was sabotaged by someone with intimatetechnical knowledge of Parachutes who cut through the shrouds and risers. When deployed the main and reserve canopies broke free and Mr Hilder was fatally injured.

LETS FACE IT, SOME KITEFLIERS OUT THERE SEEM TO REGARD PARAFUNA AND THIS RAG IN PARTICULAR AS LITTLE MORE THAN THE SPAWN OF SATAN. THERE, THERE, NEVERMIND,MUMMY KISS IT BETTER.....

BUT, YOU MISERABLE SODS, PARAFUNA AINT A COMPLETE WASTE OF SPACE.

Some furry wotsits of a Parachuting Persuasion are quite good at raising a few bob for various good causes which you must admit is quite a worthwhile occupation. The Ted Berets, who have been known to do the odd bit of seaside cliff jumping before now, fully realise that they may, if it ever goes a bit pearhaped, be forced to rely on the expertese of the R.N.L.I.

As you can see the T.B's raised a not to be sniffed at sum for the Lifeboats. Nice one Arfur, if that was done in a one day session, thats some good going. One question does remain though, what miserable sod chucked in the thirteen pence? or were yer doing discount drops for shortarsed Teddy Bears.

GONNA BE A BEAR.....

Dropnik Billings saw this poem in a magazine called CRAFTIME COURIER, They gave us permish, we love it.



Gonna Be a Bear

In this life I'm a woman.
 In my next life, I'd like to come back as a bear.

When you're a bear, you get to hibernate. You do nothing but sleep for six months. I could deal with that.

Before you hibernate, you're supposed to eat yourself stupid. I could deal with that too.

When you're a girl bear, you birth your children (who are the size of walnuts) while you're sleeping and wake to partially grown, cute, cuddly cubs. I could definitely deal with that.

If you're a Mama bear everyone knows you mean business. You swot anyone who bothers your cubs. If your cubs get out of line, you swot them too. I could definitely deal with that.

If you're a bear, your mate EXPECTS you to wake up growling. He EXPECTS that you will have hairy legs and excess fat.

Yup, gonna be a bear!

R.C. Teds? Whatever Next.

DONT PANIC! THESE R.C. BEARS ARE NOT PARTIALLY DEPLOYED,THEY'RE RADIO CONTROLLED.

NOT REALLY DESIGNED TO BE BOMBED FROM KITES, BUT THEN WHO KNOWS.....

TREE HOUSE TEDDY BEARS SAY THEY ARE BRINGING TEDDIES TO LIFE WITH RADIO CONTROL. These Bears are not your normal run of the mill scruff bag Bears, but are specially designed to incorporate the R.C. control gear and are available in a variety of different materials to suit the owners personal taste.

Of course, such limited edition Bears dont come cheap, which matters little to those in search of something unique. however, Tree House Teddy Bears say that they have evaluated some commercially produced Bears to see if some are capable of being retro fitted with Tree House control gears and apparently some are which could appeal to those collectors and dropniks out there who are strapped for cash.

Those of you who are Babbaged, should check out <http://www.treehouseteddybears.co.uk> where quite a lot more will all be revealed in the best possible taste.

vrangelya ostrov

Does not easily trip off the tongue, but Vrangal Island in the East Siberian Sea where life is extremely tough now has no permanent residents after the last remaining villager Yasilina Alpaun was attacked and fatally injured by a Polar Bear. The island is now officially populated by the ferocious Bears.



Whether or not the above is in any way connected to any other recent report which claims that due to a reduction in the amounts of sea ice in the Arctic parts of Russia, Alaska and Greenland due in part to longer arctic summers, we cannot say, though the report says that the Polar Bears habitat is vanishing at an alarming rate.

The Polar Bear is dependant on sea ice to catch its main prey, the seal. If the ice continues to thin and disappear, the Bears which are not yet classed as endangered, will come under increasing pressure in their only natural habitat. There are thought to be just 27,000 Polar Bears left in the wild. Makes yer think.

U-turn could return Pooh's honey pot to Milne's family

GORDON BENNETT, THE SAGA CONTINUES,DOH!,BORING.....

Its a tribute to the tenacity of American lawyers, that once they smell them Dollars, they never will let go.

The interminable saga of Pooh's honey pot continues with a Judicial U- turn on the subject of who does own the rights to the Bear of little brain, and the resultant Billions of squids, yeah, thats right, Billions. A judge now says that Disney is the rightful owner, whilst the Lawyers for the Slesinger family, say oh, no they aint. The legal punch up is set to continue. There will only be one winner. the Lawyers

WHO'S IN THE BAG? A1926 STEIFF BEAR, JUST CLOWNING AROUND.

A Steiff Teddy Bear, circa 1926 went to auction at Christies and realised £23,500 which although falling far short of the hyped up Teddy Girl price a few years back, is nevertheless a pretty good price for a Ted. The Bear, very rare in clown costume was given to a young girl in Northern Ireland in the 60's. It was mint then, and continued to be so as it was put into a bag and never played with. It was recently found and for a laugh, was taken to the Antiques Roadshow, where it was valued at about £20grand. nice one.

AS EVER ITS THE USUAL TO THE WHATNOT, C/O THE BORING OLD FART(OR BARSTEWARD IF YOU PREFER) 48.LAUREL LANE, WEST DRAYTON, MIDDx,UB7.7TY. IN WHAT WILL FOREVER BE ENGLAND NO MATTER WHAT THE TRAITORS,RUNNING DOGS AND FELLOW TRAVELLERS HAVE PLANNED.

REMEMBER, IF AT FIRST YOU DONT SUCCEED, THEN SKYDIVINGS DEFINITELY NOT FOR YOU.

DONT EVER SAY WE DID'T WARN YOU ROTTEN LOT.....

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

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

DUNSTABLE KITES

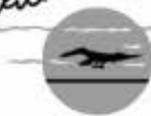
Phone 01582 662 779
Fax 01582 666 374

Email: kites@dunstable-kites.co.uk
Web: www.dunstable-kites.co.uk

23 Gt Northern Road, Dunstable, Beds, LU4 0YN

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
Limited stocks.



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.

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