

THE KITEFLIER

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Issue 129

October 2011

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**Newsletter of the Kite Society of
Great Britain**

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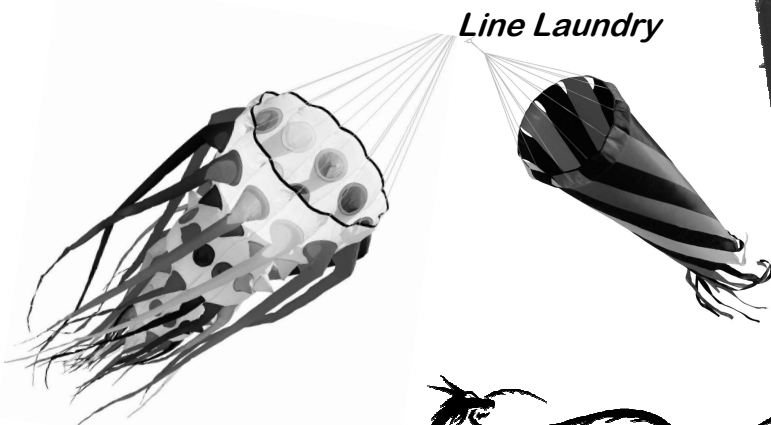


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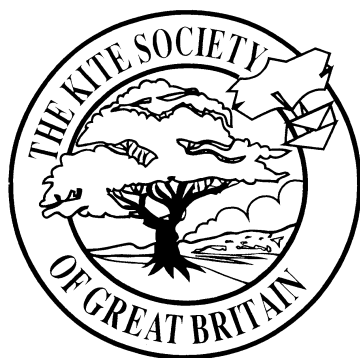
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Front Cover
Christian Harms Box Kite Design flying at Portsmouth
Photo: Tara Bloom 2011

Dear Reader

For most people the kite flying season is over. There are some regular group fly-ins taking place across the country—even in the worst of weathers (mind you the weather may be better in November than in July!).

It has been an interesting year—kite festivals being cancelled or curtailed through the limitations of available money, primarily down to a large number of events being supported by local councils. We will have to wait and see how 2012 goes. It is also noticeable that the number of people attending the events has dropped—not surprisingly with the cost of everything! Unfortunately it is a vicious circle—the less people who attend, the less the sponsors feel like paying!

We wish Allan Pothecary well in his recovery from his recent op. Hopefully his corner will return next issue when he is up and about again. Mind you—there is nothing to stop YOU writing something! Send them in to us for December 15th to appear in the next issue.

Editorial

See you in the new year with all of those new kites!

Jon and Gill

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THE GREEN GIANT KITES

FROM RB TOYS 1971-1990

by Jeff Duntemann
jeff@duntemann.com



Promotional kites are an ancient business, basically as old as the business of manufacturing inexpensive kites as toys for kids. I've seen promotional diamond kites from Wilder Mfg. and Alox Mfg. that date back to the Depression, and I suspect that Hi-Flier was making them back then as well. By the 1950s, promo kites were a huge business for Hi-Flier, and I had many of them when I was growing up in the 1960s. (The one I remember best came from Cundiff's Sinclair over at Harlem and Higgins in Chicago.) Promo kites mostly vanished with the American manufacturers around 1990. What promo kites I've seen since then have come (like most inexpensive toys) from China.

I pick up or send away for promo kites any time I can, to see what sorts of things are being passed off as kites these days. It's no wonder that kite flying among kids has gone into eclipse: Plastic promo kites are almost always lousy kites, probably designed by people who have never flown a kite and may never have actually seen one except in photographs.

Almost.

Flying the Giant

Back in the spring of 1987, during the few weeks that I spent moving from Baltimore to Scotts Valley, California to work at Borland, I was handed a bagged plastic kite by my 4-year-old nephew Brian, who asked me to put it together and fly it with him. His mother had sent away a couple of proof-of-purchase seals (which I still call "boxtops") from frozen vegetables, and they had received the kite from the Green Giant company. The kite that we found in the bag was impressive enough to warrant a short article all by itself. As a promo kite, it stands completely apart: No kite I have ever gotten with a purchase or sent boxtops away for has ever worked anywhere near as well.

The kite is shown here, with Uncle Jeff, Brian at 4, and 2-year-old Matt toward the right edge. (My bichon Mr. Byte is the white item on the photo's lower edge.) At 48" high and 42" wide it dwarfed both boys. Assembling it had been easy: Five tubular plastic sticks plugged into a central hub, and little plugs at the ends of the sticks had blunt protrusions that fit into reinforced holes in the sail at the five points of the kite. The top stick (making



RB Green Giant kite, 1987

the upper point in the five-sided kite) was 12" long. The two side sticks were each 21" long. The two bottom sticks were 36" long. The sticks were actually in two thicknesses: The top three were 5/16" in diameter, and the two lower sticks (which were the longest, at 36") were 3/8" in diameter. The long sticks probably needed the extra diameter for rigidity, but having the sticks in two sizes meant that the kite was almost impossible to assemble incorrectly. The sticks snapped into place easily and stayed put without glue.

There was no bridle. The string tied to a loop at the center of the plastic hub, which protruded through a hole in the center of the kite's plastic sail. (See the closeup photo below.) Now, I've flown bow kites with single-point bridles, and while it can be done, they generally fly much more reliably with the classic, two-point bridle. I remember being skeptical while reading the instructions, which indicated that the kite needed neither tail nor any bridle other than the string tied to the kite's center point.

But we followed the instructions to finish the kite, attached a roll of string that had been wound on a piece of scrap 1 X 1 lumber, and took it out into Grandma's back yard in Niles, Illinois. I had my doubts about its stability, and biggish trees were all around, so Carol took the photo before we launched it. That way, we would be sure to remember it if its lifetime proved to be measured in seconds, as sometimes happens with kites. Brian is holding the string in the photo. There was a light breeze from the south; I would guess 5-8 MPH.

The Green Giant Kites—Jeff Duntemann

That's not a lot of wind for kites, but the Green Giant kite was extremely light for a kite that large, and I suspected it would rise without difficulty.

And it did. With Brian holding tight to the roll of string, I took the kite back about ten feet, lifted it up over my head, and just let go. It didn't just rise; it zoomed. I helped Brian let some string out, and in a minute or so the kite was floating almost still on the wind, fifty feet over the church parking lot that abutted Grandma's back yard. We took it out about 200 feet, which was all the string we had, but the boys were delighted. It danced back and forth a little as the wind shifted, and I was poleaxed by how little it leaned to either side. It might have reacted differently to a stronger wind, but in a light spring breeze it flew almost perfectly. I showed Brian how to wind it back in, and in a little while the Green Giant and Sprout were safely back on the grass.

The kite remained in Grandma's basement, and I



think the boys flew it on their own a few years later. At some point the sail tore, and the wounded kite sat in a corner of the basement until the summer of 2006, when we cleaned out the house to be sold. I salvaged the sticks and the center connector, thinking I might re-cover it someday, but two of the sticks turned up missing before I got them home. I never rebuilt it, but I still have the center connector, which I feel is the key to the kite's success. There is no bow-string. The center connector (shown in the photo) has a 15° dihedral angle, providing the necessary "bow" that makes the kite stable. Precisely cut sticks and sail plastic made for very good balance, and it still rates as one of the

most stable kites I've ever flown, and that with no tail whatsoever!

The Secret Origin of the Green Giant Kites

It was only recently that I determined where the



Green Giant kites had come from. According to a small logo molded into the center connector, the kite was made by RB Toy Development Company of Mt. Prospect, Illinois, which (a little weirdly) is only a few miles west of Grandma's house where we flew the kite. I called the company, and spoke at some length with the current owner, Dennis Kupperman. RB had been founded by his father Sam Kupperman in 1958, and has been in the advertising premium business all that time. Sam is now retired and living in Florida, but Dennis was most gracious, and he told me the whole story of the Green Giant kites.

The Green Giant story is interesting in itself. In 1928, the Minnesota Valley Canning Company created a green giant figure as their trademark. It was not an appealing figure, hunched and grumpy looking, and for whatever reason not memorable. But starting in the 1930s, a young advertising genius named Leo Burnett gradually refined the giant into the cultural icon we know today. Early TV representations didn't work well, because giants were generally the heavies in storybook tales, and very small children found the giant frightening. The Burnett agency grafted a little Santa Claus into him, giving him an ever-present broad smile, calling him the Jolly Green Giant, and even made him laugh with Santa's "ho ho ho." It worked, and the Giant has endured even through multiple changes in ownership for the canning company itself.

In 1970, someone at Leo Burnett had the idea of putting the Jolly Green Giant on a kite as a sales premium. They created a large kite with the Giant as a design, and printed 20,000 of them, only to find (after the kites were printed!) that the kite would not fly. At that point the agency contacted RB Toy Development Company, with whom that had worked before on sales premiums targeted at children. Dennis Kupperman is an engineer, and while he was not trained specifically in aerodynamics, he read what he could on kites, looked at kites

The Green Giant Kites—Jeff Duntemann

sold by Hi-Flier and other firms, and came up with his own design. Dennis and Sam were granted US design patent #225653 on the center connector and general kite configuration. Dennis related how he had demonstrated the kite to Leo Burnett in downtown Chicago on Michigan Avenue, in the shadow of the Prudential Building where Burnett's corporate offices were located. The agency loved it, and soon delivered the artwork for the first run.

The Burnett graphics showed the Giant in full, standing feet together with outstretched arms. It was a good design, recognizable as a human figure when the kite was a long way out. The only problem was that once the kite was up a little ways and flying in bright light, the green color washed out and the Giant figure looked a lot like the crucified Jesus. A few church groups complained, and the Burnett Agency responded as the class act that they were, by recalling and destroying all kites that were waiting to be shipped, and eating the full cost of the error. They redesigned the graphics with the Giant in a pose that could not be confused with Jesus nor anyone else, and the kites went into production again.

This time there were no hangups: The kites flew like banshees, and the Green Giant design was a huge hit. Between 1971 and 1990, the Green Giant Company fielded numerous kite promotions under several different designs, with the Giant alone or with Sprout, his diminutive sidekick, introduced by the Burnett Agency in 1973. One premium package included a small Sprout figure hanging from a parachute, which could be set on the string and blown by the wind up to the kite, at which time a sharp tug on the string would (usually) launch the Sprout on a parachute ride back to Earth. Dennis related a story of taking a Green Giant kite out to a park in Skokie with a bag full of rolls of kite string, and sending the kite out on one roll of string after another, until the kite was 3,000 feet away and invisible except in binoculars. Even winding the kite in on a Hi-Flier Spinwinder was a lot of work, and at some point Dennis just broke the string, figuring that someone, somewhere would find the kite and adopt it.

RB had and still has an exclusive on kites bearing the Green Giant trademark, and no other company has ever legitimately manufactured a Green Giant kite. RB has made kites as premiums for many other companies and products (including Coke, Red Baron Pizza, and Kool Aid) but in honor of the Giant's being the first (and, after all, being a giant) all of RB's other kites have been three inches shorter and three inches narrower. All of the Green Giant kites are now collectibles, and Dennis has gotten very good prices for the few he has sold out of leftover inventory.

When I asked Dennis about the prospects for more RB kites, whether of the Green Giant design or any other, he told me what I pretty much expected: That cost-squeezed companies are rarely willing to commit the sort of money that it takes to do ambitious premium promotions anymore, and that kites generally are not seen as the big draw that they were twenty or thirty years ago. Creating the rubber printing plates alone costs \$10,000 - \$15,000 each, and the large drum presses used to print the kite designs on plastics are now being retired in favor of smaller presses that won't print anything as large as the Giant. Injection molding the center connector cannot be done in small batches, so runs of less than 25,000 are not economically feasible. Getting kites into retail stores might be possible, but Dennis doesn't want to be in that business (retail distribution can be ugly and expensive--as I know from my years in book publishing) and he isn't sure that the kite market is big enough these days to make low-cost plastic kites profitable. That said, he's still got everything he needs to assemble the 45" kites (assuming the plastic sails can be printed somewhere) so if you have the money and a way to distribute them, he'd like to hear from you.

Alas, he can only sell Green Giant kites to the Giant's parent company, and that sort of big-time premium campaign has passed into history. So if you've got a Green Giant kite, promote it to wall art, because if it goes into the trees you won't be getting another one any time soon. I see them every so often on eBay and they're worth watching for, though you probably won't get them for \$10. I'm hanging onto the center connector that I have, and may rebuild it with wooden dowels and a cloth sail at some point. The general design of a barn-door kite with a bow is a good one, and an example (called a "flat-nose bow kite") can be found in Marion Downer's classic book *Kites: How to Make and Fly Them*. It might be possible to make a dihedral center connector for a similar kite out of a sheet of aluminum, but in general it's a bad idea to have metal parts in kites. Ben Franklin was many things, but most of all he was...lucky.

Ho Ho Ho!

That's the story of the Green Giant kites and the man who created them. Conventional wisdom assumes that "boxtop" premium offers provide only the cheapest and lousiest goods, but in this one case, conventional wisdom got spanked and sent home without supper. The RB Green Giant was an amazing kite, and if all promo kites assembled this easily and flew this well, there might still be a promo kite industry--and kids might still be flying kites like they did in the 1960s.

Single Kite Altitude attempt in Australia



A dark object in the sky above Cable Downs Station, 40 kilometres northwest of Cobar. The object was a kite controlled by former Dubbo man Bob Moore and his team of Roger Martin, Mike Jenkins and Michael Richards, who soared into the record books when they broke the Australian Kite Altitude Flying record on Tuesday.

Despite falling short of their world record target of 15,000 feet by just over 800 feet, the foursome were ecstatic at reaching 14,121 feet, which flies high over the previous Australian record of 10 681, set by the group last year.

"We reached 3800 feet above our last effort. It's a huge leap forward and it shows you what good conditions can do," Mr Moore told the Cobar Age on Monday.

Mr Moore, who has travelled to Cable Downs 6 times to attempt to break the world record, had to bring the kite back to land after hitting their record height due to an agreement with the Civil Aviation Authority which prevented them from flying at night.

"I think we would have reached the 15,000 feet but it was getting close to nightfall so we decide to bring it down, though it was a real temptation to keep going," explained Mr Moore.

Following the highs of Tuesday, the winds of fate changed bringing bad weather featuring rain and high wind which grounded the kite for a day and, during a later attempt, resulted in the high quality kite string snapping.

There group were not able to recover the 12 square metre kite before returning to Sydney or the 2km of Dutch string attached, however Mr Moore is confident they will get it back.

"We think the kite is currently on a property close to the Endeavor mine and we've been told some of the mine workers will search for it this week," he said, adding he was very happy with the way the people at Endeavor have helped.

However Mr Moore is still satisfied with the achieve-

ments of the attempt.

"It's disappointing we didn't reach our target and lost the kite but all in all the week was successful.

"We were pushing the limit so we were bound to have breakages, but next time we'll come with a stronger line," said Mr Moore who has already began planning for another attempt in September next year with fresh determination.

"We've invested a lot of time and effort so we won't give up; we've come so far it would seem like a waste not to keep going."

See www.kitesite.com.au for more information.

City schoolgirls paint imaginations on kites
(From ibnlive.in.com)

New Delhi, Sep 22 A large number of girl students from city schools today joined a unique campaign by painting their imaginations on kites. Several messages on over 500 kites were on display in the "Let Her Fly" campaign, ranging from those about helping others by aspiring to become teachers, police officers, doctors, to short poems on "What they like doing,".

"I am Minakshi, a student of Class VIII. Thanks to Mamma and Pappa for letting me live. I want to study a lot. I want to become a pilot," said a kite at the exhibition jointly organised by CRY and card makers Archies.

"One in every 13 girls does not survive beyond the age of six. An estimated 15 million girls were not even allowed to be born during the past decade. Is this the society where we take pride living in," CRY director Yogita Verma asked. Speaking about the campaign, she said, "These kites are a symbol of freedom and emancipation from discrimination."

According to Verma, economic empowerment being supplemented with easy, unchecked access to technology, it has even become easier to detect a girl child in the womb. "Why only rural areas, in some highly advanced areas like south Delhi, sex ratio stands at a drastic 866 per thousand, which is well below the national average," she said.

Extract From The Citizen

Life is like a flying kite—Munir Daya

In life we should try to fly as high as possible with positive behaviour and thoughts, remembering that life is like a flying kite. We can fly as high as we want but the ultimate control is in the hands of God. He can pull the kite down at any time irrespective of how good the kite is or how powerful the breeze is.

StratoSolar "kites" could already be producing grid-parity solar energy

From Renewable Energy Magazine

Bits & Pieces

According to Ed Kelly, President of StratoSolar, his company's innovative solar photovoltaic (PV) kites "could already be making electricity cheaper than conventional power plants with today's PV costs".

Back in 2007, a loose knit volunteer team of engineers, scientists, sales and marketing professionals, and entrepreneurs – nearly all of whom are silicon-valley start-up veterans – sat down to research new solar PV concepts. A year later, they incorporated the company StratoSolar and in October 2010, took out their first patent for a novel solar kite system they had developed.

The StratoSolar PV kite comprises a PV array attached to a rigid buoyant platform and permanently positioned in the stratosphere at an altitude of between 10 and 20 km. It gathers sunlight, converts it to electricity and transmits it down a tether/high voltage (HV) cable to the ground where it connects to the electricity distribution grid.



Taking kites to competitive heights

From REPUBLICA

After a four year hiatus, the first day of Changa Chait took place on Wednesday, Sept 28 at Club Himalaya in Nagarkot. Started by Yogendra Shakya, coordinator of Nepal Tourism Year 2011, with the intention of preserving the Nepali tradition of flying kites, this year's organization was passed off to the next generation with Yogendra's daughter, Parmita Shakya coordinating the event.

"It's been several years since the last Changa Chait, but everyone remembers the event and what we want is for participants and companies to be here every year for continuity," says Parmita who adds that this is a corporate event for companies and the family.

The venue had a section for face painting, and games like pin the tail on the donkey for the younger crowd while the more serious kite flying competition between corporations and organizations took place.

Sworoop and Satya Raj Acharya started the day with

a song, but the official opening of the event was marked by chief guests including CNN hero, Anuradha Koirala, the Acharya brothers, CEO of Nepal Tourism Board (NTB) Prachanda Man Shrestha and Miss Nepal 2010, Sadichha Shrestha, releasing helium balloons attached to kites with messages written on them.

Most of these messages advocated unity, peace, and change. Anuradha Koirala believes, "We need to focus on youth in a constructive way. Women and children – they're the ones who can do things," which falls in line with her kite's message that highlighted the importance of motivating youth.

Aman P Adhikary from TTV, was the only flyer able to get his kite airborne during the first round of competition and says, "I grew up playing with marbles and kites." Missing out on the kite flying fun for the last eight years, Adhikari was excited about winning the first round and says, "All I need is a little wind and I'll get my kite up there."

Let's go fly a kite, says designer Phillip Lim

From ctpost.com



Growing up in suburban California, designer Phillip Lim would pass time as a kid making paper kites.

"We didn't have a lot of money, and we lived near this field," he says. "We would make paper kites and have kite wars."

Parents, take note: The kite-making went to good use. It has inspired Lim's spring collection, which he showed Wednesday in Soho. It was a succession of dresses, tops and other garments that fluttered and billowed across the runway.

"It's all about movement, and about geometry," Lim said in a backstage interview.

A "kite back top," in magnolia and faded orange, seemed to flutter back onto the neck of the model wearing it as she walked, giving the garment a wind-swept effect. A "kite tail top" had sail-like sashes floating from the back.

Some pieces were deceiving. What might look like a traditional little dress from the back had a kite-like sail in front, or vice versa — like two different garments altogether.

For the times when spring and summer turn chilly,

there was a hooded parka, also with "tails," and a number of coats that had removable sleeves. A large denim jacket with removable sleeves seemed to have a little too much heavy fabric in comparison to the offerings around it. But a "lightflash" print drape dress had a lovely weightlessness to it.

Gomberg Books Now Online
From www.gombergkites.com

Gomberg Kite Productions got its start back in the 1980's publishing books on kite flying and kite making.

Computers were a bit more simple in the eighties. Those were the days before font screens and ink jets. In fact, our first editions were prepared on a dot-matrix printer!

We self-published, laying out the manuscript and hand-drawing illustrations. Networking through the kite community, we gathered comments and suggestions from the best fliers we could find. Sometimes, the experts disagreed on advice, which better reflected the current state of flying.

We also self-marketed, selling books to kite stores by the case. The success of our second book, *Stunt Kites!*, allowed me to leave my day-job, concentrate on my new position with the AKA, and begin to slowly build the business. Eventually, we published a total of four books and six help guides.

Ten years later, video and the internet had changed how people learned to fly. Printing books was no longer cost effective, and our business had shifted from paper to ripstop. We were now making kites and our publications slowly went out of print.

Copes still surface on EBay from time-to-time. But we have decided to publish our three most popular books here. The contests may occasionally be dated. But I hope there is still plenty of useful information and a bit of history between the covers. Read and enjoy!

Seen on Etsy
Kite Set (set of two)



Set of Two: Price includes both cups shown.

All cups come mounted on cork base in an acrylic display case.

my cups are going places, this time, 10000 feet below sea level. That's right, and yes, I drew two cups that were nearly identical. Foam cups shrink under pressure, and they become

hard like plastic. Thanks to Dave S., an oceanographer from Canada, these cups are able to travel deep down into the arctic ocean to become 1/2 the cup they used to be.

All yours for \$1400 plus postage.

See etsy.com

Global Kiter Foundation

The Global Kiter Foundation is a non profit organization set up by royal decree as a foundation in Brussels, Belgium. We're here to improve kiting for everyone through environmental work and community development.

One of the projects being run describes itself as Kiteboarding is a way to build skills, coordination and a sense of well being while showcasing the importance of our natural resources (wind, water, land, mountains). The Global Kiter Foundation's "Wind that Works" program is about enabling, educating and sustaining individuals and communities around the world. We want people to Grow, Kite and Fly!

See www.globalkiter.com for more information

Seen on Ebay



Vintage Abbey Mark IV Airlift Kite & Box 1950s/1960s

This is a lovely vintage kite, as pictured. It still has its original box (or tube rather). The kite is an Abbey Airlift Mark IV, apparently. It is made from what feels like cotton, with metal struts and a plastic tape tail. The tube has instructions on the kite regarding assembly and usage. The tube describes this kite as 'The kite flying discovery of the century' 'Launched without assistance Running totally unnecessary' - please note I've not tested this!

This kite is 28 inches long not including the tail. Sold for £83.00



Dunford flying machine 70's model! kite

Dunford flying machine with cardboard tube however: so far missing one handle and string and instruction leaflet.

Sold for £18.00

Bits & Pieces

Kite Aerial Photography

We are members of the Kite Club of Scotland. We run the Armadale Community and Heritage Website which includes. www.KiteAerialPhotography.org.uk

We also run: www.WestLothianArchaeology.org.uk and we would be very interested to hear from any of your readers who use, or have used, kite aerial photography for archaeological work, even if only as a passing interest, as we are compiling a list of archaeological KAPers on our webpage: www.armadale.org.uk/kite03.htm

The West Lothian Archaeology Group www.armadale.org.uk/groupmembers.htm are making a concerted effort this year to publicise kite aerial photography as a cheap and highly effective tool in archaeological research.

Get in touch with John and Rosie Wells at rosie@armadale.org.uk.

Thanks

It has been a poor year hasn't it? We've lost Ron Moulton AND Roman Candle in the same year. There is one bright spot though. It showed up on page 33 (un-numbered) of The Kiteflier Magazine, July 2011 Issue in the AERODYNE section. It is where DAVE STYLES asks, "WHOSE UP FOR A BIT OF PUBLIC DISOBEDIENCE". Oh how I wish I could join him. Alas, my kiting outings have been brought to an end. But as I have flown kites on and of for 74 years I suppose I shouldn't complain. I really have had the very best years.

I don't know what pyrrhic satisfaction is but I back Dave to the hilt when he says "I told you so". Did I not say that the Control freaks take kite flying out of our hands and that attempting to be friendly by joining them in consultation would lead to trouble. By giving way to the tiniest degree to the elf & sadly, the insurance companies, the Euro boys, etc, we've blown it. Our big clubs running ever wider ranging events made us proud enough to throw out our chest and think we were important with an impressive appearance to the outside world, can now be seen as a mistake which has led us into the trap of consultation. Brighton and Whitehorse are showing some sense where they are looking at downsizing away from Festivals to private gatherings. In my first 50 years I just flew my kite and let the other fellow do what HE wanted and I didn't care. I was just as happy flying alone as I have been with the clubs when Clubbing was offered I grabbed it with both hands and with Ron Moulton but I could never see why we kept so readily giving way to every Dick and Harry who wanted to impose upon us.

Anyway, I really started this piece for quite different reasons. I wanted give my heartfelt thanks to JOHN BARKER. His sojourn with ROMAN CANDLE has pretty well run parallel with my time in Club Flying. Roman Candle often kept me with the Kite Flier when I had a

mind to drop out. Thanks John.

Thank you too John for your kindness on site. In general but also on those special occasions like Middle Wallop where my ted was too big for my kite in that wind and you launched from a 100 feet on its 10ft chute. And like Old Warden where you got that Rok to fly when I couldn't. And like Teston where you struggled with a sewing job which I would have only tackled at home.

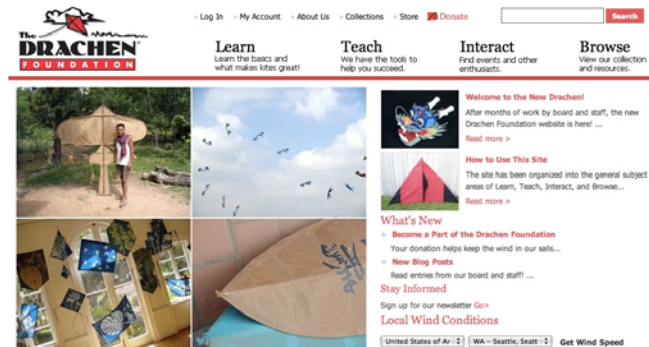
Finally I want to thank ELECTRIC ARTHUR for following in the footsteps of John by keeping bits appearing in COW PAT and wish you lots of support and success with that.

Maurice Sawyer

Drachen Foundation

Announcing Our New Website

After months of work by the Drachen Foundation Board, the entire Foundation staff, and technical work by two outside organizations, the new Drachen Foundation website is here (www.drachen.org). These months have taken us back in time to when the organization started, by reminding us of many of the projects, books, workshops, exhibits, and kite stories we've been involved in. Likewise, the new website will revisit all of these endeavours – in a new and exciting, easy-to-navigate format – and bring the Foundation back to its original mission: to disseminate kite information, worldwide.



Colour The Wind—George Peters

We rarely exhibit our kites indoors. They are outdoor creatures, made for the winds, made to move and dance under the clouds with the sun shining brightly and illuminating their skins in the brightest colors imaginable. We were recently offered a show at the local Art Center in Grand Junction, Colorado and we finished installing last week to a grand opening on Friday night. The show ran until September 24th. If you aren't able to see the show in person, here's the next best thing....

Visit the Airworks Studio blog for more about the kite show and some images from the opening night. Go to: airworksstudio.blogspot.com

Sunderland Festival—Hugh Blowers

A 'funny old season' so far.

Another one that nearly didn't happen!

So there we were, at a festival which might well not have happened, under a bright blue sky and not battered by gale force winds. Could this really be Sunderland? Early in the year it seemed that, in common with Weymouth, Rougham, Blackheath and others that WASHINGTON had also got the chop. This would have been unfortunate as along with Bristol, this would have been the 25th anniversary, but unfortunately, a sign of the times. An email in May gave a degree of encouragement, as there was a possibility that the festival might go ahead, but on a very different basis to previous years. Eventually, Pauline Taylor came to an agreement with the council that there would be a kite festival, but only as part of a much larger event to be called The Sunderland Festival. The upshot of this was that there was no budget for any invited flyers, and no hospitality budget at all, so it would be down to individuals if they wished to continue to support the festival, and at their own expense? In a way this would test the resolve of flyers and answer the question as to whether a major festival could still work this way, given what we have become used to recently.

Edward Megrath always maintained that there was more than enough talent in Britain to put on a festival and that it was not necessary to import flyers, so as we all assembled on the Saturday morning, it was a leap into the unknown on all fronts. There was an impressive line up that had answered the call, but at the last moment, Nick James had had to call off with a family illness and Martin Lester with a long session at the sewing machine in prospect. Still, there was a full programme and a clear blue sky as we prepared for action. The only minor complication was that the council had taken the whole of what is usually the single line arena for an American Football display. It had been their intention to focus the entire festival on a different country each year, starting with the USA. Somewhere along the line, they seemed to lose the plot as apart from a dozen or so very large lads throwing a ball about for 30 minutes, nothing else happened for the entire two days. Seeing an opportunity, Jim Potts decided to take up residence, which was a much better use of the space. With the space available there is always a surprising variety of kites

flying that are not part of the programme and the arch that Jim and Keith put up was enormous, keeping them busy throughout the weekend changing anchors as the wind swapped about. Mike Dixon was another flyer that never seemed to be without a kite in his hand, doing tricks with an ultralight mini kite and its larger brother, both of his own design and manufacture.

As George Webster points out, for a successful festival you need the site, (ticked) the flyers, (ticked) and wind, umm not so much a tick as a question mark as there was not a lot forecast for either day. What he has never mentioned is the possibility of seeing 'Hank and Luke', two true blue American cowpokes riding their horses onto the field. Closer inspection however revealed them to be Romney Johnstone and Kelvin Woods complete with inflatable horses, which had to be seen to be truly appreciated. Still, back to the flying, and in true George style, what better way to start with than, you guessed it, an altitude sprint. Given the wind, it was to be more a stagger than a sprint, but by dint of blagging a superlight sprint special from Karl Longbottom, Bob Cruickshank ran out the winner. The wind continued to mess about, but the Rev flyers reckoned that by going to the larger Zen version, they could put something together. First up was the local team, Fusion. They were a man down as one of their number was directed to domestic duties and a kite short as they did not have enough Zens, but nevertheless, they put together a fine routine to get the programme back on track.

Next into the arena were the Decorators in the form of Felix and Ashley Mottram, Romney Johnstone, Jade Bloomfield and Maggie Walker. Not only were they total masters of the conditions, but Jade also has a bag of Robert Brassington's finest work that he flew when not required on four line duty. Watching the Dec's is always a pleasure, but after a tutorial on Saturday evening from Felix on the more esoteric aspects of Rev flying it has taken on a whole new aspect, and one I am still not quite sure I understand. Karl and Sara Longbottom along with Bob 'C' can always be relied upon to make a maximum contribution to proceedings and Pterodactyls were much to the fore in the very light winds before the Y fronts and frilly knickers were given an airing.

In an attempt to feature some of the kitemak-

Sunderland Festival—Hugh Blowers



ing talent we have in the UK J o c k W a l k e r h a d k i n d l y agreed to put together a selection of his kites and trains to be flown together. He has b e e n building

kites for many years and deservedly won the Megrath trophy for his innovative ideas. Jock's trains are not new, but in recognition of what was happening elsewhere in the country he put up his Falcons freefall team representing the Air Force, the guardsmen for the Army and sailors from three aircraft carriers with the anchor chain for the Navy. Flown together against a blue sky, these trains looked absolutely stunning and clearly illustrated what Edward Megrath had referred to. To round off the session of British kite makers, Kelvin Woods provided the normal large pile of butterflies for all to enjoy flying.

The wind had been too light in the morning for any sports kite demos, but Graham Lockwood had a bag full of ultra lights that he shared out, which kick started what ended up as something that we believe to be unique, but more of that later. After his normal impeccable display, which he performed with tails, just to make it even more effective (and difficult in the conditions) it was the turn of a new team to make their debut, the Pallas Family. Arthur Pallas, along with sons Stephen and Adam have only been flying for a short while, but have introduced all sorts of alternatives to their displays. First off though, it was a very competent team routine, especially as they had little time to try out the kites. The northeast is certainly a hotbed of talent as next up was Josh Mitcheson, just into his teens and only flying kites for a short while, yet from the start he had made up his mind that it would be three kites, amazing! Just to add to the equation, he and Graham decided that they would fly together, 'master and

apprentice', although the ultra light kites were giving Josh a bit of a pull around by then. After a wonderful display of multi-multi kite flying, Josh put in his own routine, held over from the morning, especially for his assembled family.

The single line flyers had been hard at it with ample opportunity to fly almost anything they had brought with them and it was wonderful to see such an eclectic selection, much of which would not be seen had the festival been running on the more conventional lines. One unintended side effect of the change of name was that the crowds were very thin on the first day, as the bland 'Sunderland Festival' title gave little indication of what was on offer. In fact there was still the music and workshop tents, fairground, wild west show and a corral of food stalls, along with Tony and Marie from Go Kites and Paul and Helen Morgan as traders. No real change, apart from one word missed out in the publicity, but what a difference it made. One slight change though was to put up the friendship kite each day without having to wait for the Mayor and their entourage.

The afternoon concentrated on single line kites and art kites in particular with some super pieces of work. John Dobson had one of Michael Goddard's vibrant coloured stars in the air, which he then changed for possibly one of the most complex designs ever, the Mermaid ghenki from Eric and Anne at Celestial Kites. Part legend with naughty mermaids, complex Celtic derived designs all over, including the tails and a spectacular piece of work combining screen-printing with painting. What is refreshing, and embarrassing for the commentator, is that lots of kites appear that are not immediately recognisable as they are not from invited flyers or seen regularly. Enquiries revealed that many of them were commercial kites and had emanated from Tony (Go Kites), but others had been made by the flyer or bought from other makers. Jo Byrne of the NEKF had a lovely delta with happy and sad clowns, all superbly appliquéd, which was not at its best until the sun was on its (their) face. Bob, also from the NEKF has a bag of goodies including probably the most complex star in existence, built by a Dutch engineer and made up of hundreds of tiny geometric shapes. Fred and Jackie were not to be outdone with his 'birthday present' John Burkhardt south sea sunset looking spectacular with the real sun on it.

Sunderland Festival—Hugh Blowers

Always a great student of irony, and with fairly strident views on the subject I find it quite difficult to come to terms with 'packet' versions of kites on the same field as originals. Even more so when you know the designer would have had no input whatsoever into the product. A case in point are 'Kites by Reza', which since his death are nothing more than factory produced copies! Luckily there were two stunning originals on show, John Dobson's star and a huge and complex Seven Sisters, with an amazing tail, from the Bindons. There are not too many of Reza's kites in this country, so this was particularly pleasing for me.

It was not the best of winds for larger inflatables, yet down at the bottom of the arena Bradley, a young flyer from the NEKF, put up a series of figures and animals throughout the weekend. Bryn and Lesley Bageley did their best with some larger pieces, but were really struggling, especially with the Octopus, which introduced itself to the thorn hedge. Seeking respite, Bryn went for a series of sparred kites, including a penguin train that flew exceedingly well and birds, large and small. The Kite Club of Scotland came down mob handed, adding to the variety of kites and aiding identification by wearing kilts.

We are familiar with Kelvin Woods' wonderful Edos, but this year he came up with a new kite to reflect the focus of the festival. It was entitled The Good, Bad, and Ugly and featured an iconic image of Clint Eastwood with cigar firmly clamped between his lips, and the piecing stare of half closed eyes from under the brim of his hat. Kelvin had starred again but he was not going to get away without flying my favourite, Debbie Harry. I did have to bribe his daughter Olivia who was intent on a turn on the bouncy castle, but it was worth it to see this wonderful piece of work with its subtle shades against a clear blue sky. Yes, we do have the talent in the UK Edward.

After a break for another gunfight at the OK Corral, the programme rounded off with routines from Fusion, followed by the Decorators and then a combined Revolution team fly. The normal evening food, fun and games and auction was a casualty of the cuts, but there was a Country and Western gig in the marquee that flyers were invited to if they wished to make with some ye haws. Over a couple of bottles of wine back at the hotel, Felix Mottram gave us a

master class in understanding how the Decorators flew, what was happening in the sky and how the apparently random patterns on the Jurgen Mueller Hansen inspired skins combined to make much more complex images. Guess what I was going to be looking for next day. The tutorial then moved on to art, a subject that Felix and Ashley are well qualified to talk about, rounding off a thoroughly enjoyable and informative evening.

After a customary 'full english' we were down to the site, again bathed in full sunshine and with a decent wind. With time before the festival started we delved in the goodie bag that George and Jackie Penney had given us, and in the spirit of the festival put up the latest product from Peter Lynn, the Horse. Inevitably, this produced a continuous stream of puns and wry comments, but with a lot of interest being shown in this new design. Life being what it is though, the wind started to drop and there was little prospect of anything much until the sea breeze kicked in, the only question being when? The answer was not to be during the altitude sprint as the 12 competitors struggled to get their kites in the air. Well, it was 11 actually as devious Bob 'C', still with the kite he had



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blagged off Karl adopted the cunning ploy of throwing the kite in the air and then running off downwind as fast as his little legs would carry him, letting out line. With seconds to go it was a case of pulling the kite into the air and for the second day being the winner, but this time by more than the proverbial country mile.

Nothing much else flew for the rest of the morning, although Felix did give us another full on demo of minimal wind flying with a rev. By lunchtime there was just enough for Fusion, with Pete Sturrs joining Vince Wilson, Pete Nelson, John Wymark and Jason Nelson. It was hard work for them and they did not all make it to the end, yet the Decorators make it look so easy. That is why Fusion always want to go on first so the Decs are compared with them, not the other way round. With the sea breeze now freshening, unlike the previous day, it was possible for Jock and Peter Walker, along with their helpers, to get the three trains flying well in close formation above the crowd, and there they stayed for all to appreciate. They were later joined by the Snow White and Footballer trains to complete the set. Throughout the weekend Jock's 'dog gone' circoflex had been flying happily off a banner pole and worked perfectly to tell us what was happening in the wind stakes, which was very odd at times. At one stage we watched a programme blow over from the campsite, stop, go round and round in an eddy, set of back the way it had come, get into another eddy, before turning right and heading off across the field where it fell to the ground at last, quite remarkable.

This was nothing like as remarkable as what was to happen shortly, and as yet, we are not sure of the significance, but have a sneaking suspicion that it might never have been seen anywhere else. I asked Josh if he was going to fly a routine with Graham again and he calmly said no, what they wanted to do was combine with the Pallas Family and have four people fly a total of twelve kites! We know that we have Graham, Carl (sadly on the injured list), Brian, and now Josh, but what we did not know was that Arthur and Adam Pallas have also taken up this extreme study of spatial awareness and co-ordination. Given that this was totally unrehearsed and unexpected, the arena was very narrow, and that only Graham had ever tried a multi person routine, it was to be a fraught few minutes. With Graham and Josh as the first rank and Arthur and Adam immediately behind

them, the music was cued and off they went. Ten kites went up instantly, but it was a few moments before Arthur could make enough ground to pick up his last two kites then, there were twelve kites being flown by just four flyers, all of which stayed up until the end of the routine. To all of us that were privileged to witness it there was no doubt as to the achievement of the four flyers, as to whether it was a world's first, only further research will show, but whatever the outcome it was quite amazing.

What had not been appreciated was just how hot it was getting and without a cloud in the sky, the heat started to get to some of the flyers. The afternoon was punctuated by a series of visits from St John's and the paramedic car, which rather put the mockers on several of the remaining programme items, especially when relatively few people were responsible for several different segments. By some remarkable feat of resurrection all the participants in the earlier gunfight at the OK Corral were restored to health in time to be killed all over again, so by the time they had finished their show, Team Fusion and The Decorators were stepping up to the plate for their final displays. After two routines each they again combined as a mega team, with Ashley Mottram keeping them hard at it as he shouted the moves and cues, a fitting climax to the 25th festival in all its different guises.

As Pauline Taylor later remarked, it was something of a novelty to clear up and leave the field without wet feet and soggy kites. This begs the question as to whether Edward was right in his hypothesis? We were lucky with the weather, and thanks to all the flyers that turned up and put on a show, we had a festival, so in that respect, yes we could. It relies on a heck of a lot of goodwill though and while it worked on this 'one off' basis, I am not sure that it could be guaranteed to succeed again. Given the current situation most councils find themselves in though, perhaps we will have to get used to dipping our hands deeper into our pockets if we want to have festivals to fly at? If you discount the dire carvery we experienced at the hand of the Washington Toby Inn on Sunday evening then it was another thoroughly enjoyable foray to Sunderland, and thanks to Pauline and her team and everyone that participated and contributed to making it happen.

19th Century Kite Design—Lex Kraaijeveld

Besides flying kites, I also enjoy digging into the history of kites and kite-flying. As most of my kite collection consists of dual-liners, my historical digging is biased towards kites with two lines. Assuming for now that the very first kite was held by a single line, and I think that's a reasonable assumption, who was the first person to come up with the idea of adding a second line to make the kite more steerable? Where and when was that, and, most importantly, what did that first dual-line kite look like?

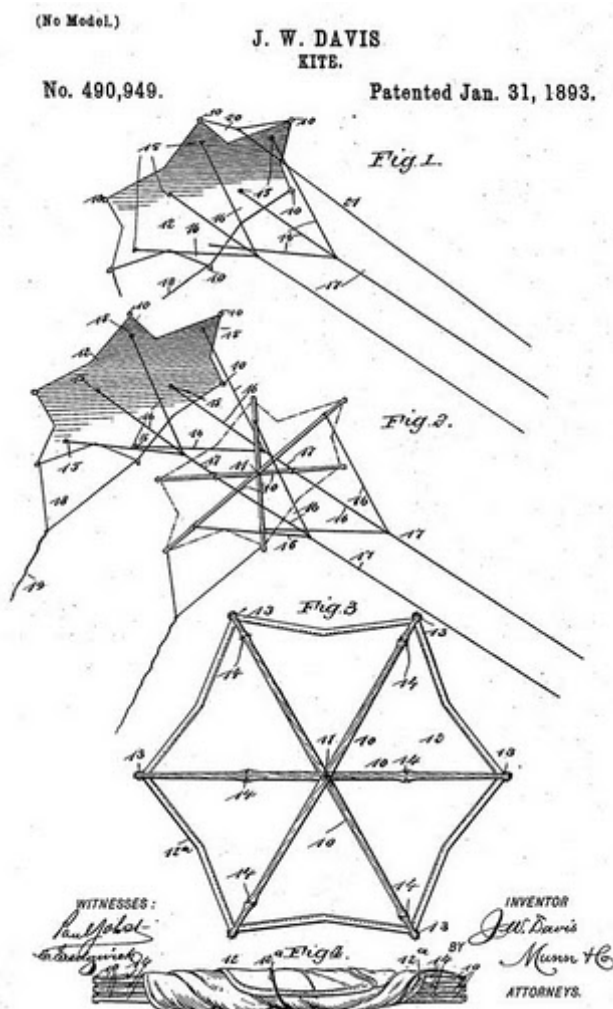
Pick up a standard book on kites, and you're likely to read that flying kites with two lines started in the 1970s, with Peter Powell. It's definitely true that dual-line kites were brought to the attention of the public in a major way by the likes of Peter Powell (and I'll skip over the discussion for now as to whether the Peter Powell or the Dunford Flying Machine was the first on the market). Peter Powell kites were an enormous success,

and were quickly followed by a host of clones on both sides of the Atlantic (such as Ace and Trlby, to name just a few). The kiting world has never been the same. However, Peter Powells were definitely not the first dual-line kites. For instance, in the 1960s the Glite was sold without bridle, but the instructions given with the kite allowed for bridling as a single-liner or as a dual-liner.

It seems that very few people actually took this opportunity, and most Glites flew as single-liners. But even if the Glite was one of the very first dual-liners to be specifically marketed to the public, it certainly wasn't the first dual-line kite. Dig a bit further and you will come across the Garber Target kite. Used to train gunners on board of war ships in WWII, the Garber Target kite was basically a dual-line controlled Eddy kite, which sported the silhouette of a (Japanese or German) fighter plane. The two lines were connected to a rudder and movement of that rudder caused the kite to perform all kinds of manoeuvres simulating a real fighter plane. Target kites do pop up on eBay occasionally, usually complete with holes and in one or two cases that I saw, reduced to little more than a few tatters ...

For quite a while, I thought that the Garber Target kite was the first dual-liner, until I got my hands on a copy of Ron Moulton and Pat Lloyd's 1992 book *Kites*. In the chapter on steerable kites, they of course mention Peter Powell, Dunford, Glite and Target kites, but also make clear that there were a few dual-line kites that preceded them all. The oldest they mention is a star-shaped kite dating from 1893, and designed by J Woodbridge Davis to deliver a rope from a stricken ship to either the shore or another ship. My curiosity was definitely prodded: a dual-line kite pre-dating the Target kite by something like 50 years! I had to know more!

Despite the power of Google, I struggled to find more on this 19th century star-shaped rescue kite. Besides a few brief mentions here and there, the only really new source of information I found was the original patent, filed by J Woodbridge Davis on Jan 31, 1893. As it seemed extremely unlikely that an original 'Davis Star' kite would ever pop up on



19th Century Kite Design—Lex Kraaijeveld

eBay, I decided to try and build one myself; it would be my second self-built kite (my first one was a Wazo three-liner). The patent gave very little information on the size of the kite, and the materials used. The original kite was probably made from some sort of canvas and was likely to have wooden spars, but I decided to create a modern interpretation rather than a true replica, and use ripstop and carbon spars.

As to size, since the kite was meant to carry a rope, it can't have been too small; I felt a wing span of ~2m wouldn't be too far off the mark. Not too long before, I had picked up quite a stretch of shiny khaki-brown ripstop on eBay, and felt that that would be perfect to give the impression of something like oil cloth. To make the sail a bit more interesting than purely khaki-brown, I decided to add some yellow and black. For the spars, I got 6mm carbon tubes.



The building process basically involved making a template for the twelve sections of the sail, hot-cutting the ripstop sections and sewing them together, strengthening the edges and corners of the sail with Dacron, connecting end nocks and bungee cords to the six corners, sawing the carbon tubes to size, and finally constructing and putting in place the three-point bridles. Throughout the whole build, I had to make things up as I went along, as the patent description gave no detailed building information whatsoever. For the tail I cheated, and simply bought a 12m plastic tube tail at a stand at the Bristol Kite Festival.

Kite done, but would it fly?? Only one way to find out My girlfriend and I took the kite to our usual flying spot, Stoney Cross Plain in the New Forest, and I laid out 40m lines. The wind was relatively light, 6-8mph, as I didn't want to try the kite first in strong winds and then see it ripped to shreds or crash horribly. Kite leaning back, lines taught, and the moment of truth was there as I stepped back and pulled the lines. Gracefully, the kite took off, and steadily climbed, pulling the tail along. It all looked pretty stable; so far so good!

Would I be able to steer it? Careful pulled on one of the lines, and the kite moved accordingly, pulled on the other line, and the kite moved back. Turned out that the kite oversteered very easily, so controlling it took some getting used to, but at some point I even managed to fly one or two loops! Landing was easy: after flying the kite towards the edge of the wind window it gracefully came down and landed. Beforehand, I didn't really know what to expect, but the kite flew way better than I had dared hope for, given that it is essentially a flat kite.



So my modern interpretation of the 'Davis Star' flew remarkably well, but what about the original? Was it ever used for its intended purpose? Did it ever fly? As I said earlier, I could not find any information on the kite ever being used for rescuing ships in trouble, but on the GWTW forum, indigo_wolf (if you read this: thanks, Sam!) pointed me to the *Outdoor Handy Book*, by Daniel Carter Beard,

19th Century Kite Design—Lex Kraaijeveld



and originally published in 1914.

This book mentions a 'two-stringed star kite, an invention of Professor J Woodbridge Davis of New York':

"Seven years ago the professor began to experiment in flying kites, and being displeased with the stationary position ordinarily assumed by them, and not satisfied with the wig-waggle of the short-tailed or the darting of the light-tailed variety, which imparts so much excitement to the young novice, he added two bellybands and two stings, by means of which after a little practice he was able to steer his kite around the sky and make it perform all manner of absurd antics, to the great delight of the small boys. It is said that the professor became so proficient with his kite that he could make it cut out letters in the sky, dance and dive, and do other marvelous things. He also found that he could make it go off the wind many degrees. In speaking of what he could now make the kite do, he said it would not sail upon the wind as the Vigilant and Valkyrie did, but it could make some very remarkable tacks."

The accompanying picture intriguingly shows the kite with a two-point bridle, not the three-point bridle as shown on the patent. Did JWD change his design, or did the illustrator get his/her bridles wrong? We may never know, but the important thing is that it appears that Davis' rescue kite *did* fly in the hands of its inventor! And who knows, it might have taken almost 100 years before an updated version took to the sky again; I hope

JWD would have enjoyed seeing my version of his invention fly after such a long time.

For anyone interested to see some pictures of the building process, look here: <https://picasaweb.google.com/101060338022497435191/DavisStarProject#>

A brief video of its maiden flight is posted on Youtube and can be found here: <http://www.youtube.com/watch?v=ftUJvc96PEI>

As to whether JWD's star-shaped rescue kite really was the first dual-line kite, something tells me it wasn't ... so I'll just have to keep digging, won't I? And if anyone has additional information on this 'Davis Star' kite Or **especially** on any dual-line kite older than 1893, please let me know: arkraa@soton.ac.uk

Lex Kraaijeveld

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Festival Reports—Hugh Blowers



How long did it take you then? Portsmouth 2011

Living in the depths of East Anglia, there is a relatively simple choice of how to get to Portsmouth. Anti-clockwise round the M25 and the M3, or clockwise and the A3. In the end, the decision did not matter as the M25 was jammed solid in both directions. We did get to see the new tunnel under the Devils Punchbowl though. The main topic of conversation on arrival was just the length of time you were stuck for. In the end, 7 hours seemed about the norm for what should be a 4-hour journey at most. Amazingly, Martin Corrie had set out one hour earlier than us and made it in less than 3 hours. By contrast, those travelling down to the west of London had no problems whatsoever. Gradually the guests, International and British, drifted into Rees Hall and the camping area, most with tales to tell of travel chaos, even those that came by train. The German contingent that flew in had the least problems, except for poor Sonia Kruger, who last year lost a kite

bag and this year had to unstuff her compression bag to satisfy HM Customs as to its contents.

There are scurrilous accusations made about certain nations bagging recliners early in the morning, but as far as the sandbags were concerned it did not seem far wrong. By the time we went for breakfast at what seemed a most civilised hour, the sky was already filling with lines and large kites. By 9 o'clock, there were already mumblings about lack of space to fly and by the time the flyers meeting was called, the first cut lifters were drifting downwind. Jon and Gill had again put together an incredible list of guest flyers, but with the vast majority following the large inflatable route, space would be at a premium all weekend. Although the parking situation had been well sorted this year, what was missing until well into the morning were the arenas, although the blue marks on the grass gave everyone a clue. Following Jon's usual brief and to the point 'briefing' it was all hands to the pump to meet and greet the Lord

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Mayor of Portsmouth, who turned out to be a singularly pleasant and chatty lady. While she was making the rounds, George Webster was getting the altitude sprinters into the starting blocks for the first of two sprints over the weekend. With the fresh wind that was already evident, it was going to be a very short sprint each day and resulted in the same winner each time, although in a slightly unusual way. There are now three sorts of sprinters, the serious competitors, mostly with Karl Longbottom inspired purpose built kites, those that will fly something that might do the job, and the ever growing band of enthusiasts who arrive with Chinese Rainbow deltas, just to annoy George. Anyway, Alan Pinner from Avon was the worthy winner of both sprints, winning one convincingly and the other only when his kite was pointed out way-way above the two who had been given as joint first, and just as George was announcing a fly-off.

Gill and Jon, most ably assisted by 'TC' always try to put together a varied programme that utilises the available flyers to the full, and this year was no exception, with several new innovations over the weekend, some highly successful and some less so. I firmly believe that new ideas have to be introduced to provide interest for flyers and spectators alike, and to avoid festivals becoming too hackneyed, although the one thing that Hackney never was, was hackneyed! However, one of the 'elder statesmen' of the festival raised the question as to whether there were too many sports kite slots each day. My reply revolved round whether each slot was providing a different aspect of sports kite flying and whether the flyers were taking the arena by the scruff of its neck? Well, 16 slots was probably too many in my mind, especially as several were very 'samey', but with some of the world's best flyers on tap, everyone else does have to be on the top of their game. It is also very noticeable how difficult it is to get flyers into the arena at times. Certainly, with the move to more and more and ever larger inflatables, the anchoring problem means that these are not very mobile, so the inflatable spot was largely down to hand held or 'body anchored' size. A glance to the right showed the acres of ripstop that were in the sky, but gave little clue as to how much more was still in compression bags.

An idea of the competition for space can be gained by a brief look at the incredible line-up. Making welcome return visits were Sonia Kruger

and Celina of Berg Adler, who could probably fill the arena on their own with some of their giant pieces, Bernard Dingwerth, designer of the seals that are gradually multiplying and Thorsten from Noordhoorn who was definitely struggling for room at the downwind end of the site. Jan and Yolande Van Leuween rang the changes regularly, while Jos and Kaatje Valcke seem to have perfected a double lifter system for flying the Jester and Squaw at low level. Ivo and Jazzy from Belgium and Marco Casadio and Sophie Quesnal from France can always be relied upon to put the maximum amount of ripstop in the sky but lack of space led to Marco putting on his own display in the public area. What the spectators made of his anatomically correct Cherub or his S&M pig can only be guessed at, but his galleon under full sail is another wonderfully inventive piece of kite design. A new team for Portsmouth was Aufwind with Marc Pikur and Carmen Fey, who were joined for the weekend by Volker Holberg who has produced some fantastic designs under the guise of No Limits, as well as for Peter Lynn. All the way from Singapore was Irene Teo with one of the few Peter Lynn Crocodiles in captivity and a whole line of Gummy Bears that insisted on flying 45 degrees to the right of everyone else.

Back to the main arena and the first of the teams, with Flying Squad now changing their line up routine by routine, which makes for more dynamic flying. The practised, drilled routine to music is still my preference, rather than the called static routine with music in the background. Their flying is quick, precise and true team flying. There had been an intention to try and beat the Rev record originally set at Portsmouth, so there were several imported Rev teams who did displays, but it soon became obvious that there would not be enough flyers to approach the number required. With their own arena downwind, their individual and grid practises made a wonderful backdrop, although they were somewhat removed from other activities.

One of the last bastions of the sparred kite is the art kite display. There is always a wonderful selection brought into the arena, from Michael Goddard's very colourful and bold allegorical, euphemistic, symbolic creations to the striking appliquéd Patrick Nagel image on Hugh's parafoil (aka sled by George, but he is forgiven). Probably the most striking seen for a very long time were the 3D creations of Christian Harms. Just as Istvan Bodoczsky threw away the rule-

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book with flat kites, Christian has done the same in 3D with some mind bending cellular constructions. There is little symmetry and the piece he flew on Saturday was nightmarish in complexity of colour and construction. Sunday's offering was, by comparison, just the most beautiful piece of flying sculpture imaginable, with complex curves, recurves and lots of carbon. Always a joy to see are the images of Claudio Capelli, being flown this year by his daughter, Katerina. We saw several of Jelte Baas' cows last year, but this time we were able to understand their significance, as it is Jelte's personal protest at the caging of cows in Holland. Art kites, like art, have a wonderful ability to work on two levels. They can be a pleasure to look at with an image that is immediately obvious to the viewer, such as Gill Bloom's beautiful dyed and appliquéd scenes or sometimes they need a bit of explanation, which may enhance (or detract) from what is seen. Brenda van der Zee has a bag full of work that can cause much debate as to what it is (if anything) whether it is attractive (George W had some strident views here) and in true contentious style, if it is art at all?

Most unwelcome was the short torrential downpour while we were participating in this section. 20 sq ft of absolutely sodden parafoil and an equally sodden me was not enhanced by a lunchtime food shortage brought about by financial constraints. The choice made from the available stalls was not an inspired one either. Talking of getting wet, Portsmouth last year was pretty windy and it did not let up for this year either, and every time the hovercraft arrived or departed, the spray descended liberally over the assembled flyers, causing them to look skywards in case it was more rain.

New on the programme for this year was a 'women's half hour' to showcase the work of female builders and flyers. Men were allowed, but only as launchers, and even that might not have been such a good idea as I managed to launch Gill's kite before she had hold of the handle, which shot past my ear at a rate of knots. As well as the ladies who are usually to the fore, Gill had coerced several wives and girlfriends (would be unseemly to call them Wags in the circumstances) to get a kite out and join in, which made for a very full arena and varied selection of kites. The largest was probably 'Betty' the Zimmerman owl stitched by Rolf's late wife Claudia and flown by Lynn, down to

one of Mike Goddard's experimental pieces lofted by Fran. There is a wealth of talent out there, which often does not get the recognition deserved, but perhaps in some small way, this might have helped?

Earlier I spoke about the ability of one person to 'dominate the arena' and there is no doubt that Carl Wright, now happily restored to health, does this dramatically. Watching him do a one man 'round the world' by passing one kite hand to hand under a second is mind-boggling. To command the same degree of attention with just one kite is even more difficult and here we are lucky to have had Carl Robertshaw with a masterful piece of Rev flying and Chris Goff with an equally stunning session of trick flying. The wind had been building up all day and Carl found himself with a real fight on his hands with his prototype Rev, more suited to gentle breezes. Chris on the other hand managed to reduce a very nice and expensive trick kite to a piece of wreckage in short order.

After many years of barbecues provided by the kind offices of Linda, Force Nine and numerous helpers, there was another new departure with an outside caterer contracted to provide food for all. Well, when I say outside caterer, there was a very strong kite connection as it was Shaun Turpin that provided a mountain of chilli and rice. If the name sounds familiar then, yes Shaun is the son of Shirley and Dick of The Highwaymen and has been attending kite festivals almost ever since he was born. He has been running his chilli business for a couple of years now and was doing good trade throughout the day alongside the other concessions. The operation in the evening was very professional and efficient, putting into perspective some of the shambles that we have experienced at other festivals, well done Shaun and helpers. As always, the 'small' auction attracted stacks of items that George and Andy waded through manfully and again, thanks to everyone who donated kites or other material.

[We would like to make it clear that Sean only supplied the Rice and Chilli—all the other food was purchased and prepared by us—with help from a few people. Actually we also went and bought the additional food at the same time as picking people up from various ports and airports and bringing them to the festival. Our thanks also go to those who helped during the evening and, most importantly, afterwards to

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make it all tidy.]

Inevitably, barring hurricanes, streakers or flat calm, the second day of a festival will broadly reflect the first and so my literary ramblings will fill in some of the gaps from Saturday. The sharp-eyed might have noticed that there was no mention of the Decorators so far, but they were there, en mass. There is no doubt that they are the best Rev display team around, and the style they have developed with their ability to hold position and move kites slowly and precisely shows that aspect of the Revolution to perfection. One wonders just what they might come up with if they decided to put together a choreographed ballet? For all sorts of reasons, *[primarily their own decision]* the mega Rev 'grid fly' took place in their practice area whilst the arena events were still going on, so it was only a timely intervention by Andy King that drew peoples attention to what was happening on the far side of the field. In some strange way, being that bit further away made the shapes and patterns look much more spectacular, almost as if one was viewing a single organic animated kite.

For the Sunday inflatable slot, Bryn and Lesley Baggeley brought their maxi Trilobyte into the arean, and there was no doubt that it did look big in the more confined space. However, a dark cloud was on the horizon and as it edged nearer, the wind suddenly dropped and an instant decision was made to get the kite bag into its bag. Just as the last of the ripstop was being stuffed in, the wind came up again something like 90 degrees from its previous direction, causing untold chaos in the other arena. As we chucked the bag in the van, the heavens opened again and the British bank holiday weather lived up to its reputation. Everywhere there were figures huddled in tents, cabanas and shelters, experiencing the relative water-proofness of each, and some weren't very, if at all. Almost 30 minutes later we staggered out into sunlight and the flying programme got under way, with TC and company doing some quick juggling, with the programme that is, not balls!

Something that I have seen being 'played with' over the last few years is using a twin skin power kite on a single line. Peter Lynn had one of his Arcs at Dieppe a couple of years ago that could be flown easily from one hand and was almost impossible to de-stabilise. Peter was

farming out these Arcs to see what ideas people could come up with in terms of bridling. Lurking in the back of his mind was an attack on the altitude record, as well as further understanding on how to de-power a kite for safety. Volker Holberg had brought his version to Portsmouth and to say that it was impressive was an understatement. He had brought the two tips of an 18sq metre kite together and then rigged it in the style of a Circoflex. The end was a perfectly stable kite of immense area that could be flown by hand, all from a kite that in its original form is awesomely powerful.

It has to be said that the rain seemed to have knocked some of the stuffing out of the flyers, none more so than the Rok fight due to the very strong wind nobody else was prepared to enter. Now I have seen Mick Burls win numerous contests by various means, some of which, the less said the better, but I bet he has never won by standing still and doing nothing, well, not without the judges noticing that is. Sum total of entries for the event, one. Winner by default, Mick Burls. Also on their own in the arena, but definitely not standing still were Carl and Chris, again showing total mastery of two and four line kites. Amazingly, Carl flew the same Rev that had given him a workout the previous day and found he had to give it a bit of help as the wind was dropping right away. There is a saying that the rain kills the wind, and it certainly did for much of the afternoon.

More popular by far was the now well-established 'green room' by courtesy of Roy Broadley and Hayley Gillingham. *[We would like to make clear that the refreshments were supplied and paid for by The Kite Society]* I'm sure Hayley's mum is getting younger? Their tent is an engineering masterpiece and it needed to be



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as it was taking the full force of the wind into the open side both days, but there was a never ending supply of refreshments for the flyers. Why 'Team Durante' I wondered, and promptly learned something new, a 'Durate' is the collective noun for a group of Toucans, what Roy and Hayley is famous for erecting at events.

Part of the programme was for a series of mass launches of various kite types, but in the end, this became the finale, with a sky full of Carl Robertshaw Serpents and Martin Lester Spirits, and a chance to remember old friends and flyers that are no longer with us. With the Revs already having done their stuff, it was down to the presentation of prizes, both serious and lighter hearted. The altitude sprint and Rok fight went without saying and no one would quibble with Rolf Sturm winning the trophy awarded in memory of Herman van den Broek. Rolf had certainly evoked the 'spirit of kiteflying' whilst bunging bears and making sweetie drops. His antics almost reduced our commentating team to hysterics. (Who remembers the days of dropping raw eggs from kites?????) The Decorators were the team of the festival and Lynn and Jackie, the better looking half of the Beccles Bunch, were adjudged the 'Lady Kitefliers' of the festival.

There is little doubt, that the site, the camping, the University close by, almost unlimited restaurants and the enthusiasm of Gill and Jon to organise it all makes Portsmouth an ideal location for a festival. Sobering to think though, that all other things being equal, it might be the only large-scale festival in the Country next year (see Bristol report).

Stop Press:- It has just been announced that Portsmouth City Council are introducing sex workshops for the over 60s? These are intended to be 'interactive' and about 'practising and negotiating sex'. Now, without decrying what Sue and Dave offer, this seems to beat making a plastic sled in a kite workshop, so one wonders if it will be run as well as, or instead of the kite festival. It could, of course, be run in conjunction with the festival, in which case, form an orderly queue. Would they need commentators though???

Stop Press Shock: No report from Bristol next year.

For most of the guests assembled at the Satur-

day evening party, Avril's announcement that there would be no Bristol Festival next year came as something of a shock! There were a few people that were already aware and one or two that had heard the rumours, but the confirmation that she had called a halt was the prime talking point for much of the following day. With the Olympics next year and several other events competing for ever more hard to find funding, Avril had decided to give 2012 a rest. After 25 years, who can blame her, as it always amazes me the amount of work required from organisers to put on an international kite festival. Kite flyers must remain eternally grateful that they continue to do so, especially if it is two and sometimes three festivals in a year as it is with Gill and Jon.

In common with the other festivals celebrating their anniversaries, it was also the 25th Bristol Festival, and whilst still a huge event, judging by the time it took to clear the car parks, like many festivals, it has changed over the years. Most noticeable is the now almost complete absence of the casual or club flyer. Remembering back into the 90s, it would be impossible to find space for a cabana around either arena unless you were a very early arrival, but now it is almost exclusively the invited guests that pitch up. There is no doubt that organised kite flying is going through something of a transition at present, if not a mini crisis, as far as festivals are concerned. As well as there being no Bristol, Southampton, Swindon, Rougham, Peterborough and Blackheath have all gone, as well as many more local events. Washington has a very big question mark against it and Weymouth has changed its focus significantly. What we are seeing more of is the 'Jolly Up' type of event for flyers, rather than spectators, and several clubs are even considering this type of format for next year.

Still, there was a full day's flying before Avril dropped her bombshell, and the major focus of the Festival was to be the exceedingly, ginormously, large Manta Ray that would become the worlds 'largest kite' if it flew and met the precise criteria required for recognition. Getting all this set up is a longish job, so the Festival carried on with formal displays and commentary in one arena and guests lofting a variety of kites in the other. The programme largely reflected that of last year and possibly lost a bit of impact, as some sections were definitely a bit thin compared with the previous spectacular dis-

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plays. It is now rare to see a two line sports kite team in action and after Flying Squad whetted our appetite at Portsmouth it was wonderful to see Scratch Bunnies and Flame all doing turns to their usual standard. Good as they are, many of us were 'old timers' recall the days at Bristol when there were just so many top quality teams vying to entertain.

The 'birds and bees' was something of a George Peters showcase with a flock of Cloudbirds, including Godfrey and Karen Gamble's crisp and bright example, a couple of bees and a Dragon Fly. One wonders if the MKF example will ever see the light of day again? Kelvin Woods' butterflies were numerically superior and filled the arena, darting about in the wind. A real rarity was a Frank Schwieman bee, a kite I always coveted, being flown by Mark and Liz, late of the Boop Troop. Yes, we did have to explain the significance to some, so the Tiggers might have proved even more baffling? Lovely to see both of them at a couple of festivals this year, as amongst their extensive collection they do have a fantastic selection of kites commissioned from top flight makers, all on the Betty Boop theme. I do have a personal problem seeing rip-offs and Chinese copies flying at festivals though. Not only does it devalue the original work, but it is depriving a kitemaker of their living as well.

So, with all the hundreds of square metres of fabric laid out, main line tethered to not one, but two bulk tippers, inflation of the heir to the title of 'world's largest kite' was underway. With the temperature as it was, there was not going to be a problem with hot air taking charge, but it soon became evident that unless the kite was completely filled with air, several tons of the stuff migrating to the unpressurised areas was still causing the porpoising we had seen at Berck. Eventually the kite started to go up at a rate of knots causing those on the guide lines to let go in a hurry as the tension came on. It was now unstoppable and continued up, but unfortunately, the right hand guide line, attached to a Luton van was not long enough and stopped the extreme right hand bridle dead. The bridle could not go any higher, owing to perfect triangulation, but there was no stopping the unsupported wing of the ray that carried on upward, instantly ripping a huge tear in the kite. By the time everything was under control, the rip had enlarged significantly and a very long sewing session was in prospect. Andrew Beattie had conveniently brought an industrial machine with

him, and aided by Karen Gamble and others, set to on a mammoth stitching job.

Those taking part in the arena slots were kept hard at it as they juggled what kites to fly in each slot, and with others assisting guest flyers, certain of the sections lacked the impact of last year. Jerry and Carolyn Swift provided a dose of light entertainment to go with the much more serious interviews Paul Reynolds was conducting with representatives from the Great Western Air Ambulance, again the chosen charity this year. The bols used to symbolise the rotors of the helicopter were a bit thin on the ground with just one large example anchored to Alex's 4x4 and a smaller version anchored to Lynn. Inevitable one of the parachuting bears made a beeline for the bridles of the bol, turning his skydive into a centrifuge session, something to bore his friends with when he got home?

Instead of separating 'painted' and 'art kites', it was all in together this year, with the addition of some spectacular cellular constructions. Whether a Bell Tetrahedron is an art kite is open to question, but when it is given a wonderful spectrum gradation by Rene Maier, then it certainly becomes so. His larger piece that he constructed on Sunday was very reminiscent of Peter Malinski's work, being exceedingly wide but only one cell deep. Launching was something of an adventure, and the number of sticks beyond belief. Someone else who travels with large bundles of sticks is Gerard Clement. His window with the interchangeable panels is well known, but it is still a monster to get up and down, but flies really stably. Kelvin Wood's Edos are amongst the best pieces of artwork around using recognisable and iconic images, but someone who works in a much more abstract



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way is German architect, Heinrich Hohmann. Although each of Heinrich's kites exists as a single entity, they are built so that the patterns flow across several kites to make a much larger image. New for this festival was collaboration between Jo and Carl Robertshaw. Jo is well known for her paintings and she had created a pair of very bold coloured circles, one basically red, and the other blue. To me they were planets and sewn into the centre of all black ghenkis, they looked stunning.



There is no doubt, mass ascents work, whether it is of one type of kite or on a theme, and much of the afternoon was given over to these spectaculars. It does require a lot of flyers and someone putting together a lot of kites, but having an arena full of Carl's serpent deltas or Janneke's sodes all rising after a countdown gives the crowd maximum impact. Festival Of The Sea throws up some interesting items, depending on the wind strength, and this time we had a couple of Peter Lynn crabs and a cuttle fish, flying happily under a wonderful piece of kit, the PLK 2m pilot. No kite bag should be without one (or two).

With a finale that showed just how influential Martin Lester has been over the years, the programme drew to a close for the day, as everyone got ready for the evening meal and party, hoping that there would not be any unpleasant surprise for Avril on the food front. By dint of having the providers next door to the marquee there was no chance of anything getting stuck on the motorway, so the assembled multitude could get stuck into their TexMex tea. It was of course Avril who provided the surprise, with her announcement detailed in the opening paragraph. This was tempered in some way by the wonderful sticky chocolate cake, partaken as

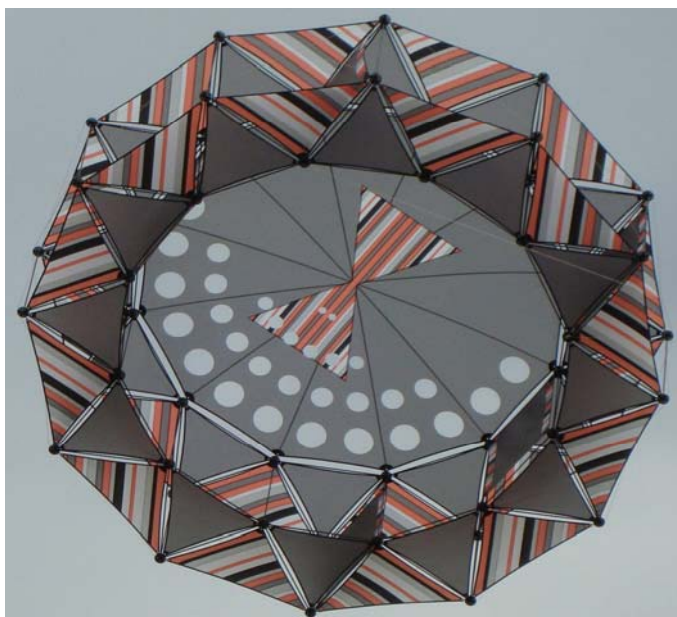
dessert. Bristol is renowned for its auction and Paul's ability to loosen purse strings, but before it got underway we played the sit down if this is your first/second/third etc Bristol. Now, being a man of figures, Paul should have worked out that it would be the same people left standing for 25 years as it was for 21, as, luckily, none of those had keeled over in the meantime, and even if they had, they would not have been standing up, would they? So congratulations from a mere 19er to those that have managed the full quarter century.

While Paul was working his way through the auction items, a look outside revealed an absolutely wonderful display from Roy and Hayley and Karl and Sara. The Toucans and banners were all arranged in a block with a couple of laser units that shone a multitude of moving beams onto the flags. With the gentle breeze that was blowing, some of the beams were reflected whilst others played onto the grass, reaching as far as the lane. We could even see them from the field behind the hotel.

It never ceases to amaze me just how generous people are in providing auction items. Carl had put in one of the new 'planet' ghenkis, while the Decorators had raided their kite bags (the 1980s ones) to put in a wonderful selection of early and iconic sports kites, each with a history. Bargain of the night was an original Capelli, put in by Katerina. When this was knocked down to Dave Nicholls for just £100, I don't think anyone could quite believe it, least of all, Dave. But then, he is Scottish, so I don't suppose he would complain? As usual, Jo Robertshaw had donated some lovely paintings if you wanted something other than a kite. In all, something over £3,000 was raised and some very nice pieces have been added to collections.

Sunday started a bit damp underfoot with a fickle wind that did not settle down for a while. Early news that the prospective 'Worlds largest kite' would not be flown cleared a bit of space for other inflatable to occupy the area. There is little question, that by careful invitation of British flyers, almost every major international commercial kitemaker would be well represented. Peter Lynn's new horse has completed its first season in Europe, by courtesy of George & Jackie Penney and by coincidence, there was nearly a herd as Dave Holt had a selection of his new horse kites on display.

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The popularity of the Bristol Festival is confirmed by the huge numbers of people that attend and has been acclaimed as one of the 50 best free attractions in the country. With the ground drying out, walking anywhere outside the arenas became something of an obstacle course, especially when carrying kites. Sometimes, flying them over and back seemed to be the safest option, particularly when long tails were involved. The crowd were continually entertained with the mix of sports kite and single line flying with three sessions of kite fighting thrown in to add a bit of excitement. Rok fights have not been madly well supported this year, yet the sky was filled with them each time Paul called a fight. There was a great deal of enthusiastic running and sawing as usual and some long treks downwind for retrieval, but as it was for fun, none of the contests lasted too long. It was good to see Stafford Wallace back in the Rok fights and providing his own unique introduction to Indian fighter kites. Making a welcome return after a long absence were Ron Spalding and the Thai Kite Heritage Team renewing the constant battle between the sexes, symbolised by the Chula and Pakpo. Mind you, having retrieved a discarded double ended, six bladed bamboo barb from the arena, one can understand just how dangerous the female of the species can be (well in Thai kite fighting anyway).

By mid afternoon we were starting to struggle for wind and many of the larger kites were defying attempts to get them into the air. There was a lot of upping and downing during Janneke's Sode display and not just due to the

controllability of the kites, more efforts to keep them flying. Team Flame drew the short straw and even with a great deal of pumping, had to back up almost the entire length of the arena. The more gentle wind was an ideal excuse for getting Roly, the giant AKF whale out, which is always a crowd pleaser, if not for its sheer size, then the antics of the team of flyers that try to keep it where it should be. Paul's commentary adds to the drama of the situation as well, just to keep everyone on their toes.

So, following another consummate demonstration of team flying from Scratch Bunnies, it was onto the grand finale and a selection of iconic kites from Bristol Festivals. Whether this was the last festival or not remains to be seen, but it did give us a chance to reflect on the fact that Bristol has played host over the years to just about every established kite maker in the world and that we have been privileged to see the most amazing array of kites imaginable. Bristol does serve to illustrate just how kite flying and festivals have changed over the last few years and not always for the better, but without festivals, the changes could be even more dramatic. Thanks Avril, Martin and all those who have been involved over the years in putting on this remarkable event.

All that remained was to get out of Ashton Court, and here again was a timely reminder of just how popular the festival is and how many people are needed to organise such an event. It was something of an irony though, knowing that we would not be making the trip next year, our journey home was without a single hold up or delay at any stage, a first for many years.



Project KARA—Kevin Heasman

Sunday 26th June.2011 as reported by Kevin Heasman.

The day started bright with a clear blue sky and a gentle wind in Peterborough. The weather forecast was for the temperature to reach 28c by midday and a 6MPH wind. It had been arranged to meet at 10am. Leaving home at 8.30am for the 33mile trip to Marsh Lane, Gedney Drove End with kites, GPS unit on charge, anemometer and food and drink for the day.

Arrived around 9.30am to find Dick Abbs had been there for a while. The sky was clear and blue. We talked about the weather for the day and the chances of flying any kites as the wind felt very light for the power sleds. Next to arrive was Scott Butler and John Ostler. In Scott's car were kites, tether lines and anything else that might be needed. Dennis England was close behind with Clive Paddison next. I did not realise that John Atkinson was bringing the power winch to the site anchored to a trailer and pulled by his tractor. This meant that even before he started John A had had a 2 hour drive from his farm at Wainfleet. Just before 10am the sight of John's tractor and trailer was welcomed by us all.



It was decided to set the whole outfit up as all that was needed was to couple the hydraulic pipes up to the tractor and set up the travelling arm on the winch. Scott connected his box of electronics that recorded speed and line length. Within 10 minutes all was ready. We had a short discussion as to the size of the first kite to be used a 24 was offered up by Dennis and an insulated padded bag for the GPS was attached between the kite and main line. The GPS was turned on and we waited for it to start flashing. This indicated that it had picked up a GPS signal and was ready to go. It had been set to take a



reading either every 5 metres of travel or every 5 seconds. It was known from tests even with that amount of readings, its memory would only be half full after 14 hours. Before it was slipped into the bag, Scott was asked to check all was ok. He gave the thumbs up. By now the wind was between 4 – 6 miles an hour so just enough to lift the first kite away at 10.10am with smiles all round. John A was on the winch control and the kite was let out at a steady 1 mile an hour. It was felt that any faster the kite would not lift itself up and collapse. It was very slow to rise but once over the sea, it picked itself up.

On a previous flight we noticed that the wind changed direction at around 2000 feet. As before, at around 2500 feet the kite began to pull and rose at a good rate. With this the line was let out at 1.25 – 1.5 mile an hour. Without too much discussion we all settled on a job to do. Clive was photographer plus recording time, line length, load and size of kite being attached. Dennis and Scott were keeping an eye on the line and the kites already flying. Dick set up the telescope with its inclinometer so we could tell at what angle the first kite was flying at. John A was winch controller. John O and myself attached the tether lines to the next kite and launched it to check it flew ok. This was done away from the main line area to stop any unnecessary contact. A routine was soon established whereby Dennis and Scott would decide what size kite was next. John O and myself would set it up on its tether. When a joint occurred we would both walk it to the main line. Once the winch was stopped and with gloved hands the line was held steady by either Dick or John O. At the same time I held the tethered kite and Scott would attach the tether to the main line joint. After a good few tugs at all the joint knots the tethered kite was let go. The

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main line was then slowly let go to take up tension. John A would then start to let out line again.

This worked well and everyone was comfortable with what was required. Around 11am we were joined by Christine Ticehurst (Club secretary) and Stephen English. As they live near to the site they thought they would come to see how it was going but ended up staying for the rest of the day. This proved to be handy as it meant more hands to help and to ease the load. By midday the temperature was 30 c in the shade. Shorts, sunscreen, sunglasses and hats were the order of the day. Thankfully Dick had bought a gas burner, tea coffee, milk and 5 gallons of water. This was much needed. Also Christine went out and bought extra food including punnets of strawberries. We had to erect a large umbrella over John A as we were concerned for him being in the sun.

We did have one problem in as much as the wind being between 4 – 6 miles an hour and the line fed out at 1.25 mph meant that the most recent kite wanted to collapse until above 2500 feet. This happened with one kite. It lost all pull and rotated under the main line and hung upside down. As we had done tests for this problem, the winch was stopped and wound in for a few minutes. With the extra wind speed the kite rotated back into position. The winch hardly stopped, only when kites were added. Dick on the telescope was finding it harder and harder to keep track of the first kite but the angle was around a constant 38- 40 degrees with the load on the line of 100lbs. We were all so engrossed with our jobs that none of us realised what was happening. So with 7 kites attached and first kite out of sight, a discussion began about how much line to let out and how many kites did we have left to attach. We had a total of 12 kites and it was worked out that we had about 7000 ft of line left on the winch. As the load was within a safe limit for the line, more line was let out and kites attached.

By the time the 11th kite was attached we had 28000 ft of line out. The load was around 125lbs, again within limits. Here we stopped. The problem was that we could not see the first kite and Scott's counter had got an error in it. Clive set to and worked out what line was out, the angle of the kites we could see and he came up with a height figure of just over 14000 feet. As the record stands at just over 14000 ft, set

in 1904 by Samuel Cody, it was decided to let out more line and to be ready with the 12th kite. We got to within 800 feet of the end and to see the empty winch drum was amazing. The 12th kite was launched but never attached. Once the winch was stopped the load began to creep up to 200 lbs so a nervous decision was taken to start recovery straight away. With hindsight we should have left the train to settle for 5 – 10 minutes. However after 6 hrs 20 mins we were all very concerned not to lose the whole train as by now the wind had increased to between 8 – 11 mph.



The Recovery: - With the increasing wind speed the line was pulled in at a slower rate of 0.75 mph. It was around this time that Dick came out with the words that no one wanted to hear, 'I think we have lost the top kites!!' The feeling was of disbelief as we all tried to count the kites but it was impossible even with the telescope. However the recovery continued regardless.

The next problem that we encountered was that as the line was fed out and pulled in, it twists. This has the effect of wrapping the tether line from the kite around the main line. We have had this problem before and the main line had been cut with the loss of many kites, line and recording equipment. So as we pulled in kite no 11. it was noticed that at least 20 ft of the main line had been wrapped up in this way. Also the twisting was starting to collapse the kite itself. To remove the twist, the main line had to be held horizontally and the tether slowly unwrapped. This took 5 agonizing minutes with everyone helping. Thankfully once removed the recovery could go ahead. The recovery was the exact reverse of the launch, everyone playing their part. Not knowing if we would actually be having a go at the record that day, I left the laptop for downloading the GPS at home – silly

Project KARA—Kevin Heasman

me!!! So just before Dick had uttered the immortal words, I had phoned my wife Debra begging her to bring the laptop over. Thankfully she agreed. So when Dick made his statement, I phoned Debra up and told her not to bother. It was as kite no. 7 was taken off, we realised we had not lost any kites. As we had about 1 – 2 hours to go to get back kite no. 1, a frantic phone call to Debra was made, asking her to come over fast with the laptop and also to bring some champagne.



There were no further problems and the first kite with the GPS was down by 8.15pm after nearly 10 hours of flying. The GPS was recovered and turned off. At that point Debra arrived with the laptop.

As I opened the laptop, everyone w a l k e d

away in trepidation. Why does it take so long to get a laptop to run when you are in a hurry? Once up and software running, the GPS was downloaded to the laptop. I moved the cursor to the highest point to find a reading of 18621 ft. Time stood still for a moment. I walked around to the group and announced the result. I think some thought I was joking. We all gathered around the laptop to see the result in disbelief. Once it had sunk in, Debra got out the champagne for a toast. The sun was setting on a fantastic day. The first kite was signed by all who took part and we all made our way home. I don't know about others but I drove home in total shock that we had smashed the record. We both arrived home at 10pm tired and hungry after a long day but it was all well worth it.

Thanks must go to the team of nine.
John Atkinson for the use of his tractor, trailer

and storage of winch over the years. Also manning the controls all day.

Scott for having the idea and making the winch with all its electronic readouts.

Dennis for being one of the co founders/ project leader of the idea and working with other to try for the record.

Kevin Heasman for setting up kites and the handling of kites before and after use.

Clive for collecting all data and for taking videos and photos.

John Ostler for setting up kites and the handling of kites before and after use.

Dick for the supply of tea, coffee etc, using the telescope and giving us all a heart attack.

Christine Ticehurst & Stephen English for coming to support us, but then working hard for rest of the day.

Also Mr Lakey for the use of his farm land and buildings.

Kites used were 24 and 36 power sleds. The line was Dyneema. The GPS unit was a Ventus Route Logger G730.

Many thanks should also go to clubs and individuals that have either given time or money to KARA over the past 7 years.

Also helped pulled up by the late Mick Beasley.

Should you want a full report of KARA from the very first attempt please email kara6kite@hotmail.co.uk



THE BEAR FACTS



A second very occasional news letter from the Ted Berets in loving memory of Roman Candle in the hope of easing the pain for those of us who loved it and not giving the po-faced the satisfaction of believing they have won. And following the response to the first issue likely to become even more occasional.

Over the last few months bears have been getting a very mixed press. There has been the tragedy of the lad killed by a polar bear whilst on an adventure holiday in the Arctic and his friend who had to have pieces of teeth removed from his skull. Then at the other extreme are the Koalas in Australia (OK I know they are not bears; but who cares?) who have been getting water from passers by during recent droughts. Then there's the one who nicks the advert for daily contact lenses.

For those of you who have the new fangled computer wizzies, have a look at this one. <http://www.tedberets.co.uk/images/Microphone.jpg> Not sure where it came from originally as it is one of these things that gets circulated. I should like to have put it in these pages but I have seen the problems The BOF used to get and we don't want to get G & J in trouble, do we?

What ever next?

This teddy bear has a Sony CCD DVR camera hidden inside it. The camera uses a high definition low light **Sony CCD** picture chip with **480TVL** and minimum illumination of **0.1 lux** making it ideal for darkened rooms.



It can be set to record at a certain time every day or manually continuous or on motion detection. It can record **64 hours** of continuous **VGA** video onto a 32GB SD card.

It can be set to record at a certain time every day or manually continuous or on motion detection. It can record **64 hours** of continuous **VGA** video onto a 32GB SD card.

The motion detection is programmable to allow only the areas of the screen

that you choose to trigger a recording. This means that recording can be set to record if a door is opened but not if a patient is moving in bed etc.

The DVR also comes with a remote control for ease of use.

So what? I have enough trouble getting a micro-cam to work just clipped on to the parachute harness.

Well perhaps this is what's next! Japanese researchers have created a robot nurse that can lift elderly patients from wheelchairs and beds. Naturally it looks like a giant teddy bear. Well it may do to them but I think it would look more at home on a Doctor Who set. I think that those of us who have, for years, been dropping teddy bears from kites should be very careful that we don't have to go to a Japanese hospital!!!!!!!



Cleveland, OH - Kids are invited to bring their favorite stuffed toy of any species to Cleveland Metroparks Zoo on Saturday, September 24 to celebrate Teddy Bear Day. Kids younger than 12 who bring a plush pal will receive free admission to the Zoo with a paid adult admission.

Once you're inside the Zoo, bring your fuzzy friend to the Sarah Allison Steffee Center for Zoological Medicine for a check-up with an official teddy bear doctor. All patients will receive a "Beary" Good Health Certificate (and most likely a hug too).

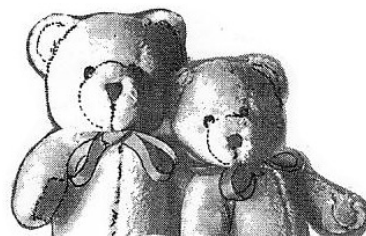
Looking at reports on the internet there seems to be large numbers of teddies doing parachute jumps from church towers all round the country. One at Begelly in south Wales is reported as having their own "Teddy Medics who, with stretcher and bandages, coped well with the flurry of activity and ensured all bears had appropriate treatment.² Surely this was a term started with the Ted Berets and now brilliantly demonstrated by Mrs Swift at kite festivals everywhere. In Norwich teddies decorated as members of the Royal family or city dignitaries such as the sheriff, jumped from 120ft from church tower at St. Giles fete.

And so it goes on at churches round the country and one starts to worry what has happened to teddy bears? In the good old days we used to have problems with alcohol abuse and promiscuity. What ever happened to Drunken Dave, Suzie and the Brighton Slapper? Have they been getting too close, too often to higher things or have they seen their destiny frequently coming close and started to reform and do good works before it is too late? Which ever BMISS have always shown the way in this branch of our hobby and many of these people still come to us for information on how to do it. Poor misguided souls. Long may they have fun with our game.

Two down.
Ninety eight
to go?

Keep B.M.I.S.S. alive by sending pictures, videos, record updates and anything else you have to be published at www.bmiss.org.uk or in TBF.

So that's it from Electric Arthur and The Ted Berets but please keep in touch via arthur@tedberets.co.uk or the good old snail mail.





It's that time of year, lots of tables of results from the STACK corner this time around. It is what we do after all.

Competition Results

IRBC competition

Dual Line Individual		
Position	Overall	Competitor
1	74.49	Chris Goff
2	70.79	Bryan Beasley
3	61.86	John Williams
4	42.9	Yan Spooner (N)
5	38.92	Mick Burls (N)
6	37.67	Dawn Green
7	32.61	Alex Savell

Multi Line Individual		
Position	Overall	Competitor
1	73.27	Chris Goff

Dual Line Pair		
Position	Overall	Competitor
1	69.6	Phoenix
2	62.15	ExGrads

Dual Line Team		
Position	Overall	Competitor
1	68.76	Flame
2	61.74	AirHeads

Overall, it's been a difficult season, two rounds at the Jolly up were becalmed and the other rounds suffered from variable winds and heavy downpours. Nevertheless, some stunning performances by Chris and Bryan in ballet helped us to remember what it's all about.



Chriss Goff, deserved winner once more



Some of the silverware up for grabs

Trick competition

Dual Line Individual				
Position	Overall	Competitor	Round 1	Round 2
1	82.2%	Chris Goff	68.5	63
2	80.6%	Piero Serra	65	64
3	59.7%	Adrian Atherton	49	46.5
4	50.6%	Yan Spooner	45	36
5	17.5%	Keith Griffiths	28	0
6	14.1%	Vee Griffiths	22.5	0

(Max of 80 pts)

Dual Line Pair		
Position	1 round	Competitor
1	45	Chris and Piero
2	23	ExGrads

Once again the UK trick competition was poorly attended, Vee and I even had to fly to make up the numbers. However, we could at least throw down a gauntlet to all those stay-at-homes. If you approach with the right attitude you can have fun at least. Everyone knows that it'll be Chris, Piero, or Bryan that wins, but at least you can have your own personal battle. Having said that, the reason these three are such good fliers is that they participate in these semi-serious events, and get the arena time.

Up to you now, STACK made a loss on this event, and will have to seriously consider how and if any future event can be supported.

On a lighter note, many thanks to Yan, for the organising, and to Tony (and Bryan too on Sunday) for judging, and MaryAnne for field directing.

Rok competition

Sadly, there has been little enthusiasm for this through the festivals this year so I have taken the decision to withdraw the support for collating and 'running' the national championship. It became an expectation that STACK's involvement would include organising and running the events, rather than the collating of results as we had originally offered.

The battles that are still to come will be enjoyed as much as ever by those taking part I'm sure, there will just be no trophy to hold at the end of the year.

EuroCup Results

More results, this time from EuroCup, held in Cervia Italy in late September. Glorious weather, hot and sunny, beautiful beach and great food, what more could we wish for. We may not have had a large UK presence but we certainly didn't disgrace ourselves.

Phoenix rise from the ashes...

...of last year's EuroCup. This year they produced an excellent precision performance, taking second place. Their ballet let them down a little and dropped them a place to get an overall third place, That's only going to go up in the future. However, I don't see anyone coming close to Courant D'Air. This French pairing were Mobius's nemesis and are still going strong. It has to be said though that they did not excite the crowd like second place Axel'R did, wonderful synchronised tricks, they just need something more in choreography.



The chief judge looks on as another judge takes the cash.....

ExGrads finally graduate...

...to the big time. The other way around for this pair, let down by a poor precision. It didn't help that they were flying just when the Cervia wind did it's daily job of turning off, rotating 90degrees and then turning back on again. That probably lost them 5-10 points on two of the figures, flown inbetween the three successful wind check calls. The technical was all flown underpowered but clean, just not giving them a chance to impress.

Flame flicker but burn brightly at the end.

Flame seem to love living dangerously, this year they got rushed in

the precision warmup and it didn't help them to settle for the figures. A near disaster in cascade saw one kite dragging a tip and possibly cost them second place overall. They did well with the other figures and the technical routine and showed that they could be in contention any day.



Alex Savell heads off for some practice

Snuff won't die

I really should stop putting ideas in to MaryAnne's head. After another comment from a member of the Flying Squad about STILL being European champions for multi-line team I suggested it might be nice to have a competition. Everyone was up for it and we ended up with Italy vs UK vs France. Wind conditions were abysmal for flying scratch teams of quads but they all had a go and the UK team Snuff (Flame by any other name) even had a plan to fly their 3 person ballet with quads. For a minute there it looked like they might pull it off, then the wind died :-)

Great fun was had by all, and maybe I've given someone an idea, it'd be great to see some real team competition next time. Chris, pull Carl and James out of retirement will you :-)



ExGrads fly the flag, despite having moved to England

Eurocup 2011 results

Dual Line Individual

Position	Overall	Competitor
1	82.9	Richard Debray
2	76.8	Steff Ferme
3	72.2	Luca Coletto
4	71.9	Laura Mastromauro
5	71.8	Miguel Perez Senet
6	66.9	Davide Equizzi
7	61.1	Vaitcheslav Mishchenko
8	58.9	Sergey Chernyshev
9	58.5	Jurgis Pauliukas

Multi Line Individual

Position	Overall	Competitor
1	82.3	Steff Ferme
2	81.7	Guido Maiocchi
3	79.1	Richard Debray
4	74.5	Marco Costa
5	69	Alfredo Constantini
6	68.3	Werther Secci
7	52.7	Pascal Maire
8	46.2	Maryvonne Clause

Dual Line Pair

Position	Overall	Competitor
1	80.6	Courant D'Air
2	72.5	Axel'R
3	66.2	Phoenix
4	63.4	ExGrads
5	61.2	Pair-Y-Zoma's
6	56.2	Remix
7	55.9	Athamor

Multi Line Pair

Position	Overall	Competitor
1	68.9	Secchi-Orsi
2	58.3	KangarooTangoKopter

Dual Line Team

Position	Overall	Competitor
1	84.5	Start'Air
2	72.6	Cream Team
3	69	Flame

Dual Line Team

Position	Overall	Competitor
1	46	Team Per Caso
2	26	Snuff
3	22	T.S.F.

Full breakdown of the results can be found on the SIEC website at:

<http://stack.kitesonlines.org/ec11res.htm>

Kite Bags

It has long been a frustration to me that I have not been able to replace my Decathlon kite bag. It is falling apart, never being particularly robust in the first place, not surprising for the price. However, despite direct contact with the Tribord executives I have

not been able to find out even if they are going to be manufacturing the bag again, never mind when it might be available in the UK. So I have taken the liberty of finding a UK manufacturer to produce a bag for me. The plus being that the quality will be that much better, the minus is that the cost is going to be around £55 for STACK members, £65 for others. I have commissioned a prototype and it is now in my possession. As you can see from the pictures below it is well laid out, like the Decathlon one.

I have had a chance to really put the prototype bag through it's paces, and I have to say it's looking good. We took it to Cervia and it didn't balk at being asked to carry 14 kites and four full sets of lines (5 weights each), along with all of the other stuff that gets in a bag.



The inside of the bag, filled with all of my team kites (4x Taipans, 1x T4). There is space for 9 full size kites, and a spare spar pocket. The line bag is detachable and will hold 6 linesets at least.

Want one?

Now the downside; I have to purchase 50 of these at least, so I need some knowledge that I can sell that many before I put the order in. So far I have about a dozen expressions of interest, this is nowhere near enough to go ahead with the purchase. If you are interested please drop me an email. The sooner I get a decent quantity spoken for, the sooner I will order them.

For the moment I don't need any money, just a commitment to buy.

Keith.Griffiths@physics.org

A Note on Windless Flying—George Webster

Kitefliers have always been frustrated by a lack of wind. My guess is that the day after the mythical Indonesian fisherman invented the kite he said to his family “Come and see this thing fly” — with the result that he faced the first flat calm for a fortnight.

Early European kite designs up to the end of the 19th century required a reasonable wind. Designers in the ‘Golden Age’ were not much interested in low-wind flying since kites were being developed for lifting.

So, although modern designs and newer materials meant that kites could fly in lower winds (e.g. the lightly loaded Brogden used in Edwardian kite competitions), it was not until the Delta of the 1970’s that low wind flying became possible for enthusiasts.

However, No Wind flying (and indoor flying) developed differently. If the centre of gravity of a kite moves forward of the centre of forces (e.g. by weight of the line or reduction of airspeed) then the kite will behave as a glider. This was well known to model aircraft makers — one of whom, William Bigge, by the early 1970’s was using model aircraft technology to design kites which would fly in the 3 knot wind achievable by walking in a large hall (in his case an aircraft shed). When the speed dropped the kite would glide backwards ‘downwind’. For details, see the books by Newman [1] and Moulton [2]. Bill Bigge is still involved in indoor kites and gliders (see *AKA Kiting*, Spring 2011).

A kite must always have an airflow to produce lift but ‘no wind’ flying minimises the windspeed either by the flier moving as described or by the flier’s ability to pull the kite through the air. This second approach is obviously easier for two-line or multi-line kites. The 1980’s saw fliers of two-line kites being asked by festival organisers to ‘fly 360s’ i.e. use a low downwind speed as the basis for steering the kite in a circle — limited only by dizziness. By the mid-1990’s there were a few skilled fliers of Revolutions who could fly on short lines on a stage — gliding one to be caught in the flier’s mouth was a top trick.

At various times there have been indoor circuits and events for such fliers, but what nudged me into writing this has been the development of outdoor single-line ‘No Wind’ flying — by which term I do include very low winds.

For several years I have seen Chinese fliers with large eagles sparred with heavy bamboo. They are bridled to lie very flat on the wind, they will glide upwind but can be turned to fly in a long downwind circle before being pulled round. This requires rapid line in/out movements for which they will use special large circumferenced reels. The effect of a soaring eagle can be very realistic. For the last 3 years they have produced a modern fighter aircraft design (still using curved bamboo) which originally flew like an eagle. Most recently I’ve seen them perform a backward loop when pulled hard into the wind; a loop not a flip. Pedro Gonzales has one.

Apart from a ‘No Wind’ ultra-light delta (Le Malard, by Louis Sko from Germany (Illustration 1)) which I haven’t seen flying, there have been two established English kites which can be pulled round in ‘No Wind’ conditions.

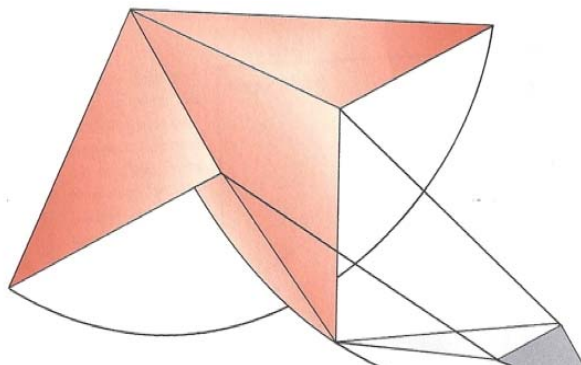


Illustration 1: Le Malard by Louis Sko

First there is the Bai Se Hui Die (Illustration 2) — a radical new design by Stephen Hoath and the Gonzales brothers. Not only is this kite great for ‘tricking’ but nothing approaches the Bai for toughness and ability to be unmoved by heavy crashes on hard indoor floors and immediately relaunch itself.



Illustration 2: Bai Se Hue Die

The Pteranodon (Illustration 3) by Karl Longbottom is a wonderful varied flier. I’m amused by the way in which Malaysians see it as a bird even though it can’t challenge the Eagle’s swoops. Anyway, who knows how pteranodons flew all those years ago?

Admittedly these kites are often flown outdoors in low winds, but there is in my view a definite trend to fly single line kites which can ‘trick’ in a very low wind as well as indoor ‘no wind’.

Two further examples. The first is Christophe Tournay’s Ginga (see Illustration 4).

The second takes us back into history. Reinhold Platz was a German aircraft designer who worked for Fok-

A Note on Windless Flying—George Webster



Illustration 3: Pteranodon

The Marconi rigged jib kite was a new design in the UK in the 1940's, associated with WM. Angas (see Pelham [3]). I have no idea whether Platz influenced Angas. I do know that the kite is difficult to make, involving a vertical post and notoriously difficult to bridle. The 'Modern Marconi' of about 2004 (Illustration 6) with no post seems to stem from Platz.

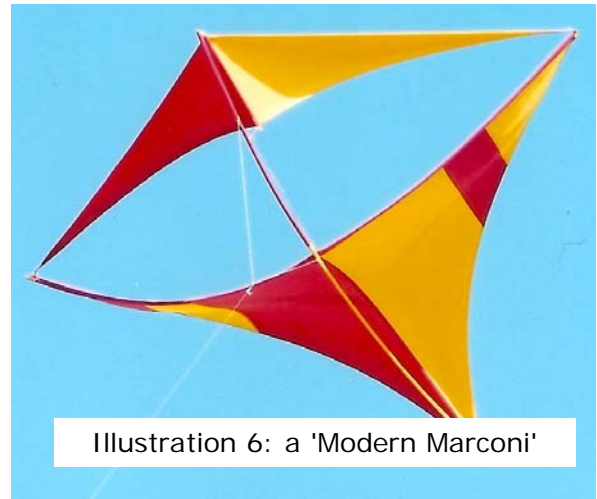


Illustration 6: a 'Modern Marconi'

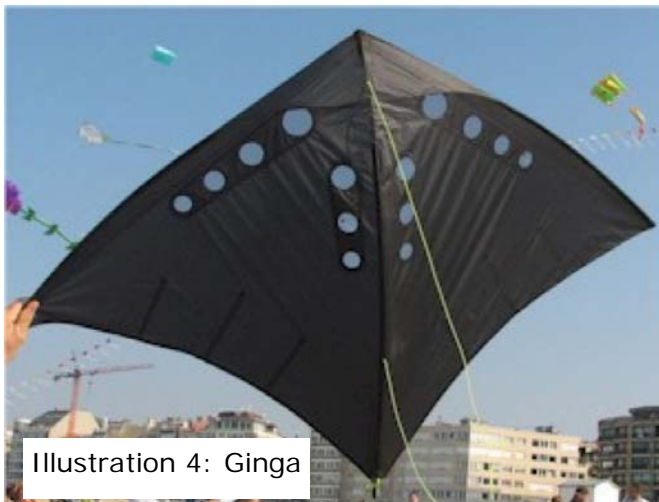


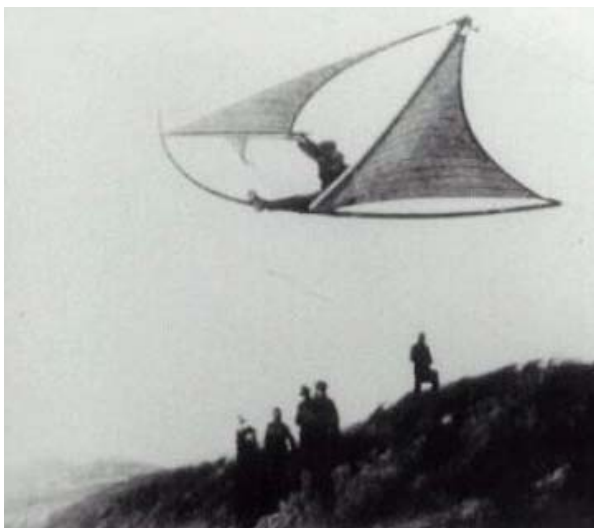
Illustration 4: Ginga

Recently (2011) Ceewan –the Malaysian designer of the Langkawi Pointer, a very good low wind flier– has produced a kite more closely based on Platz called the Plutz to acknowledge its inspiration. It has a single bridle point and performs well indoors and 'no wind' outdoors (see Illustration 7).



Illustration 7: Plutz, a low wind kite by Ceewan

ker on the first world war Triplane made famous by the Red Baron. He designed a glider using jib sails — adapted from sailing ship technology and very reminiscent of the later Marconi jib kite. There is a drawing of the hang glider and also of one being flown in 1923 (below). How this sits with American claims to have invented the hang glider in the 1970's I do not know.



Bibliography

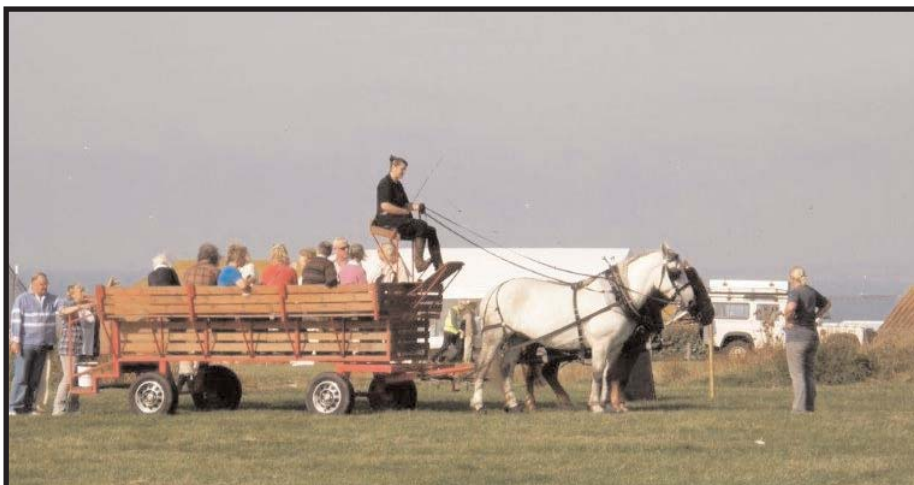
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Brighton Kite Flyers secretary looking out for kite flyers at Ardingly showground, and finding them in the sun.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

A WELCOME BACK TO TELSCOMBE TYE



Last Saturday, 24 September 2011, saw a welcome return to our old flying ground on Telscombe Tye.

With the recent departure of the local farmer's herd of cows (he has sold his entire herd of dairy cows), the Tye was once more an appealing place to fly.

We were asked by the organisers of a "Working Horse Day" to attend the site to fly some kites - nothing structured, just really a fun day to add interest to a public event where a team of working horses were reseeded some bare patches of ground with wild flower and meadow seeds (a similar event was held last

year where a lot of the Tye was reseeded, and members of the public could follow the harrows and sow seeds provided by the Friends of the Tye, with some spectacular results). Free horse drawn wagon rides for all were provided during the day, and there were ice creams and refreshments to be had.

The day could not have been more perfect (although the wind did "die" during the afternoon - what a surprise), but nevertheless for the members of the club that attended it was a great day, with a nice clean wind straight across from the sea to the Tye.

Our kites drew wide admiration from the public, such that we personally have not seen for a long time, and we even had our esteemed Mayor of Telscombe, John Livings and his wife Helen trying their hand at flying our newly acquired Roller kite.

They both seemed to really enjoy the experience, and Telscombe Town Council wish to actively encourage Brighton Kite Flyers to hold more kite flying days on the Tye in the future. The site is after all, common land, for the enjoyment of everyone, and it is one of our better local sites with no trees, a good wind, and more importantly for us, now free of cows!

Chris & Pat Bowman



A PERSONAL HISTORY OF BRIGHTON KITE FLYERS

The recent articles in Aerodyne setting out the history of the BKF since its inception have made fascinating reading and made me think about my own kite flying and BKF history. In the mid-90s, my children were heavily involved with the local school farm and in showing the farm's livestock at local agricultural shows. One such show was the Autumn Show at Ardingly, held - not unsurprisingly - in the late autumn. At the Show in 1994 the BKF were in attendance putting on kite displays in the arena (sadly something that, although BKF are still at the Show, we do not get the opportunity to do now). Also at the show were Airborne Kites of Brighton, alas no more, who had a trade stall along with membership forms for

some of the bigger kites, but had never got around to it. I decided that now was the time to have a go at building my own kite and built a delta conyne which I still have today. At the time I was blissfully unaware of fibreglass and carbon so it is spars with pretty massive doweling but despite this does fly. One day, I will get round to rebuilding it with fibreglass or carbon spars when I am quite sure it will fly very much better. The delta conyne was built over the winter of 1995-6, and I had persuaded the family that a holiday in Weymouth at the beginning of May '96 would be a good idea so that I could take my new kite for its maiden flight at a proper kite festival. We duly went to Weymouth for our first Weymouth Kite Festival. The delta



Petworth 2003



Weymouth 2001

BKF. The kite displays took me back to my youth and unsuccessful attempts to get the kites of the time, mainly box kites, to fly. Paul Thody's display with flexifoils looked a great deal more interesting, to the extent that I went down to Brighton and purchased an 8 foot flexifoil. I also joined BKF at the same time, and I recall that Ray Oakhill who was membership secretary at the time ringing me up and welcoming me to the club. I had had a copy of David Pelham's Kites book for many years and always had a hankering to build

conyne flew well; the holiday was a success, so from then on kite flying has become an established part of Jackson family life. I think since 1996 we have only missed one year, so we have now been to Weymouth 15 times.

The late 90's saw some very pleasant kite flying days at Petworth Park as part of their Festival, but as the kite days became more and more popular, the Festival in the 90s, although I am sure that I would have attended them pretty much every year since joining the Club along with

going to Weymouth. Work and the continuing need to transport and support my children at agricultural shows meant that there were not the spare weekends available to go to many other kite festivals apart from these three, although we did go to Middle Wallop a couple of times as one of my brothers lives just down the road from the airfield.

For the past 10 years or so since children left school and we have not needed to go to agricultural shows, the August Bank Holiday became free making it possible to go to the Portsmouth Kite Festival which became another one of my regular trips. Like Weymouth, once we started going to Portsmouth, we have not missed a year, although the past couple of years it has only been a day trip rather than a full weekend.

About seven or eight years ago, I took over as BKF Membership Secretary for three or four years. As I was Operations Director for CTC, the UK's national cycling organisation with over 60,000 members, at the time, this was a bit like bringing work home, as I would go along to the company running our membership processing work during the day and then go

A PERSONAL HISTORY OF BRIGHTON KITE FLYERS

Continued

home and do exactly the same thing for the BKF. Membership of BKF at the time ran for a year from the date that you joined, so there were renewals to do every month, but equally the work was spread out a bit. Once I had got the IT system we were using at the time (and presumably still are) set up with all the information I wanted, it was relatively straight forward to mail merge renewal letters and get them out every month. A real benefit of being Membership Secretary, apart from the 'putting something back into the Club' bit was that it did help me to put names to faces and over the period I held the post, I think I knew pretty well everyone who was a member. About four years ago, the Treasurer stood down, and as Matt was willing to take over the membership, I took over as Treasurer for a year, but since then work commitments meant that work had to come first and I had to give up my post on the Committee. The Club can always do with new blood on the Committee so I urge members to come along to the AGM and consider standing for one the Committee posts.

Having taken early retirement this spring, the expectation was that I would have more time to spend on my hobbies, including kite flying, although it hasn't quite worked out quite like that. I am not sure where

the time goes, but finding time to fly kites seems as difficult as ever - yes, really! One thing I did manage to do is to go to the Bristol Kite Festival for the first time this year, something I have wanted to do for years but have never been able to do because of work. I do wish I had tried harder as Bristol was everything I thought it might be, and then some. It really is an excellent festival, well organised on a great site with thousands of people really enjoying the kite flying. There will not be a Bristol Festival in 2012 as its date clashes with the Olympics, but it will be one of the kite festivals that goes straight in the diary every year from 2013 onwards, along with Brighton and Weymouth.

Had my children not been involved in agriculture or BKF not attended Ardingly, then I may well not have got into kite flying or made as many friends as I have in the BKF and other kite clubs. Knowing how I became involved, I always regard it as important to try to fly something whenever I am at a kite event, whatever the weather, and to make time to talk to anyone interested or who asks about the kites being flown. I hope that a few current members of BKF are there because I encouraged them to join, and that the Club continues to prosper and help new kite flyers.

Peter Jackson

2 0 1 2 BRIGHTON K I T E FESTIVAL

Following on from a great 2011 festival where we were forced to change our dates because a music festival, which did not happen over that weekend in the end as they could not get its licences sorted out, but that is another story. By popular request (from those that answered last issues question) we will be holding a festival in 2012 and have provisionally requested from the council the second weekend in July (7th - 8th July 2011) which is going back to our normal weekend. We hope that this year we will be able to get it, so please add the dates to your diary and keep it free. The festival is planned for Stanmer Park our normal site and will be the successful theme of a family fun weekend much as we have had in the past. We again will try and keep the event free to attend and ask for donations towards running costs for facilities that are used such as car parking etc. As usual there will be site security required on site overnight so if you wish to take on the role and stay on site please let us know. At present the pavilion we had used for showers has been destroyed by fire so if it is not rebuilt in time we may need to either move the security area or have a longer walk for the facilities. If there are any displays, traders or such you think would like to attend please let the committee know As mentioned this date is provisional but as soon as this date is confirmed by the council we will let you know, so keep your fingers crossed that we can confirm the date soon.



OCT 2011 BRIGHTON KITE FLYERS AERODYNE

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Thank you

The committee would like to say thank you to all those who made this issue of Aerodyne possible Peter Jackson, Pat & Christine Bowman. We know we keep going on, but Aerodyne is only possible with your help with articals etc. So please do write an artical as we can not keep the publication going without them.

So thank you again to those who help and keep the articles coming and those that haven't if you want to keep aerodyne going put into action the good words said at each years AGM please put pen to paper for the January issue. Dates for future articals are detailed below.

We have a range of sizes in all club t-shirts and hooded tops for sale T-shirts £10 hooded tops £25.00

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

Contributions should be sent to:

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

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

S.O.E.S.

Following on from several very wet and windy South of England Autumn Shows, it was good to see that the weather for this year was forecast to be better; in fact it was forecast one of the hottest starts to October on record.

The forecast turned out to be correct during the week leading up to the event and it continued over the weekend as well, although a little light on the wind front all those that attended flew kites at some time over the weekend. We did have slots when some form of livestock was displaying in the arena nearby during the day where we could not fly, these always seemed to co-inside with the brief increases in wind. Which was frustrating but the organisers were more than happy with what we did, so much so that we have already had a provisional invite to attend next year (6-7th October 2012) get in early if you want to book a place (members only). Most spent some time looking round the show and could be seen heading back to the flying site with bags of goodies, Corinne even found time to try on Collins under crackers and



jolly fetching they looked too. I think for the 1st year ever the Jones's did not head back from Ardingly with any extra living things in the camper which is another long standing record that was broken.

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.



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 at Saltdean Vale, East Sussex, .Remember that during the summer members may well be attending kites festivals, but the fly-ins are still on.

See you there



Events List

October 2011		
22-23	Cape Town International Kite Festival, Muizenberg, Cape Town, South Africa	www.capementalhealth.co.za/
	2012	
April 2012		
7-15	Berck International Kite Festival, Berck-sur-Mer, France	Gerard Clement
21 - 1 May	Artevento International Kite Festival, Cervia	Info@artevento.com
May 2012		
6-7	East Yorkshire Kite festival and County Show, Driffield Showground, Driffield, near York, East Yorkshire	annbloomsa1events@btinternet.com
12-13	Lotto Kite International, Ostend, Belgium	Mail@didak.com
12-13	Western Lake District KiteFest 2012, in assoc. with NKG, Wilson Park, Haverigg, Cumbria	kiterdave@btinternet.com
26-17	Exmouth Rotary Kite Festival, The Imperial Recreation Ground, Exmouth, East Devon EX8 1DG	www.exmouthrotaryclub.co.uk/kite-festival/
June 2012		
2-5	Margam Park Kite Festival, Port Talbot, Wales SA13 2TJ	01639 881635
2-3	Basingstoke Kite Festival, Down Grange Sports Complex, Basingstoke	www.basingstokekitefestival.org.uk/exmail.htm
9-10	Teston Kite Weekend, Maidstone, Kent	malcolmf@kentkiteflyers.org.uk
24	Kent Kite Festival, Mote Park, Maidstone, Kent	syd.bennett@kentkiteflyers.org.uk
July 2012		
7-8	Brighton Kite Festival, Stanmer Park, Brighton	simon@BKF.org.uk
14-15	Barmouth Beach Kite Festival, Opposite the life boat station, Barmouth	Waine Hucker 07855 810636
21-22	Leominster and Hereford Kite Festival, The National Trust, Berringham Hall, Leominster HR6 ODW	www.kitefestival.org.uk
August 2012		
11-12	Teston Kite "Big Weekend", Maidstone, Kent	malcolmf@kentkiteflyers.org.uk
25-27	Portsmouth International Kite Festival, Soutsea Common, Portsmouth	The Kite Society
September 2012		
22-23	Mascotte International Kite Festival, Scheveningen, Holland	designkites@hotmail.com
TBA	Margate International Kite Festival	The Kite Society
TBA	Dieppe International Kite Festival, France	infos@dieppe-cerf-volant.org