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Issue: 78 - January 1999

20th Anniversary 1979 - 1999



Newsletter  
of  
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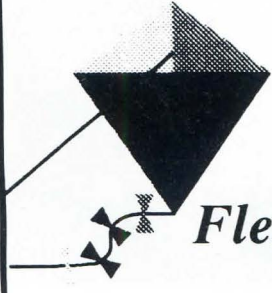
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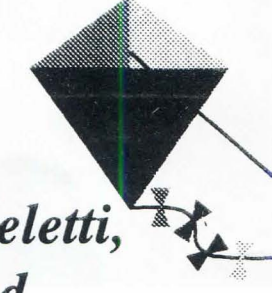
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# EDITORIAL

Dear Reader

We would like to wish all of our readers a happy New Year and all the best for the kite flying season to come - let us hope it is better than last year.

1999 is the 20th year of The Kite Society (in its' many guises) We have certainly seen kite flying change over the years - not always for the better - or so it sometimes seems!. We have seen trends come and go (and reappear) over the years and at the Portsmouth Festival in August there will be a pageant of kites from the last 20 years.

Down to money matters. You may have noticed that over the last two years the amount of advertising that has appeared has significantly reduced. Combined with this has been the increases in printing, stationery and postage etc. Therefore we have reluctantly increased the membership fees from January 1999. See page 28 for the new rates. This is the first increase since January 1996.

The handbook has been produced for a number of years and to date we have managed to cover the costs involved with this from the normal sources. However, at present it does not appear that we will be able to produce it unless we have enough advertising to cover the cost. So anyone who wants to advertise in the handbook and make it happen should contact us **as soon as possible**.

And yes - finally (and again) we need contributions for the magazine. Please send us articles, kite designs - anything kite related. Copy date for the next issue is March 15th.

Jon and Gill

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## Front Cover Photo 20 Years

**All 77 issues of The Kiteflier - or as it was originally known Kitefliers Occasional Newsletter - KON**

Whilst every care is taken to get the details correct The Kite Society cannot be held responsible for any errors or omissions that occur. Opinions expressed in this magazine are not necessarily those of the Editors or the Kite Society.

# Letters

## **From Roy Martin**

I couldn't agree more with Paul Roper. I much prefer to deal with the regulars at kite festivals, those who advertise in *The Kiteflier* and the other magazines. You become friendly with them over time and can have a pleasant conversation on any aspect of kiting providing that they are not too busy, even if on that occasion you might not be buying anything (very unlikely I know - you always want something or see something that you want), and Dunstable are as helpful and friendly as Paul says.

Arthur Dibble's comments on the running of the Kite Society are interesting, as I am involved in a small way with model railways, and there everything is run by (generally annually elected) committees, from the smallest local club to the national organisations. Even at the national level and despite their geographic spread, the group of which I am a member manages four committee meetings a year, often after an exhibition where they would often go anyway. I do not know much about the running of the Society, but assume that it is basically Jon and Gill Bloom, as I have not seen mention of anyone else in the newsletter, please correct me if I am wrong.

While I have absolutely no complaints about the way that the KSGB is run, there is the problem of what happens when Jon and Gill finally want, or need, to stop all the hard work. Who will take over and will they be as good? Is there anyone in the wings, helping and learning how it is all run so that it can continue when it happens?

I would like to think that any rumblings are not necessarily of dissatisfaction but of quite reasonable concerns for the future. While not wishing to upset anybody, I think that preparation for the continuation of the Society is essential, or it may just disappear when Jon and Gill finally stop.

## **From Bill Young**

In 1984 I started a research project into the aerodynamics and construction details of full size Autogyros. That body of information led to me writing a summary of what I found and how it might apply to model r/c Autogyros. Mixed into this material was information, plans and notes on Autogyro kites.

That second body of information led to writing a booklet on Autogyro kite design, which included plans for several of the type. Which leads to my request. Amongst your members, journals, newsletters etc is there any information on Autogyro kites? I know that Solarbo once produced a kit and there have been two examples published in early English modelling books. I have found plans for 5 of the type that were published and/or kitted here in the US and I found one from New Zealand. I know that the US Navy used one in their rafts to raise the emergency radio antenna.

Whatever suggestions and/or leads anyone can provide will be very helpful. Write to Bill Young, 4403 E. Rustic Knolls Lane, Flagstaff, AZ 86004, U.S.A.



# Weymouth Beach Kite Festival

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

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

Saturday evening has the usual Civic Reception with the Mayor and there will be basket meals available for those who want to eat and a pay bar. Everyone is welcome to come along to chat - entry is free! In the Ocean Room, Weymouth Pavilion from 7:30pm till midnight with a bar extension.

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

Finally we request that you do not set up your cabanas etc along the tide line but along the edges of the arenas - this allows the free flying areas to be as large as possible when the tide goes out.

## Accommodation

Accommodation can be booked via the Accommodation Line on 0800 765223. Reservations can be made for all classes of accommodation including caravan and camping.

## Car Parking

Again there is free parking available but space is limited. Once the tickets have gone we cannot get any more. Tickets are valid for two days, Sunday and Monday. One ticket per car for both days. This year we are using only one car park situated behind the Pavilion. Please send your request to the address below and remember to enclose a stamped addressed envelope as passes will NOT be sent without one.

## Traders

Kite traders are very welcome to attend and ply their wares. The charge will be £175.00 for three days, £150.00 for one or two days. Payment for this must be with your booking which should be sent to the address below. Please make all cheques payable to the Kite Society. Note that only 15 sites are available so book early.

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

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

**THE BURKS**  
OR FAIRLY  
NEW TO KITES  
NO 13

UNLUCKY  
FOR SOME

HEY KIDS, SEEING THAT GREAT WINNING PIC IN THE CAHIER DES CERFS, HAS GIVEN ME AN IDEA.

THANK GOD HE NEVER SLAGGED OFF A BRAND NAME

HA HA, OH DEAR, LOOK LUV 110 IS OK BUT YOU CANT BEAT LARGE FORMAT

I'LL TAP YOUR UNCLE HARRY FOR A LOAN OF HIS HASSLEBLAD

YEAH, I GET YOU DAD, AND MY 110 CAMERA IS JUST THE JOB

AND SO

HULLO, HARRY, ITS FRED, CAN YOU DO ME A FAVOUR?

ERE WE GO AGAIN

**SCRIBBLERS NOTE**

IT NEVER OCCURRED TO YOU DEAR READER, THAT WHEN FRED BURKE WAS BORN, THEY NEVER BROKE THE MOULD. NO SUCH LUCK. HARRY IS DAFTER THAN FRED... NOW READ ON ----

LATER

SO YOU PLANTO TAKE SOME KITE PHOTOS

YUP, I INTEND TO WIN THE CVCF COMPETITION

FOR THAT THE BLAD WILL DO THE BIZ O.K.

YEAH, A SCOOP III WILL LOFT THAT LUMP NO SWEAT

ONLY TWO THINGS THO, HARRY HOW DO WE RELEASE THE SHUTTER AND HAS THE BLAD A MOTOR DRIVE?

HAS IT GOT A MOTOR DRIVE? LISTEN FRED THE ONLY THING AINT GOT IS A BUILT IN TEAS MADE AN IM WORKING ON THAT.

AND IN ANNWER TO YOUR FIRST PROBLEM, FRED, IT JUST SO HAPPENS THAT I HAVE THE SOLUTION TO THAT LITTLE THING IN THE CAR BOOT

THIS IS MY VERY ULTRA HIGH FREQUENCY RADIO TRANSMITTER WHICH DEFEATS RANDOM C.B. EMISSIONS COMPLETELY

COR. HARRY, ITS JUST THE JOB, THE PERFECT RADIO RELEASE

YEAH WITH THIS SET UP WE HAVE COMPLETE CAMERA CONTROL, SO YOU CHOOSE THE PLACE YOU WANT TO SNAP, YOU BUNG UP THE SCOOP AND I'LL DO THE REST

YOU KNOW HARRY I RECKON AN AERIAL VIEW OF WILLY LOTS COTTAGE WOULD BE GREAT... CONSTABLE COUNTRY AND ALL THAT

PHEN, FRED, THAT SOUNDS PSEUD, AND THERE ME THINKING YOU A PEASANT

AND SO..... ON THE CHOSEN DAY, THE TWO TWITS SALLY FORTH, TO CAPTURE THEIR VERSION OF CONSTABLE COUNTRY FOR POSTERITY

HEY FRED, DIDNT THE MISSUS AND THE KIDS WANT TO COME NO MATE, THEY SAID THEYD HAD ENOUGH OF MY CAPERS

MEANWHILE NOT FAR AWAY IN THE FLATLANDS OF EAST ANGLIA WHERE THE A-10'S SWARM THICKER THAN BUGS ON A BUMPER, AT VERY HIGH ALTITUDE, SOMETHING STIRRED.....

PROCEED TO BOMBING RANGE

ROGER ROGER

AND THE HIGH ALTITUDE SOMETHING IS A F.1-11 LOADED WITH SOMETHING VERY SPECIAL

HEY MCCLUSKY, I KNOW I SAID LOW THATS RIDICULOUS

GEE WHIZ MASOR

OI DONT MIND THEY YANKS FLOYING THRU MOI BARN, OI JUST WISHES THEY DO IT THE RIGHTWAY UP

ARRR OIII

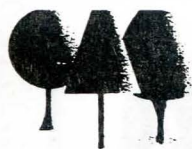
\*SEE KON NO 4

J. BARKER 83.

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**TO BE CONTINUED NEXT ISH... WE HOPE.**





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1999

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# Ghost Clipper

I have liked the idea of the Ghost Clipper since I first saw it illustrated in Ron Moulton's book "Kites" nearly 20 years ago. When my wife saw one in the back of Dunstable Kites' van as they were unloading at Weymouth '98 on the Saturday, I was hooked - I bought it before they had finished unloading. A quick look in the box that evening revealed many lengths of spruce, Silkspan tissue, a number of plastic fittings, some printed manilla (thin card) sheets, a large plan and a book of words and pictures, as well as some other bits and pieces - I could see that a lot of work would be involved. I returned everything to the box until we got home.

If you haven't built model aircraft before, then it could be a little daunting, but proceeding step by step should take away the worst worries. If in any doubt read the instructions several times and do dummy runs dry, i.e. without adhesive. Be sure before doing anything - measure twice, cut once - it would have saved me having to buy an extra length of spruce! It is worth arranging a board on which to build the deck, "hull" (a flat silhouette) and sail frames, all of which are built flat and assembled later. I used a 4'x2' sheet of Sundeala from the local model railway shop cut into pieces, two 3'x1' with 2'x1' left over. It is a little hard to get pins in, so use small

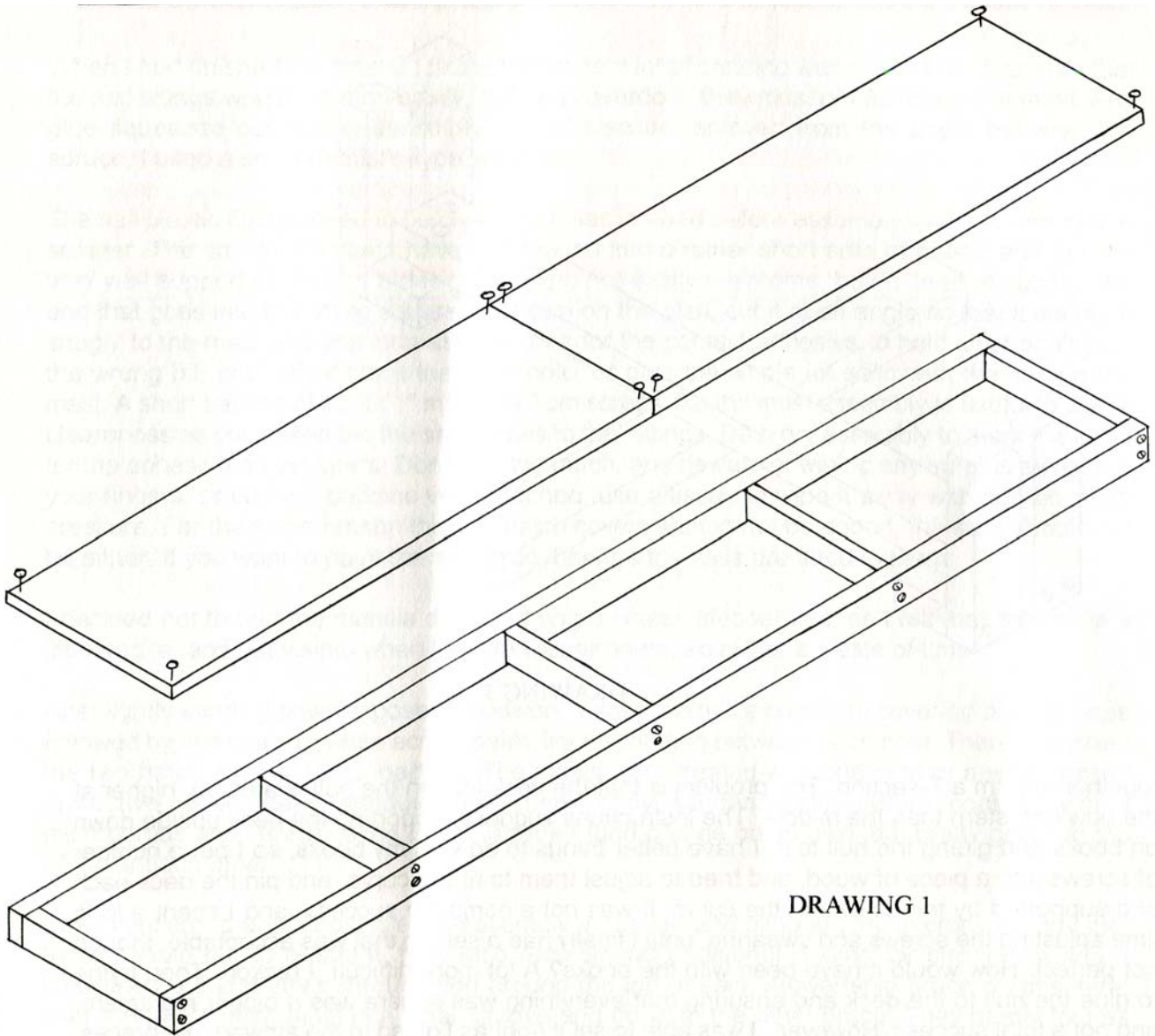


pliers or a toffee hammer, but it does hold them well (I see from the July '98 Kiteflyer that I am not the only kiteflying model railway enthusiast; are there enough of us to form a speciality group?). 18x42mm softwood was used to make a frame 6'x1' braced several times across its width, especially in the middle where the Sundeala pieces meet end-to-end. With plain butted joints screwed together and the Sundeala glued on top and nails to hold the corners it is surprisingly stable and light, see drawing 1. I cut the plan into three pieces, and pinned each piece in turn to the board with a covering of cling film (it used to be tracing or greaseproof paper in my young days) to protect the plan while

building the parts directly on it. Cutting a hardwood like spruce is best NOT done with a sharp knife, a razor saw (from your local model shop again) is much safer and neater. A flat needle file is ideal for smoothing rough edges and removing dried glue. I used weatherproof Resin W for all the wood-to-wood and manilla assembly work, a gap-filling contact adhesive, superglue thick, for fitting the sail spars to the plastic fittings, and tissue paste for fitting the Silkspan.

I found that the stripwood was a little short in length, generally not a problem as there was enough in total, but it meant moving two in-line joints on the deck edge rails. This is poor quality control in a kit like this. The assembly method was unusual in that joints are reinforced with manilla, but it all seemed to work very well except for the ends of the sail spars. After breaking one I was not sure that they were strong enough, but they seemed better after the tissue was glued on. However, at Portsmouth I learnt that I was right first time when again I broke a joint and creased and tore the manilla while assembling the kite. So between

# Ghost Clipper



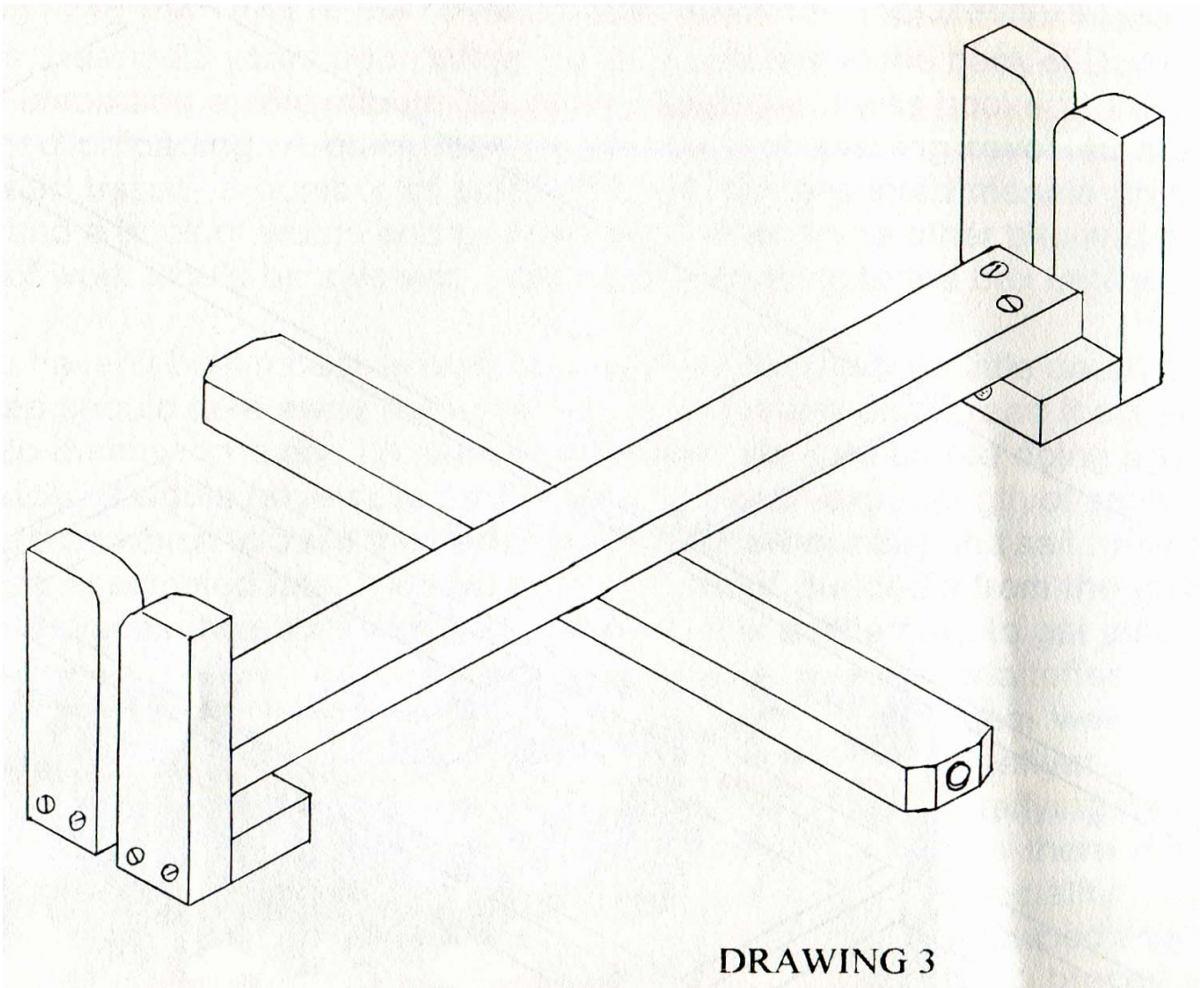
DRAWING 1

Portsmouth and Bristol I repaired the broken joint and reinforced all the sail corners with 1/16"x1/4" balsa strip cut as diagram 2 (full size) and glued to both the manilla and the spars with Resin W. This shape should be suitable for all the sail spar joints.

The piece of spruce for the bow has to be bent to quite a sharp curve, it is worth steaming and bending roughly to shape by hand before pinning and gluing. Don't steam your fingers! If you intend painting the whole hull after assembly, it is worth leaving off the two rectangular hatch covers until the painting is complete. They are not secured all around their perimeter, and when painted with dope (which shrinks and tightens the tissue), do not tension up flat, but distort badly.

Having built the deck and "hull", and covered them with tissue, they had to be assembled together to form a T-section. The problem is that the deck line on the hull is a curve, higher at

# Ghost Clipper



DRAWING 3

the bow and stern than the middle. The instructions suggest supporting the deck upside down on books and gluing the hull to it. I have better things to do with my books, so I put a number of screws into a piece of wood, and tried to adjust them to fit the curve, and pin the deck each end supported by the screws in the curve. It was not a complete success, and I spent a long time adjusting the screws and swearing, until I finally had a setting that was acceptable, though not perfect. How would it have been with the books? A lot more difficult, I reckon. Then trying to glue the hull to the deck and ensuring that everything was square was a bigger nightmare, and not a total success. However, I was able to set it right as I glued in the athwartship braces, pinning each one to hold it all square while the glue set. After gluing in the triangular braces, everything was checked and found to be fine EXCEPT that the stern rail of the poop deck was out of true. I was afraid that it would cause the kite to roll, fortunately there was sufficient 1/8" square spruce left to fit two extra triangular braces between the foot of the mizzen mast tube and the corners of the poop deck to correct the error.

Having finished the hull, how do you look after it? Just leaving it lying around, whether on its side or upside down, is not very good. So I made a cradle from some more 18x42mm timber which supports the full length of the keel, keeps the hull upright, and again involves no complicated joints and is just glued and screwed together, see drawing 3. It is ideal for holding



# Ghost Clipper

the hull while checking the fit of masts, etc., but is unstable when rigging the kite out in the wind, so I added the extra cross piece which is held on with a single screw to allow it to pivot for easy storage. I fitted small ball catches in the ends to keep it secure for transport.

When I had finished the masts, I found that quite a lot of sanding was necessary to ensure that the sail fittings would slide on easily, but don't overdo it, they must not fall down the mast. Any glue squeezed out during assembly should also be removed from the angle between the spruce, I used a small dentist's-type scraper.

The sail plastic fittings need to be cleaned of plastic swarf before assembly, another use for the scraper. The sail centre spars have to be glued into a rather short area of plastic and are not very well supported. This is a design problem not easily overcome, but instead of cutting the end that goes into the fitting square as shown on the plan, cut it at an angle so that it fits more snugly to the mast and you increase the area for the contact adhesive to hold. Just don't glue the wrong bit, and either block the mast hole, or glue the whole lot solid with the sail on the mast. A short section of about 1" made up from scraps like the mast assembly is useful to check clearances as you assemble the sail frames to the fittings. Do a dry assembly to mark the limits for the adhesive on the spars. Don't use too much, and beware of wiping any surplus away with your fingers, or you will become very attached, use a tissue to wipe it away with not too much pressure. For the same reason that the hatch covers should not be doped, the sails should not be either. If you want to paint the spars, do it before the sails are fitted to them.

I decided not to add the manilla details of ship's wheel, lifeboat, etc. as I felt that they were a little fragile, and not visible when the kite was airborne, so rather a waste of time.

After lightly sanding down exposed woodwork, I gave the hull a complete covering of clear dope followed by two coats of white acrylic paint, lightly sanding between each coat. Then I (re-)fitted the two hatch covers, left unpainted. The masts were treated with one coat of a water based protective wood stain, antique pine, then lightly sanded again before coating with a microporous stain finish called Baltic, a rather lurid orange on its own, but pretty good on top of the antique pine.

I was concerned about possible dis-assembly in the air, and although the instructions say that there should be no problem, they also recommend additional rigging for stronger winds. I chickened out and fitted shrouds tied around the top of each athwartship brace on one side, over the top of each mast in a small groove and down to the other brace. They hardly foul as the sails have a swept back leading edge and just gently tightened they will keep everything together without distorting anything.

I finally finished on Saturday 29 August, and packed ready for Portsmouth on the Sunday. The cradle is OK for home use and, as modified, for assembly on the flying field, but how could I transport it all safely? I had a corrugated cardboard box from a recently delivered table which I opened up and from it I made a "coffin", and put in the masts, the hull, upside down, and arranged the sails around the hull. It is not very elegant, not really big enough for everything and has no lid, but it does the job for now. After assembling the Clipper at Portsmouth, I took it round to show the lads from Dunstable Kites - the cradle made carrying it easier. It attracted attention, but unfortunately there wasn't enough wind to fly it. Later there seemed to be more wind, so I re-assembled it, which was when I broke the sail. I also found that it tended to lift

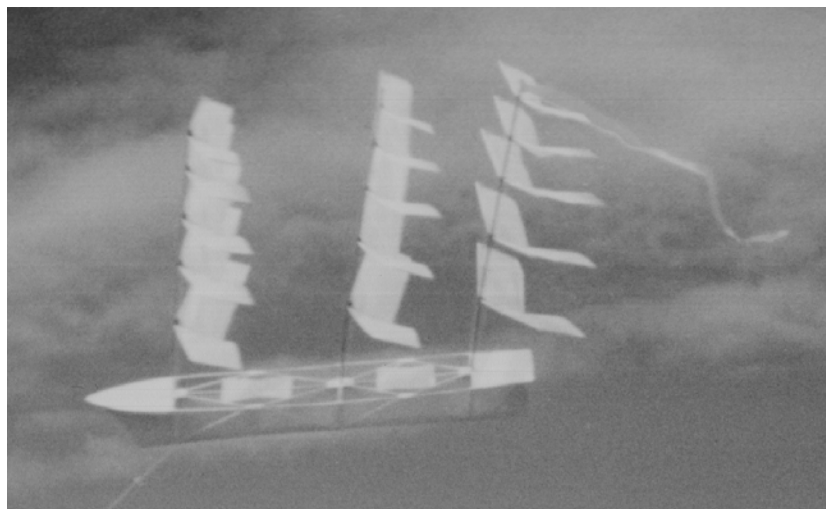
# Ghost Clipper

out of the cradle when rigged and facing the wind; why on earth was I surprised at that?! I looped the bridle around the end of the cradle to hold it. I still don't think that there was enough wind that day, very few of the box kites made it into the air successfully, and as the Clipper has cardboard from the box that the kit came in used in the construction, and a 1/8" thick piece of iron 2 1/2"x3" as ballast near the towing point, it ain't no lightweight.

At Bristol on the Saturday it lifted the cradle as well when fully rigged, so I will have to peg it down before fitting the masts and sails in future, with a strap to hold it in the cradle so that the line can be attached without getting in the way. I managed to get it airborne for a few minutes in the morning, but then the wind died again. It looked great, but needed more wind. In the afternoon I flew it for about an hour and a number of people made favourable comments to me. It was a bit unsteady, possibly because of the gusty conditions and needed watching constantly, and it had to be played on the line a lot of the time. While bringing it down, it suddenly dived to one side from about fifteen feet and hit the ground hard. Fearing the worst, I went over to it and found the hull undamaged, but one mast had broken into three pieces and a second had split. The grass stain on one side of the bow showed where the hull had hit the ground, fortunately it is an area reinforced with cardboard so very strong. All the sail spar joints were intact, so I am glad that I had added the balsa strengtheners, although one sail had a tear in it. I was very pleased with the sight of it flying, and the damage was not too disastrous. Two new masts, perhaps two more as spares, and a repair to the sail and it should be ready for flying again. I might try adjusting the towing point to improve stability, especially in gusty conditions. Providing that I don't wreck it during testing this winter, I hope to have it at Weymouth in 1999.

Is it worth it? There is a lot of work involved in building it, some of it quite difficult, you have to overcome the faults in the kit, and that hull when complete represents quite a volume to store and transport. It can also be a bit fragile in adverse conditions. Despite all that, when it is finished and you see it sailing the winds as people did at Bristol, the impression is superb; but as the local yokel said "If that was where I wanted to get to, then I wouldn't start from here". The design is twenty five or more years old, and with modern materials and concepts, there has to be a better way. I just wish that I had the time to do it. At the moment, this isn't the best way, this is the only way, and if you want it, you have just got to go for it.

## Roy Martin



# Bits & Pieces

## Video Tape

About two years ago I borrowed a Flexifoil Trick video tape from someone that used to go kite flying at Kings Langley, Harlow (behind Tesco). Will the owner please give me a call so I can return it. Steve 01707 895159.

## Calling all Buggy Pilots.

Have you had enough of just buggying up and down, up and down on your favourite buggy site? Is your buggying getting boring? Then it's time you buggied up up up and then down down down. What you need, from Kiteability, is The Guide to hard core buggy riding by Charlie Watson - hot from New Zealand, home of the buggy and the Buggy Master Peter Lynn.

This book tells you all you want to know about trick buggying, buggy jumping and were afraid to ask. Learn how to do all those jumps and slides etc plus the different types of buggy, all in one book. for the humble sum of £7.50 plus £1.20 p&p.

How's about that then. Just send your cheque to Kiteability and you will be flying with the best of them.

## Need any help?

We received this letter from Marilyn Knight, an Instructional Officer at HM Prison Bullingdon, we wonder if anyone is interested.

I am taking this opportunity to contact you on behalf of the inmates of HM Prison Bullingdon where I am a civilian officer in charge of a kite construction workshop.

My part in the Prisoners Rehabilitation Programme is to give inmates a chance to develop skills and a work ethic whilst in prison which, hopefully will encourage them to 'go straight' when they are eventually released.

The way I go about this is to obtain from outside sources kite construction work for the inmates to do. Currently my workshops is engaged in the construction of Stunt and Single line kites, parafoils, windsocks, and spirals, all to a very high standard. If you have any work that you would like to sub-contract to us please get in touch.

(Marilyn can be contacted on 01869 322111 ext 422).

## Patch Swapping

Axel Kremp is an enthusiastic kite flier and collector of patches from kite festivals and kite clubs worldwide. If anyone is interested in swapping, buying or selling patches they should contact him at Heinrich-Boll-Str. 14 B, 33442 Herzebrock, Germany.

## Named Close

I am very pleased to report that our friend King Kisskee Dee will be remembered for a long time to come as Vivian has had a Close named after him. To explain....

For approximately 10 years Vivian and Iris Comma lived in a caretakers cottage attached to an old storage/warehouse unit off the Blackstock Road, London N4. As things happen the site was sold for redevelopment so Viv and Iris were offered a flat on a nearby estate.

On the site the proposal was for new flats. As until then it had no postal address of its own the local council, who knew that Viv was well known and respected in the area asked him if he would like the

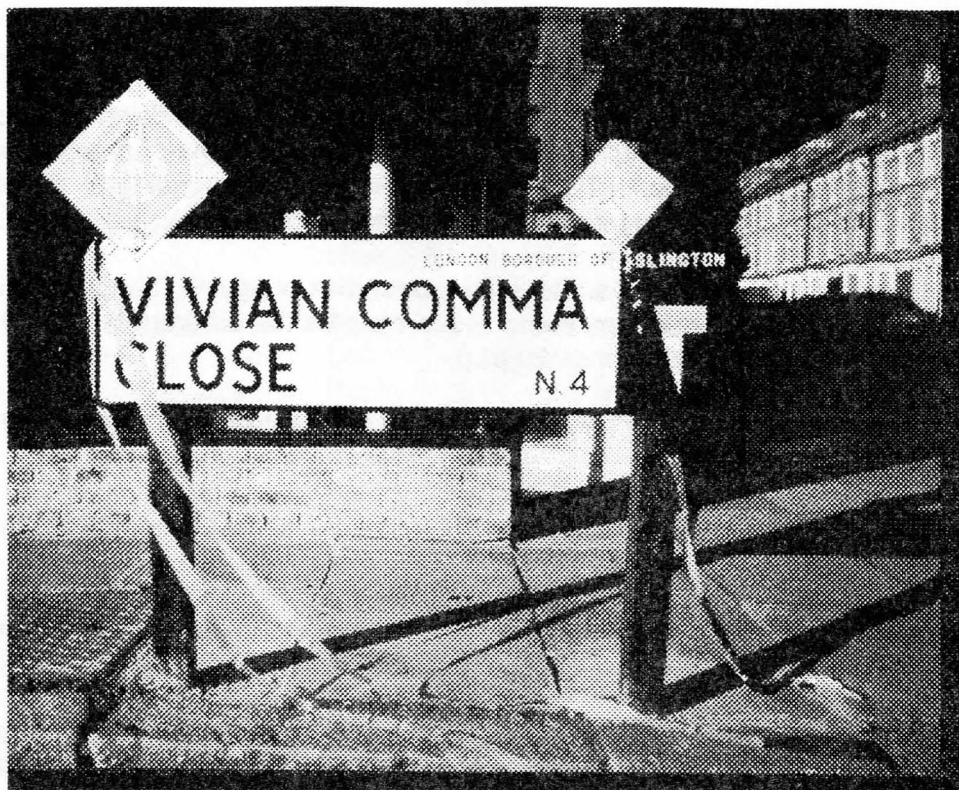


## Bits & Pieces

close named after him. Viv readily agreed... but unfortunately he sadly passed away before the site was completed and named, so he never saw his name on the road sign.

So if you find yourself passing along the Blackstock Road, London N4, look out for Vivian Comma Close, stop a while and give a thought to our friend King Kisskee Dee.

Ron Dell.



## Private Ads

For Sale: Rainbow Delta, Single Line Kite, 11.5ft Wingspan. Will fly on 160lb to 220lb line. £30.00. Phone Steve 01707 895159.

For Sale: Singer industrial sewing machine model 196K5. Complete with table, two tier bobbin stands and knee operated presser foot. Well maintained and in full working order. Ex-professional kite making machine - £150.00 NO OFFERS. Tel 01992 767162.

For Sale: Original Benson Phantom £70, Bantam £40, Rev 1 with lines £110, Peter Lynn Mega Octopus with inflated fish, quantity of kite pins including several specials and limited editions. Telephone 01603 431964 for full details.

For sale Flexifoil kite buggy, 2 years old, used twice. Excellent condition. £200 ono (01970) 828670 evenings.

Kites for sale at £35 each; Psycho and Peter Hall Hell Cat. At £50 each; HQ Jam Session, North Shore Radical Custom, North Shore Kona, Dharma SPI & Benson Swallowtail. For £75, Shuriken Omega vented. Telephone 0705 0642747 or email at bramzel@mondra

For Sale: Spider Modulus. Ideal kite for bugging. Has extra panels for light wind and a spare set of light wind lines. It is in excellent condition. £250.00 OVNO. EMAIL: HOGSTER11@AOL.COM.

Wanted: Man. Weppa Acro Racer Rainbow. Telephone 01824 704634.

(Private ads are free to members. Please send your copy to reach us by 15th March for the April issue).

# Event Reports

## Dieppe 1998

The Alcester and Worcester plus Midland Kitefliers Coach Trip to Dieppe started from Alcester at 4.30 am Thursday 10th to Monday 14th September with 43 members on board from around the country. The furthest being from the Isle of Man, and the youngest one just 6 months - could this be a budding kite flier. The trip was organised by Fred and Lilian Taplin.

We travelled via Le Shuttle which was a bit more pleasant than the sea above, so we heard. We arrived at the Hotel at 1:00pm French time: hotel, food and the company good, the weather could have been better, but I think most people enjoyed everything: the kites being flown at the festival were still very spectacular although I thought not so many as before - perhaps the weather did not help. The Brits were out in force, very good to see, as the group photo will show. (If Derek got it right, Ha Ha). Just not to be outdone, kites were flown in the tunnel by Tony Slater - not sure if this is a first. (*Ed Note: Simon Hennessy did it a few years back*).

The people who went to the evening meal on Saturday said how good it was although some of us went on the town instead; our trip ended with a visit to Cité Europe hypermarket and the shuttle dutyfree for a drop of grog - just to wet our whistles you know. To all those who came on the trip thank you and I hope you enjoyed it.

**Fred and Lilian Taplin.**

## Including the Kitchen Sink!!!!??! - Lünen

Take half a hundred weight of sand, a quarter of a hundred weight of rocks, a box of sea shells, a collection of fluffy toys, including pigs, teddy bears and octopii, two 12 volt batteries, and about 10 kilos of Belgian chocolates and you have the perfect ingredients for a kite festival?!!

How come? Read on.

Mid October saw the pilgrimage of kitefliers from across Europe to the annual Lünen Drachenfest in Dortmund, Germany. Thirteen British kitefliers boarded the minibus and made the journey under the Channel and across Europe for the long drive to Lünen, a residential suburb on the north east outskirts of Dortmund. Christian and Suzi Treppner of Vlieger Team Dortmund organise this extensively supported festival. Huge numbers of kiteflyers and an estimated 80,000 members of the general public attend the event.

The large site, normally a public park and glider airfield, has a river running alongside and after days of heavy rain this left the site heavily water logged in parts. As a result the many Germans who travel to the event in their camper vans were all parked at one end of the field. Instead of the vast range of kites flying the length of the field they were confined to a mass at one end.

Festival organiser Christian holds one of the largest kite pin collections in the world and his festival also hosts an international pin championship. Competitions take place for the most pins, know your collection, for which I won a prize, and presentation. For this latter class pins are displayed in any format of the owner's choice and members of the public vote for their favourite.

This is where the sand, rocks and some of the fluffy toys become relevant. My display, which earned me a second prize, featured the fluffy octopii toys flying octopii kites.

Elsewhere on site, in very varying wind strengths, a full arena programme was running and the sky was full of kites.

Carolyn Swift won the first heat of the ladies Rok Challenge but was eventually cut from the sky to finish third in the final. The kite was blown across the river and into a cornfield some distance away. Fortunately it was returned along with several others by a Dutch couple who had gone to recover their kite.

As for the other fluffy toys they were dropped with a varying degree of success, by parachute, deployed or not according to the packer, from the electronic "gizmo" launcher built, owned and operated by Jerry Swift. Much to the delight of a large appreciative audience at least several direct hits were made on the roof of the mobile toilet block and at least one pig was seen to crash land on the nearby marquee roof.

# Event Reports

For the first time in many years the wind blew on Saturday evening, which meant that the many fine creations entered in the night flying competitions, could be flown without the launcher having to run to keep it airborne.

A spectacular firework display concluded Saturday's activities on the flying field.

In bright sunshine and light winds kite flying continued throughout Sunday. Among the many spectacular kites flown which left lasting memories for many people were huge soft kites depicting Sesame Street characters, as big as double decker buses, a starfish and an alligator.

The traditional Sunday night visit to a pizza restaurant followed by huge Italian ice creams concluded the weekend in fine style.

As for the 10 kilos of Belgium chocolates that's the total weight purchased by the greedy party at a chocolate factory on the way home.

The kitchen sink? Well that got blocked! But that's a tale not to be told in this family journal. I feel sure that members of the party will be pleased to expand further

## **2nd Annual New Forest Bash - 1998**

As last year Colin and I arranged the New Forest Bash which was held on the 10th & 11th October 1998. It started last year to allow our kite flying friends to get together and say goodbye to the end of the season. This year there were 35 friends, fighter kite fliers and kite fliers alike.

We arrived on Friday at Holmsley campsite to set up camp for the weekend, the less hardy people - Jackie and Mac Macleod, Mike and Margaret Harrison and June & Dave stayed in one of the many local bed and breakfasts. Rose Kavanagh and Nick Burgess also turned up on Friday with four new additions to their family of Dachshunds.

On the Saturday morning those of us who were already at the campsite set off for the flying site - which was different from the one we used the previous year - so thanks to John Crouch for the confusion there! By lunchtime everybody had arrived and the sky was full of many kites, one liners, two liners and fighter kites.

Graham put his chefs hat on again and cooked bacon and sausage rolls - hundreds of them as everybody seemed to have a good appetite. Jane and Peter Jones, Gill and John collected firewood so that we could have a campfire later that night, which turned out to be a very good idea.

Doug and Lisa Woods finally turned up late on Saturday afternoon after a few technical problems with their Winniebag. I was really pleased to see them as I was heating up dinner for 35 people and they very kindly let me use their kitchen.

A late call from Linda and Michael Howard to say they were on their way, but had not brought their stall which was going to be used as shelter. Graham and I were using our big frame tent so that was emptied out and all the wind breaks were used to build an extension with the campfire. It all worked out ok in the end and the weather was very kind to us. Everybody was asked to bring their own drink which was put onto a table so everybody could help themselves and they did all evening.

By the time we went to bed our area looked like a bomb had hit it. I got up at 6:30am and cleared up bag after bag of empty beer cans and wine bottles. Ann Woods then helped me with the washing up. The strange thing was that everybody else seemed to surface when all the clearing up had been done!!

We all left the campsite on Sunday morning and headed back for the flying site unfortunately we lost Ron Moody on the way. Everybody seemed a little slow and very little flying was done let alone competitions or fights.

I would like to thank everybody for turning up and helping to make it a great weekend. Maybe we will do it again next year!

## **Festival raises £840 for charities**

Fine weather and light to moderate winds were ideal conditions for this year's Tewkesbury International Kite



# Event Reports



Festival and lead to a good turnout by the public on Sunday. The Saturday evening barbecue and auction once again proved a success and we raised a new record for charity this year. £740 was raised for the James Hopkins Trust and a further £100 donated to a animal welfare charity nominated by Flexifoil International.

We have once again decided to adopt the James Hopkins Trust as our principal Charity for next year's Festival. Work has already started for next year's event which will be held on the weekend of July 17th / 18th at Tewkesbury School.

## Golden Valley Kite Fliers



**Free Spirit Kites**



**Ball Of Fire**  
Weight 175grms  
Wingspan 156cm  
4 Standoffs  
Speedy Tricks  
£35.00



**Dancer**  
2 Standoffs  
Weight 225gms  
Wingspan 218cm  
Tricks  
£45.00



**BOXER**  
4 Standoffs  
Weight 255gms  
Wingspan 221cm  
Tricks & tracks well  
Just needs the music to fly to. Plenty of feel to play with  
£80.00



**LFD**  
Very easy to fly.  
With 60 mtr (200ft) of flying line.  
£10.99 Wingspan approx. 145cm (57 inches)



**Mach2 Airfilled Foil Stunt Kite**  
Two colours and high speed  
Recommend 75lb X 75ft Line  
140cm span 65cm deep £20.00



**SABREFOIL Airfilled Foil Stunt Kite**  
Well mannered, Self filling, totally soft kite with a wide wind range.  
Made in three or five colours  
Recommend 150lb X 100ft line  
190cm span 65cm deep £40.00



**BBV Airfilled Foil Power Kite**  
Very wide wind range, easy to fly. High power in strong winds. BBV is a totally soft Kite with a simple bridle for less tangles.  
Available with 3 colours  
Recommend 300lb X 150ft line  
300cm span 95cm deep £70.00



**BLOK ROK**  
£17.50 (excluding line)  
97 cm (38 inch) Wide

**All kites are hot cut and hand made in ripstop nylon.**  
Lines, Kites and Bit's all Available From Dave Salmon  
**FREE SPIRIT KITES**  
West Midlands House  
Gypsy Lane  
Willenhall  
WEST MIDLANDS  
WV13 2HA  
Tel:-01902-782490  
Fax:-0121-609-7001  
email:-fsk@enta.net

# Air You Go

## A Tribute to Pat and Ron Dell

Karolina Kites Kabin - A Wright Bros. Enterprize.

You sure have chosen a rite time to retire and close the stall with most of our order still missing; Orv says all of it, except those plans from Kite Passion. We sure wish we hadn't seen those damed things as you'll not believe the troubles that they have caused us. As in all truth, it has to be down to you and the shipping company. We ordered in good faith buddy and we also broke the habit of a lifetime by sending \$s up front. OK the dollar might have been devalued but we ain't seen nothing yet apart from these bum plans and a lame excuse that the ship hit an iceberg.

Getting back to the plans, you did not, repeat not, tell us that the French measurements were in meters and not feet and inches unlike our modifications. All this has resulted in something that is about 20ft overall and not the six footer that we though we were building. To cap it all some Feds from the FAA say it's an airplane not a kite and we are in heap big trouble! Oh yeah, you ain't heard nudding yet. Well, we made this thing from those plans plus some little additions with two lines to the rear as we figured that we might be able to both fly it together; me flying it with Orv controlling it from the rear - a sorta three line kite. Anyway that was the idea, cute ain't it? and smarter than your average kiteflier.

What soon became clear was that it was too big and heavy to lift, so we had to put some wheels on to be able to even move it out of the attic. Next, in only lite winds it wanted to fly away from us so we had to moor it to the beach with a pully on a pole and a big weight. This was OK as far as it went, but the whole thing kept being turned over on it's back, I remembered that we had an old gas engine in the shed so we carried it out and laid it on the bottom spar roping it to the box section uprites. At times of stress it is amazing how your mind does not always register changes in circumstances quickly enough. What I mean is; I was still thinking of the 6 footer that we had intended to build and only used that 200lb line you sold us last fall to tether the monster and we left a plank of wood fixed to the crank shaft of the engine as we had intended to lift it off when we were ready to fly.

Disaster struck when the line broke, the kite shot forward gathering Orv on the way and the motion started the engine with the plank windmilling furiously. Thanks to the modifications and Orv grabbing their handles he had a margin of control as the infernal machine carried him aloft. He flew quite high and for some distance before he was able to bring the whole contraption safely to earth. Great you may think; achieving manned powered flight, a giant step for mankind. No buddy, it ain't necessarily so!

Firstly the sheriff saw us and reported us to the feds; they sent those bums from some agency called the FAA who want to throw us in the slammer for flight violations; viz:- (1) no black box, (2) no anti-collision lights, (3) no weather warning radar and (4) no smoke alarum in the john. Some guy called Ed Murrow wants us on his TV talk show and to add final insult to injury the Teamsters claim that as "cabin staff" Orv must join their union or they will call a nationwide strike.

If there is one good thing that has come out of this mess it is some Brit called Biggles has bought the thing for mega, mega bucks even though he seems plumb loco. He keeps talking about going to the vicar's at Royal Enfield (? your neck of the woods) to get some canons and rolls to make a merlin. Wants to call the thing "Spitfire" and drools on about giving a red baron a run for his money. Seems mighty odd to us as we thought the commies had got rid of all theirs. So good buddies, with a pocket full of tin we are comin' a visiting with you in little old England. In fact we have our tickets booked on the return sailing to UK on that new super liner the Titanic.

Your bestest buddies O & W W

PS If you haven't sold the van & tent yet can we have them to go round the shows - we might even trade awhile.  
PPS We used up all our carbon and 50lb blue line making the thing. Will you send us some more now? Second thoughts, just let us collect it when we arrive.

PPPS The native Americans are on the warpath about the non-arrival of that ton of fevvers they ordered for their party at the Little Big Horn. Brother it must have been one hell of a shipwreck!

## Big Dave of RIKOK

# Kite Design

by Stephen John Bernstein

## The Japanese Owl Kite

The basic owl kite described herein appeared in a 1969 Japanese booklet, published by Bitjusu Shuppansha, Tokyo, titled "Pleasure Creating". The author is Tsutomu Hiroi. My apologies to the author if the title and the spelling are not precise, since the interpretations from the Japanese were made by a friend. The entire booklet is in Japanese, with the exception of the publisher's name. Consequently, all dimensions shown in my sketches are approximately gleaned from the pictures in the booklet.

I have made changes and added innovations as follows:

- (1) I use a 5 line bridle with the top bridle point above the top of the kite spine extended as shown. I find this provides for a more stable flight by extending the bridle point farther from the center of rotation.
- (2) The removeable spreader stick allows for folding the wings for easier transportation. Archery arrow notches are used as pockets for the stick ends. They also provide good fastening points for the bow string. (Bow about 3".)
- (3) The 4-hole buttons on the bridle lines make for good and rapid adjustments.
- (4) I now use 2 tails of light cloth material. Each tail is approximately 15 feet in length, attached to the bottom wing tips. A single, longer tail would do, but the twin tail is more interesting and stabilizing.
- (5) The twirling eyes are most easily made by cutting 1/2" rings from lightweight cardboard tubing, 2" to 2 1/2" diameter. The eye covering is made from stiff writing paper, cut to shape shown and glued to the ring. A wire shaft is inserted through the rings that have small holes made for this purpose. When ready to install the eyes in the cover of the kite, string a bead on each end of the wire as shown, and fasten the wire shaft to the back of the cover with tape.

Make the face first. I use bamboo sticks, approximately 1/8" x 3/8". Tie and glue all terminal and crossing points except the top ends of the diagonal wing sticks. These should be adequately tied but not glued, to permit wing folding. I use Tyvek for the cover. This should be cut to shape as shown, eye holes cut, eye rims attached, and decorated. Glue to frame, using good old Elmer's. Then you are ready to make the bridle points. These consist of loops made from light-weight wire and fastened to me sticks where shown. Fasten the tails to the bottom tips of the wings.

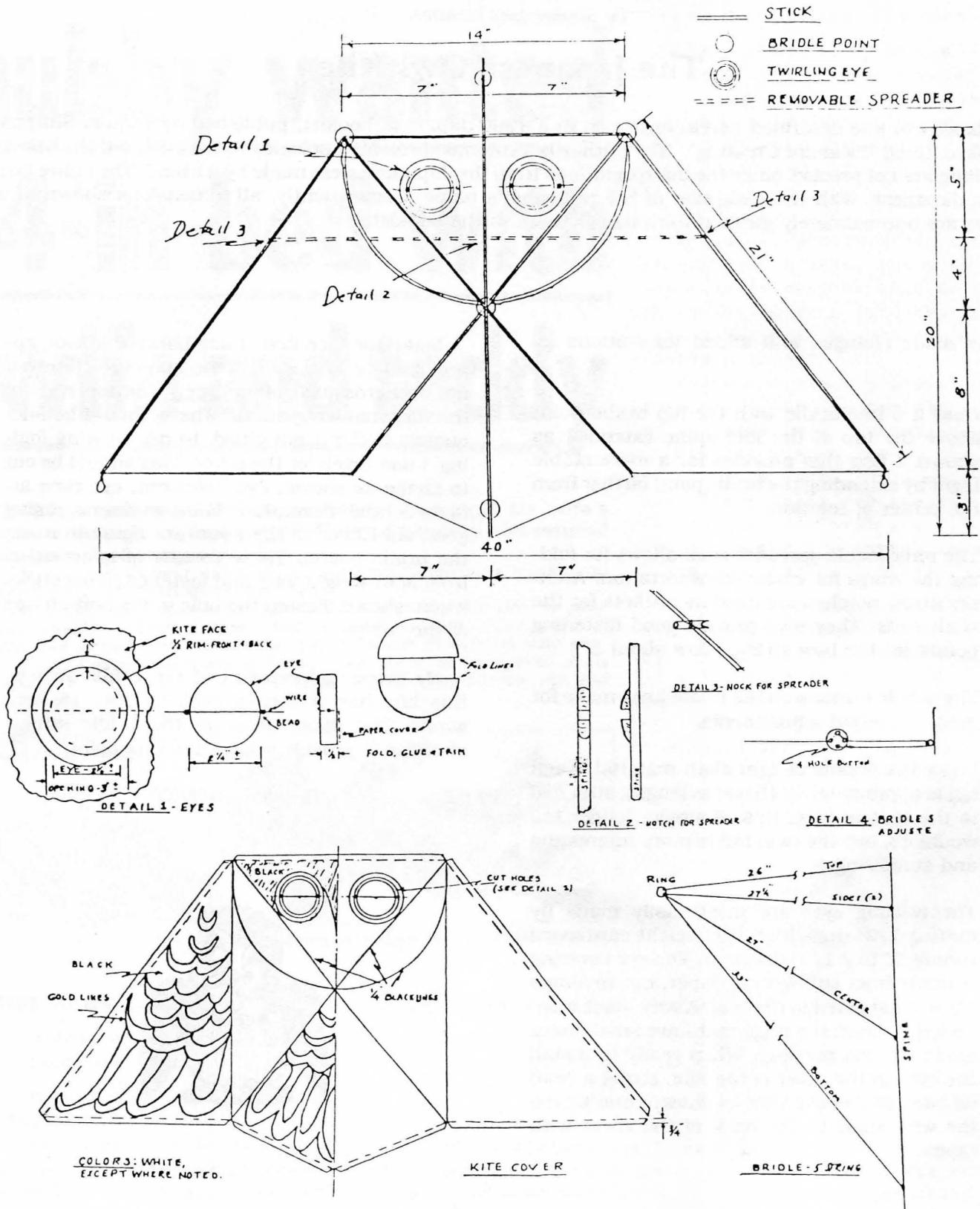
By proper adjustment of the bridle strings, this kite has performed well in 5 to 15 knot winds. The dimensions on the bridle strings shown will provide a good starting point.

Happy "OWLING"





# Kite Design



From:-

THE JOURNAL OF THE AMERICAN KITEFLIERS ASSOCIATION

May/June 1989

# Event News

## **3rd Epsom Downs Fighter Fly-in - 28th March**

All kite fliers welcome. It's a social gathering. There will be a booking made at the Beefeater Restaurant on the Downs, but limited numbers so book early. The meal will be followed by a fly on the downs in the afternoon. For further details and to book the meal contact Ron Moody 0181 661 9652. For further details of other Fighter kite events please contact Mac Fighters on 01705 591171.

## **Easter Fly-in, Worcester Countryside Centre - 2nd - 5th April**

The Alcester and Worcester Kite Fliers will be having a fly-in at the above centre. The site is easy to get to, just off the M5 at junction 7. A good flying area, good camping, toilets, plenty of parking space, hot and cold home made food. Those wishing to camp - camping is available from the Thursday onwards. There is a car boot sale on Sunday morning so there is no flying until 2pm that day.

For more details contact Fred Taplin on 01789 762350 or the Countryside Centre 01905 766492. You can also contact Alan Bill on 0121 360 1955.

## **Peterborough Kite Festival - 13th June**

This year will be the third annual festival organised by the Great Ouse Kite Flyers and promises to be an attraction for enthusiasts, casual fliers and even onlookers. Quite apart from trade stalls in the past we have had workshops, childrens activities and demonstrations by Flexifoil, MKF, Stafford Wallace and Sky Dance. This year we also hope to host a round of the competitive league for STACK UK.

For more details contact Peter West, 27 Milton Way, Peterborough, Cambs PE3 9AP.

## **Teston Bridge, Maidstone, Kent - 19th & 20th June**

A special note to all Teston Bridge fans. This year Maidstone Council will be spending some money to upgrade the toilet facilities etc on the site. This work is due to start at the end of June. So the June 19th & 20th festival will go ahead as usual. But the August 7th & 8th mini fest may be in question as there will be no toilet facilities.

We have had words with Steve Hull the site ranger and perhaps Portaloos can be arranged. Nearer the date we will keep you posted.

## **Pat & Ron - Kiteability**

## **Hackney Kite festival. Hackney, London - 26th & 27th June**

The AGM of the East London Kite Festival Group was held in Hackney on Thursday 19 November. At this meeting the folks involved in organising the annual Hackney festival chewed over the highs and lows of '98 and started planning for the '99 festival - scheduled for 26 & 27 June. Anyone who would like to find out more about the festival and get involved in any way in helping to put it together is welcome to come and join us.

Please ring either Dave Ellison - 0181 449 8609 or James Robertshaw - 0181 525 0391) for more information.

## **Southampton Kite Festival, Lordshill Sports Ground, Redbridge Lane - 26th & 27th June**

Solent Kite Flyers in conjunction with Southampton City Council and Coles Fun Fair would like to invite all kite fliers to this enlarged event, the major emphasis being on having fun at a relaxed and friendly festival with lots to see and join in with if you wish.

The weekend is open to all types of kites and buggies with limited camping on site if pre-booked. Entrance is free but car parking is limited and passes will be required for on-site access. A limited number will be available nearer the date by post (SAE will be required).

There will be a number of kite traders on site as well as refreshments, a Childrens Kite Workshop and over the

# Event News

weekend various special competitions and flying displays. We also hope to have a local schools kite design competition that will be taking place alongside the general kite flying areas. For the first time we will also be having night flying on the Saturday evening so bring those lights along.

Access to the site will be signposted locally, the main route being via the M27 J3 and M271 J1. Flying will be from 10:00am to 5:30pm each day with a height limit as notified at the event.

For more information contact Michael Lowe 01703 770788.

## **Golden Valley Kite Festival - 17th & 18th July.**

Tewkesbury School Fields. To be held in aid of the James Hopkins Trust for Special Children. Usual relaxing format, including camping 16th pm to 18th pm, shower and swimming facilities, Buttyman, evening meals and auction. Come and have a great weekend.

Contact Neville Wing, 9 Howard Way, Tewkesbury, Glos GL20 8QX. Tel 01684 295132.

## **World Kite Festival Venice - 5th to 14th March**

We have the pleasure to announce that "Kite Enterprise" is organizing the 1999 World Kite Festival in Venice the first European city to come into contact with the magic flying object brought by Marco Polo.

The Festival will take place from 5th to 14th March 1999, we plan to make this one of the most memorable kite events, with the grandeur of Venice, as a perfect setting and we wish offer all the kitefliers the best opportunities to attend.

A committee, made up of various representatives of the Italian kiting world, will select the official international delegations which will be hosted at the festival.

The festival will take place on the big beach S. Nicolò at Venice Lido, about one kilometer east of S. Marco place, between the lagoon and the Adriatic sea. Venezia Lido is an island 7 km. long and about 1 km. large, reachable in 10 minutes from San Marco place with a "vaporetto" boat.

Hotels in Lido are not more than 1 Km. from festival area. Delegations of 30 nations will be hosted, now we are preparing the list of delegations, so I can't give you the definitive list. Most of the Italian kite fliers associations have just confirmed their attendance. An exhibition area and other different areas will be set to represent every aspect of kiteflying (giants area, one line kites area, power kiting, stack ) We are also preparing a range of special fares regarding accomodation in Hotels, Restaurants, transports inside Venice lagoon, shows and museums.

We are also updating our Web site <http://www.kite-enterprise.com>.

## **Mauro Andreucci**

Please send all above details to KITE ENTERPRISE.

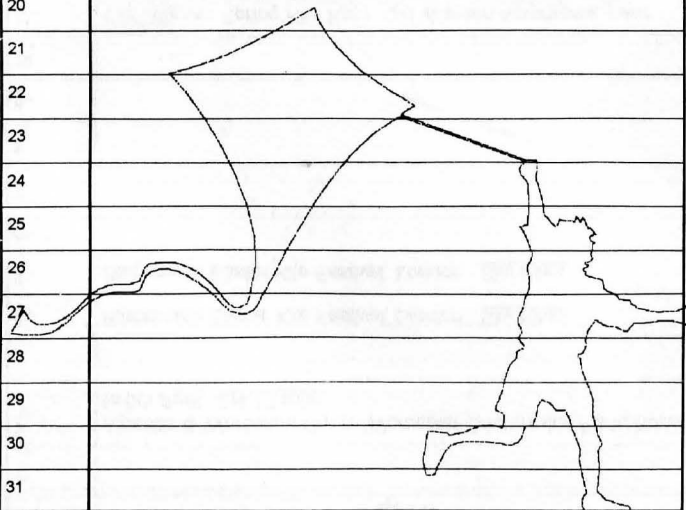
a.. E-mail [veneziakite@bigfoot.com](mailto:veneziakite@bigfoot.com)

b.. Fax nr.0039 0544 982028





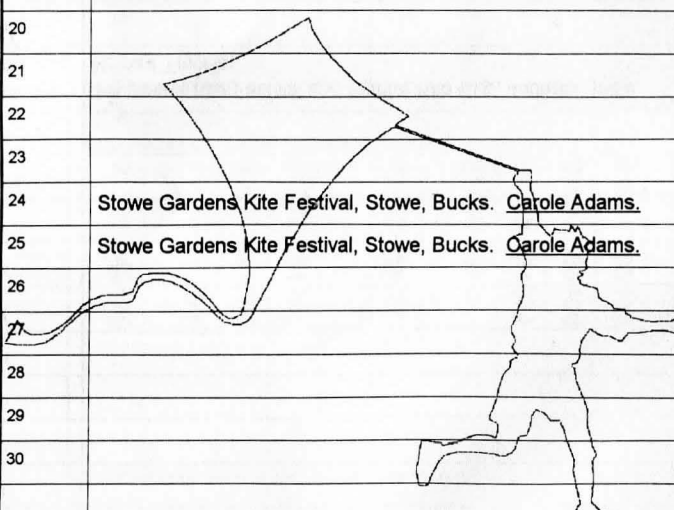
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5		5		5	World Kite Festival, Venice, Italy. Runs to 14th March. <u>Mauro Andreucci</u>
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10	3rd Desert Kite Festival and Fighter Kite Cup, Jodhpur, India. <u>Nomad Travels.</u>	10		10	
11		11		11	
12	Gujarat 11th International Kite Festival. India. <u>Gujarat Tourism</u>	12		12	
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21		21	Alcester and Worcester Kite Fliers Fly-in, Worcester Countryside Park. <u>Fred Taplin.</u>	21	
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27		27		27	Berck Sur Mer, France. First Day. Runs to 5th April. <u>Berck Tourist Board</u>
28		28		28	Epsom Downs Fighter Fly-in. <u>Ron Moody</u>
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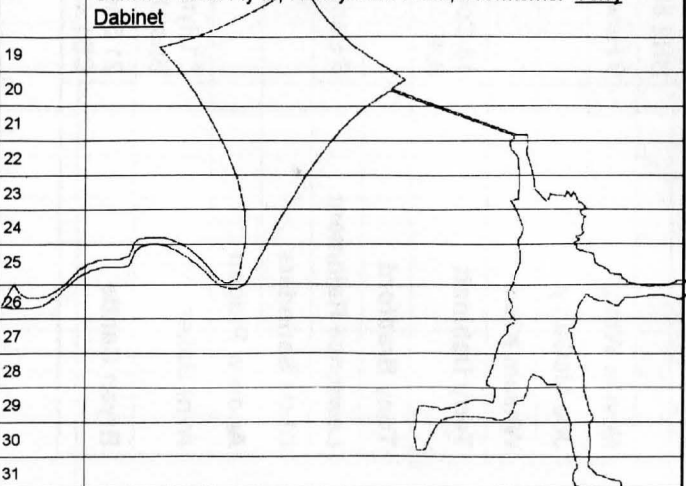
April	
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2	Alcester & Worcester Fly-in, Worcester Countryside Park. Runs to 5th April. <u>Fred Taplin.</u>
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4	Blackheath Easter Kite Festival, London. <u>Sky Kites.</u>
5	Blackheath Easter Kite Festival, London. <u>Sky Kites.</u>
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11	Old Warden Spring Kite Rally, Old Warden Aerodrome, near Biggleswade, Beds. <u>The Kite Society.</u>
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24	Stowe Gardens Kite Festival, Stowe, Bucks. <u>Carole Adams.</u>
25	Stowe Gardens Kite Festival, Stowe, Bucks. <u>Carole Adams.</u>
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3	Weymouth International Beach Kite Festival, Weymouth Beach, Dorset. <u>The Kite Society</u>
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8	Swindon International Kite Festival, Wroughton Aerodrome, Swindon. <u>The White Horse Kite Fliers.</u>
9	Swindon International Kite Festival, Wroughton Aerodrome, Swindon. <u>The White Horse Kite Fliers.</u>
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15	2nd Suffolk Kite Festival, Rougham Aerodrome, Suffolk. <u>Suffolk Kite Fliers.</u> Capstone Park, Chatham, Kent. <u>Kiteability. (Provisional)</u>
16	2nd Suffolk Kite Festival, Rougham Aerodrome, Suffolk. <u>Suffolk Kite Fliers.</u> Capstone Park, Chatham, Kent. <u>Kiteability. (Provisional)</u>
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6	Basingstoke Kite Festival. <u>Al Cosgrove</u>
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12	Margam Park Kite Festival, Neath, Wales. <u>Midlands Kite Fliers</u>
13	Margam Park Kite Festival, Neath, Wales. <u>Midlands Kite Fliers</u> Peterborough Kite Festival, Ferry Meadows, Nene Park, Peterborough. <u>Peter West.</u>
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19	4th Fairbourne Kite Festival, Fairbourne and Barmouth Steam Railway, Gwynedd, Wales. <u>01562 66102.</u> Teston Bridge, Maidstone, Kent. <u>Kiteability</u>
20	Teston Bridge, Maidstone, Kent. <u>Kiteability</u>
21	
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23	
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26	Shrewsbury Kite Festival, Sundorne Playing Fields, Shrewsbury. <u>Skybums</u> Southampton Kite Festival, Lordhill Sports Ground, Southampton. <u>Michael Lowe.</u> East London Kite Festival, Hackney. <u>David Ellison</u>
27	Shrewsbury Kite Festival, Sundorne Playing Fields, Shrewsbury. <u>Skybums</u> Southampton Kite Festival, Lordhill Sports Ground, Southampton. <u>Michael Lowe.</u> East London Kite Festival, Hackney. <u>David Ellison</u>
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30	



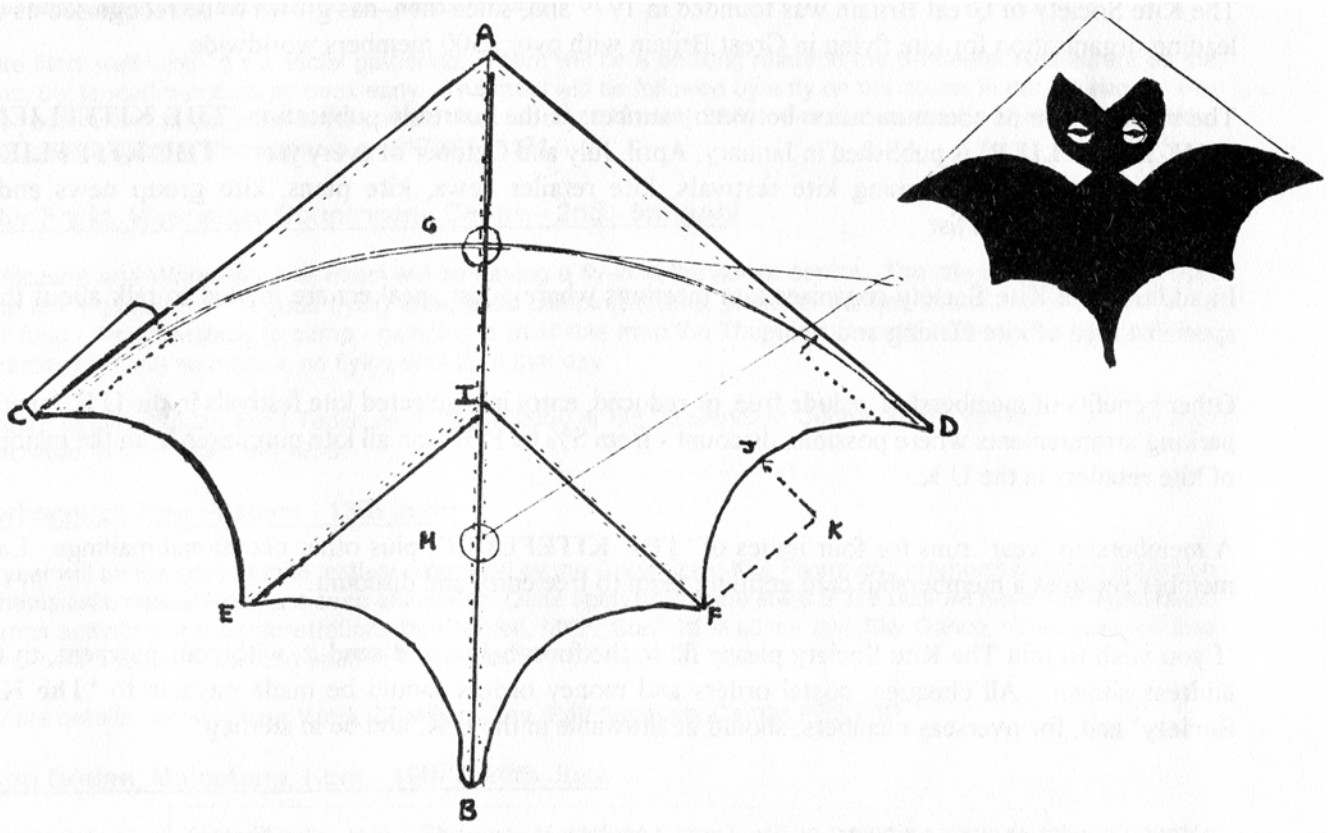
July		August		September	
1		1	9th Royston Kite Festival, Royston Heath. <u>Tony Bradford</u>	1	
2		2		2	
3	Sunderland Festival of the Air, Washington. <u>Malcolm Goodman</u>	3		3	
4	Sunderland Festival of the Air, Washington. <u>Malcolm Goodman</u> Petworth Kite Festival, West Sussex. <u>Joanna Mersey</u>	4		4	Bristol International Kite Festival, Ashton Court, Bristol. <u>Avril Baker</u>
5		5		5	Bristol International Kite Festival, Ashton Court, Bristol. <u>Avril Baker</u>
6		6		6	
7		7	Teston Bridge, Maidstone. <u>Kiteability</u>	7	
8		8	Teston Bridge, Maidstone. <u>Kiteability</u>	8	
9	Kite Society Convention, Brighton. <u>The Kite Society</u> . <b>(Provisional)</b>	9		9	
10	Brighton Kite Festival, Stanmer Park, Brighton. <u>Ray Oakhill</u>	10		10	
11	Brighton Kite Festival, Stanmer Park, Brighton. <u>Ray Oakhill</u>	11		11	
12		12		12	Hunstanton Kite Festival, Norfolk. <u>Brian Cantle</u>
13		13	Coventry Kite Festival, Coventry. <u>Midlands Kite Fliers</u>	13	
14		14	Coventry Kite Festival, Coventry. <u>Midlands Kite Fliers</u> Taunton Kite Festival, The Racecourse, Taunton. <u>Lawrence Rainment</u>	14	
15		15	Coventry Kite Festival, Coventry. <u>Midlands Kite Fliers</u> Taunton Kite Festival, The Racecourse, Taunton. <u>Lawrence Rainment</u> 16th Annual Hengistbury Head Kite Festival. <u>Chris Saunders</u>	15	
16		16		16	
17	Golden Valley Kite Festival, Tewkesbury School Fields, Gos. <u>Neville Wing</u> . 2nd Silloth Kite Festival, Cumbria. <u>Joe McGarry</u>	17		17	
18	Golden Valley Kite Festival, Tewkesbury School Fields, Gos. <u>Neville Wing</u> . Fenland Kite Festival, March, Cambs. <u>Whaam! Kites</u> Camelot Giant Fly-in, Honeydown Farm, Crewkerne. <u>Terry Dabinet</u>	18		18	
19		19		19	
20		20		20	
21		21	2nd Cleethorpes Kite Festival, Cleethorpes Beach. <u>Andrew Pidgen</u>	21	
22		22	2nd Cleethorpes Kite Festival, Cleethorpes Beach. <u>Andrew Pidgen</u>	22	
23		23		23	
24		24		24	
25		25		25	
26		26		26	Old Warden Autumn Kite Rally, Old Warden Aerodrome, near Biggleswade, Beds. <u>The Kite Society</u>
27		27		27	
28		28	Portsmouth International Kite Festival, Southsea Common, Hants. <u>The Kite Society</u> .	28	
29		29	Portsmouth International Kite Festival, Southsea Common, Hants. <u>The Kite Society</u> .	29	
30		30	Portsmouth International Kite Festival, Southsea Common, Hants. <u>The Kite Society</u> .	30	
31		31		31	





<b>Contact</b>	<b>Address</b>	<b>Telephone</b>
<b>Nomad Travels</b>		+91 222 021503
<b>Gujarat Tourism</b>		+91 658 9172
<b>Fred Taplin</b>	20 Henley Street, Alcester, Warks B49 5QY.	01789 762350
<b>Maurio Andreucci</b>	veneziakite@bigfoot.com	Fax nr. +39 0544 982028
<b>Berck Tourism</b>		+33 3 21095000
<b>Ron Moody</b>		0181 661 9652
<b>Sky Kites</b>	17 The Oval, Sidcup, Kent DA15 9ER	0181 302 8203
<b>The Kite Society</b>	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489
<b>Carole Adams</b>		01280 822850
<b>White Horse Kite Fliers</b>	P.O. Box 585, Swindon, Wiltshire SN3 4YR	01793 824208
<b>Suffolk Kite Fliers</b>	Peter Phillips	01473 464095
<b>Kiteability</b>	2 Garfield Road, Ponders End, Enfield, Middlesex EN3 4RP	0181 804 9080
<b>Al Cosgrove</b>	18 Loggon Road, Basingstoke RG21 3PH	01256 818922
<b>Midlands Kite Fliers</b>	Doug Richardson, 19 Wigsley Close, Doddington Park, Lincoln LN6 3LD	01522 884744
<b>Peter West</b>	27 Milton Way, Peterborough, Cambs PE3 9AP	01733 269687
<b>Sky Bums</b>	7 Sunnyfields, Bell Lane, Shrewsbury, Shropshire SY2 5EW	01743 244677
<b>Michael Lowe</b>	44 Bellemoor Road, Shirley, Southampton, Hants SO15 7QU	01703 770788
<b>David Ellison</b>		0181 449 8609
<b>Malcolm Goodman</b>	134 Thames Road, Billingham, Cleveland TS22 5EX	
<b>Joanna Mersey</b>	Bignor Park, Pulborough, West Sussex RH20 1HG	
<b>Ray Oakhill</b>	'Spindrift', 6 Hartfield Road, Saltdean, Sussex BN2 8RE	01273 306842
<b>Neville Wing</b>	9 Howard Road, Tewkesbury Glos GL20 8QX	01684 295132
<b>Joe McGarry</b>		01697 366400
<b>Whaam Kites</b>		01708 864074
<b>Terry Dabinett</b>	13 Cowen Close, Crewkerne, Somerset TA18 8JF	01460 74655
<b>Tony Bradford</b>		01462 459395
<b>Lawrence Rainment</b>	8 Hartley Way, Taunton TA1 2LJ	
<b>Chris Saunders</b>		01202 451195
<b>Andrew Pidgen</b>		01472 323004
<b>Avril Baker</b>	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002
<b>Bryan Cattle</b>	21 Shepherds Close, Cherry Hinton, Cambridge CB1 4HP	01223 243825

# Jimp - A Kite Design



AB	=	45.5cm
CD	=	61cm
AC-AD	=	38cm
CB-DB	=	39.5cm
AG	=	9.5cm
GH	=	22.5cm
IE-IF	=	19.5cm
JK	=	4cm

- 1 Make template from stiff card.
- 2 Tape cover to board
- 3 Draw out design
- 4 Fix spine and stretchers and patches for bridle line
- 5 Fix bow (I use double sided tape).
- 6 Cut out, reinforce nose and wing tips.
- 7 Attach bridle and fly.

## Construction Tips.

Suggested bridle system: Top leg 25cm. Bottom leg 30cm.  
 To obtain scallops hot cut around 10" (25.2cm) dinner plate.  
 Tape leading edge, stretches and spine.  
 The spine is bamboo 3mm x 1.5mm.  
 The bow is glass fibre 2mm x 66cm.  
 Stretchers are 1.5mm glass fibre.

**R Carline**

# MEMBERSHIP APPLICATION

The Kite Society of Great Britain was founded in 1979 and, since then, has grown to be recognised as the leading organisation for kite flying in Great Britain with over 3500 members worldwide.

The main vehicle of communication between members is the quarterly publication 'THE KITEFLIER'. 'THE KITEFLIER' is published in January, April, July and October of every year. 'THE KITEFLIER' contains news of forthcoming kite festivals, kite retailer news, kite plans, kite group news and a comprehensive events list.

In addition the Kite Society organises kite meetings where guest speakers are invited to talk about their specialist area of kite making and flying.

Other benefits of membership include free, or reduced, entry into selected kite festivals in the U.K., special parking arrangements where possible, discount - from 5% to 15% - on all kite purchases from the majority of kite retailers in the U.K.

A membership 'year' runs for four issues of 'THE KITEFLIER' plus other occasional mailings. Each member receives a membership card entitling them to free entry and discount.

If you wish to join The Kite Society please fill in the form below and send it, with your payment, to the address shown. All cheques, postal orders and money orders should be made payable to 'The Kite Society' and, for overseas members, should be drawable in the U.K. and be in sterling.

Membership Type	Fee
Individual	£10.00
Family - all members in the same household.	£11.00
O.A.P.	£8.00
O.A.P. - Family (Husband & Wife)	£9.00
Overseas - Europe and Surface Mail	£12.00
Overseas - Airmail	£16.00

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Name \_\_\_\_\_ Family Members \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Post Code \_\_\_\_\_ Telephone \_\_\_\_\_

\* This is a RENEWAL/NEW MEMBERSHIP. For renewals please give old membership number.  
\* New members please state which issue your membership should start with - JANUARY/APRIL/JULY/OCTOBER.

Please send this form with payment to:  
**The Kite Society, P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY**



# ROMAN CANDLE 51.

I'M CON-FUZZ-ED  
IS THIS 51, 51A  
OR WOT

SOD  
OFF

THE JOURNAL OF THE BEARLY MADE IT SKYDIVE SQUAD, THE INTERNATIONAL SISTER AND BROTHERHOOD OF PARACHUTING FAUNA AND THE U.K. TED DEVILS. POLITICALLY INCORRECT AND NOTHING BUT A LOAD OF MINDLESS DRIVEL, BUT THEN, YOU ALREADY KNEW THAT AND WE KNOW THAT YOU KNOW THAT WE DONT REALLY GIVE A TOSS.....



# The future is upon us

So we keep being told, which is not surprising when you consider that its all we have to look forward to. However, be that as it may, it is nice to do a bit of remeniscence for what we consider to be the good old days, all together now AAHHH,even if they wer'nt.

Nethertheless when abit of Ye Olde Looky back comes as a result of a lot of hard work in producing a surreptitious issue of this Jolly Old Rag and entitled R.C.50a from another Teddytorial, not a million miles from Thatcham, all we can do is wallow in nostalgia, especially that bit where I'm Burning the Wild Thang.

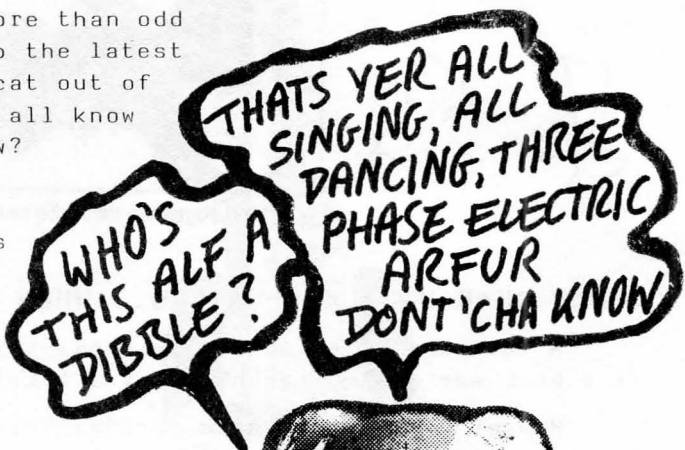
Not that I'm confessing to having liked doing that to a Spurt Kite, I'm not a Fire Bug you know, even if a lot of people reckon that was the best thing to do to it, its just that you may as well be hung for a sheep as a lamb, especially as the photo was printed for all the world to see. SODDIT, who am I kidding, I did enjoy it.

I see that ALF A DIBBLE and his crazy cohorts have even managed to dredge up my reply to Dave Whites lament about what is or aint a standard Stunter. Poor old Dave is no longer with us, and as this is from some Ten Years ago, before the Stunters went completely Po Faced for ever, you could say that at that that time I had'nt developed my current, somewhat jaundiced views on Spurt Kites et al.

Still, there you go, nothing like a bit of controversy to keep things on the go, most of it is in the best possible taste, (he lied) and lets face it whatever it is, its useful in filling up the more than odd gap that you end up with when you are making up the latest load of mindless drivel (whoops, I've let the cat out of the bag) Oh soddit, who cares, I know that you all know that I make this up as I go along, so whats New?

I'll give it to ALF A and Martin, boy was that a surprise. What a well kept secret.theres me, reading, as you do, issue 77 of the Kiteflier, when all of a sudden I thought what the :\*@;+:\*½@: hell was this, I did'nt do six pages of R.C., then the penny dropped, I'd been had very nicely, still, thats what our friends are for, a gentle wind-up.

WHOA THERE timothy.... As usual I'M prattng on about something that a large percentage of the readership of R.C., those that is who do not receive it as part of the Kiteflier, will know nothing about, there again I suppose you could say that about every issue, and eventually maybe everybody will get the gist of what I'm prattng on about even if it is a rather convoluted eventually or should that be an eventuality, soddit you know what I mean, I hope.



THIS BIZARRE PIECE MUST SURELY  
A CONTENDER FOR THE ANNUAL "YOU  
COULDN'T MAKE IT UP CONTEST"

Its amazing just how low so  
of these SICKOS will go when i  
volving our Bretheren in  
their pernicious schemes.

Ten Years, thats a J  
ke? He's lucky not to be  
testing the stretch propo  
ties of a length of rope.  
BAH! a plague on his hous  
and the curse of the smal  
Furry objects as well....

Whilst we are in indignant  
and outrageous vein, has anyon  
else been shocked by that Brit  
Gas advert where a Teddybear i  
being apparently drowned in a  
washing machine?

Perhaps a small digression  
is in order here to explain to  
our overseas readers that late  
our Utilities have been author  
sed to ssell each others produ  
i.e. Electricity can now sell  
you Gas, Gas can sell you Elec  
ricity and the Government can  
ll you down the Euro River.

However, having got that a  
vert on tape, its not what it  
ems., That Ted aint drowning,  
he's toughing it out, he's su  
ing, now wet somersaults, he's  
survivor and not a soggy chut  
or a Scuba set in sight, holy  
he's a winner, if a bit damp.  
but we still wont buy our ju  
from the Gas Board, so there



# Murder plot hubby wanted 4-in-bed with wife and teddy

**TWISTED husband Keith Rigby tried to arrange his wife's murder through an Exchange & Mart ad because she refused his kinky bedroom demands.**

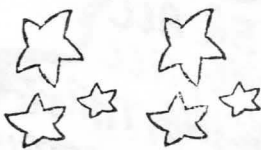
He wanted 43-year-old Sue to sleep with him and a pal—and Keith's 3ft **TEDDY BEAR** called Fred.

As Rigby, 46, began a ten-year jail sentence for his sinister plot, Sue revealed: "That damned bear shared our bed every night. It was like already having another person under the sheets with us."

"Keith insisted on it being between us. He even whispered in its ear as we made love. He'd had it from childhood and it was old and tatty. He dressed it in a blue shirt and white booties and told it all our secrets.



SEX TOY: Rigby wanted wife to romp with Fred the Ted



## TEDDY BEAR HIJACKER JAILED...WHOS A NAUGHTY BOY THEN?.....

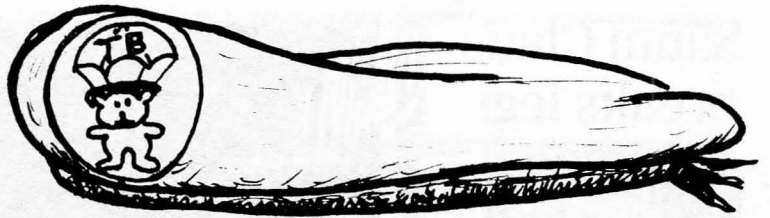
A Turk who hijacked a plane whilst armed with a Teddybear which he claimed contained a bomb was jailed recently for a total of eight years and four months.

Mehmet Dag was arrested earlier this year after diverting a Turkish Airlines flight to the south eastern town of Diyarbakir.

He threatened to detonate a bomb that he claimed was hidden inside the Ted, but overpowered by fellow passenger as Police prepared to storm the Plane. No bomb was found inside the Teddybear. This geezer must have been suffering from brain fade, assuming that is he actually possessed a brain, still its just the latest in a long litany of woe our furry bretheren have been stuffed and or alleged to have been stuffed with.

At times a Teddies lot is not a happy one. just think Kapok, Drugs, Excelsior or Wood wool, Explosives (Allegedly) Polystyrene pellets, Two way radio gear, Flock and

IT WAS A RASPBERRY BERET-AY-AY, THE KIND THAT YOU FIND ON A TED EDDY BEAR.....



Well strictly speaking it was'nt one Beret, it was Six and to be honest the colour was'nt Raspbery, it was yer actual Airbourne Paratroop Maroon colour, but be that as it may, the Six authentically coloured Berets were at the centre of a great deal of shouting, screaming, eyewatering and cussing which occurred at the recent Starving Horse Autumn Workshop..

To be honest, the aforementioned Hulabaloo came right at the end of what had been a very good Masterclas given by Electric Arfa, on how to Kit up a Teddy with a complete Parachuting outfit.

The Participants in Arfa's class each cut and sewed a Parachute, a Parachute Pack and a Harness for each Bear, and to round it all of everyone made their own Fauna Dropper from aluminium, to a quite natty design of Arfa's. Perhaps the piece de resistance for each Bear was the provision, after, that is, the participants had each made one, of an exclusive Red Ted Beret. The Berets really looked the BIZ, each complete with a very rare (eat yer heart out Mr Gomberg) Ted Beret Badge.

When the Six Bears were crowned with their Berets, worn rakishly akimbo over one Lughole, boy, it brought a lump to your throat. Funnily enough that is when it started to go justa little bit Pearshaped. Think about it, how do you persuade these all action Teds to keep their Berets on, you Sew them on thats what. Holy Cow did the Whoopies hit the whatnot bigtime. You may think you are abit of a hard case, but how about having your Titfa sewn to your Bonce? Sadly we must draw a veil over the full details to protect those of a nervous disposition, but it was intresting nethertheless and a really excellent insight into the sad journey ever downwards of Six young and innocent Teddbears who have yet to experience a full Total into a softand squidgey one on the infamous Cow Pat Hill.

:::::            :::::            :::::            :::::            :::::            :::::            :::::            :::::            :::::

WHICH LEADS US NICELY INTO CRASH HATS, THE HOW TO FOR PARAFUNA YOO WOT.

Now Berets cunningly fashioned from Maroon Felt are one thing, but we are sometimes asked as to how and from what do we get Crash Hats for Parafauna. First off, you get lots of shouting, screaming, eyewatering and cussing and thats just from the Dropniks.

Customised Crash Hats are best made from Balls, the PVC kind, usually sold in Toy Shops. These come in various sizes and its best to choose one slightly larger than the gustomerated size of your Parafaunas Bonce. Its also useful not to select a Ball that seems to be inflated hard as these seem to overshrink when punctured.

Select Ball, slightly larger than Head as they Shrink when Punctured.

Cut away shaded parts

Suspension Strap slots, holed to stop plastic running

Guestimate ear slot position.

REMEMBER.....  
Remove small amount of plastic at a time  
Needs lots of Trial Fitting which will make Bears Eyes Water. Most Balls are Decorated, for Plain Helmet, Turn inside out. You can Decorate Helmet with Felt Tips, Warning this takes weeks to Dry, I kid you not.

Knicker Elastic Chain strap with Double Eyelets. 'A' Eyelets First. Then 'B' Eyelets are forced over 'A's with Eyelet Pliers, woks a Treat.

Goggles via T.V. Co-ax, Sewn & Taped



# Santa Claus breaks legs in skydive at football

By Ben Fenton

A PARACHUTIST dressed as Father Christmas to advertise a new insurance company broke his legs during a half-time display at a football match yesterday.

Flt Sgt Nigel Rogoff, an instructor and veteran of more than 6,000 jumps, was leading the RAF Sports Parachute Association's Hawk display squad at Aston Villa's ground, Birmingham.

Graham Liggins, the ground controller for the display, said Flt Sgt Rogoff, 39, made a misjudgment as he neared the ground after jumping at 3,000ft.

"He hit the roof with one leg and the impact collapsed his parachute. The parachute suspended him for the briefest moment, but then he dropped and hit hard on the track around the edge of the pitch. It was just a fraction of a misjudgment."

Mr Liggins said Flt Sgt Rogoff's parachute was smaller and faster than the rest, as he was supposed to land first as part of a display promoting the Aston Villa insurance service.

Flt Sgt Rogoff was said to be in a stable condition in hospital last night.



SINCE THIS INCIDENT OCCURRED WE HAVE HEARD THAT ALTHOUGH WELL BANGED UP....

The Parachuting Santa Claus is recovering slowly but surely from multiple injuries, which shows that he's a very lucky Santa.

An R.A.F. spokesman said that a preliminary investigation showed that it was Parachutists error which had caused the accident.

Far be it from us to say we told you so, it just goes to show what all Parafauna have known for a long time, namely that this Parachuting game is a tad dangerous, especially when you don't bounce as well as us.

We must not gloat, even though we've been there, seen it, done it, read the book, watched the Vid and worn the T-shirt. No, we just send Santa our best wishes for a speedy recovery as he's got a busy time coming up, but please Santa, don't take the pitcher to the well once too often.

\*\*\*\*\*

Mind you, for all that, over the years our members have got away with some really memorable Totals even if we haven't bounced a Parachuting Father Christmas off a Football Stadium Grandstand. If we have you'll soon let us know.

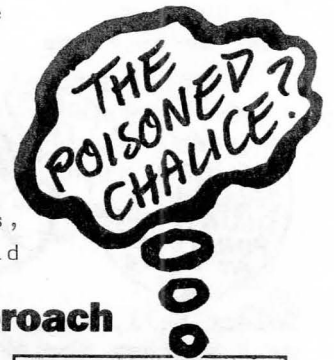
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Once again we come to the part of each issue of Roman Candle where it's a bit of a scratch to actually fill up all the blank spaces that remain. The same subject came up at the Starving Horse A.G.M. where the editors implored the assembled multitude to provide them with any suitable material for inclusion in the one and only COW PAT.

The BOF suggested that they do as he does when things get scarce. MAKE IT UP, after all it's only a load of mindless drivel, R.C. that is, not COW PAT. So there you have it, after Seventeen Years the Boring Old Fart has finally owned up to what most of you suspected all along. Yes it's true, apart from what other crazy sods out there send me, it's all done on the Mr Micawber principle. Ah sod it, something will turn up, and it usually does.

So as ever, it's the usual to the original usual, The TEDDYTORIAL, c/o THE B.O.F. at 48, Laurel Lane, West Drayton, Middx, UB7.7TY.

And dare I say it, at times old style computer illiterate technology such as it is, beats the so-called new technology hands down, catch my drift. YONN WAT.....



## Bear-faced approach

Falkland islanders have received a copy of *Winnie the Pooh* as a Christmas present from Guido di Tella, the Argentine Foreign Minister.

In a covering "political greeting" he described the Pooh stories as "full of warmth, simplicity and ingenuousness. I feel it may help to build up a sense of family among us".



Pooh: Argentine gift

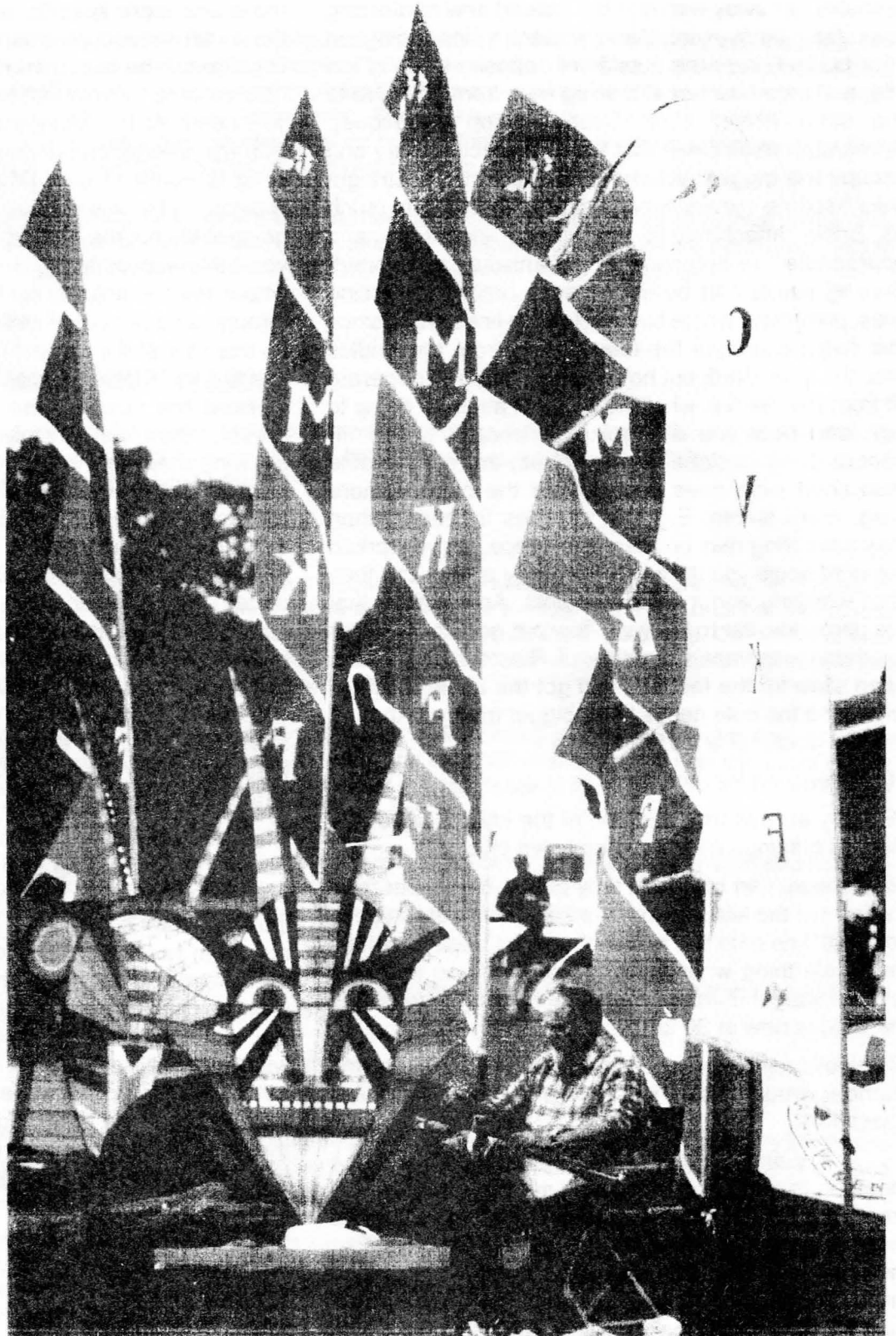
# MKF EXTRA

The Extra Newsletter Of The Midlands Kite Fliers

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## THE MIDLANDS KITE FLIERS



Alan Gilbert Sits Among the Club banners and Kites at Kingstone High School



# How to make a big inflatable the Lawrie Way

Or with saxophone, jack-knife and igloo across the Sahara

Firstly, make a couple good drawings. Side-views, top views, bottom views, front views. Have a good idea of what kind of cross-section you want in the kite, both from left to right, and top to bottom. You need to have reasonably good 3D-visualisation skills.... Work out how you are going to achieve the desired cross-sections, and what internal ribbing/bracing you are going to need. Remember that for large kites you can probably get away with no ribs: instead sew reinforcing lines (say 2mm nylon/Dacron/spectra depending on your budget) onto the outside of opposite skins of the kite, and then tie internal bracing lines from one side to the other (Peter Lynn Super-Ripstop technique). Remember at all times that the kite is going to try and occupy the biggest volume it can distort to - straight lines become curves very quickly. Stress points (such as bridle attachments) should be identified, and appropriate re-enforcing mechanisms developed. Bridling points can be tied directly onto re-enforcing lines, preferably where two reinforcing lines cross since this helps distribute the load evenly from the bridles onto the skin. Work out how you are going to generate lift from the kite (i.e. what the angle of attack is going to be), and how you are going to keep it stable. In general, long designs (e.g. octopus) are more stable than short wide ones - the longer the better - more drag, more stable. E.g. the trilobites fly better when they have long tails on them too. Once you've worked out what angle you think its going to fly at, you can then start worrying about inflation points. Any surface that are perpendicular to the wind flow are good candidates for these - replace a section of Ripstop with gauze. Then allow for the fact that you got the angle of attack wrong, so the hole needs to be bigger than you thought. Make a place for a zip in the side.

Three reasons for this:

- (1) easy access to the inside of the kite to adjust the internal bracings after its been sewn closed.
- (2) If the zip can be opened by pulling the zipper from the front of the kite towards the back, this allows you to tie a "kill" line onto the zip which can be used to deflate the whole thing when its in the air and you can't get enough weight onto the flying line to bring it down cos the wind is now at 30 km/h.
- (3) It looks really cool when you bring the kite down and clamber around inside it in front of a crowd of newbie spectators

Try and work out how you are going to put it together. In general, try to break it down into to lots of small pieces that can be sewn together, then the resulting slightly less small pieces are sewn together, then resulting medium size pieces are sewn together, then the large ones, and then ones that just wont go through the arm of the machine. After this, you take those four or five pieces and sew them together using a hammer to bash them underneath the arm of the machine. At about this point someone advises you that you should have spent more time in the design phase

trying to work out \*exactly\* how you're going to put it all together so that you never put any large pieces together underneath the machine arm. Which is true; don't just assume that you'll be able to sew it all together - work out \*exactly\* how you're going to do it. Go through several iterations of this entire designing process. Work out how each of the design decisions will affect each of the others. Each generation, the drawings should get more and more specific, and eventually will include all the exact measurements, shapes of pieces, how the Ripstop will be cut to make these pieces. You should now be able to work out how much Ripstop & spectra you need. At this point it is customary to have a row with the wife/girlfriend/life-partner over how much this thing is going to cost (My octopus = about 140m of Ripstop....) Have a serious think about \*where\* you are going to lay out the Ripstop when you do the cutting. Do you have access to a 20m long hall with a clean floor where you can actually cut the tentacles out? Finally, go through a huge bout of self-doubt. Do you really want to do this? What if it doesn't fly? Then say "to hell with it" and buy the Ripstop. Make the bag first. This allows you to keep the pieces more or less under control, and prevent their tendencies to provoke the dog into chewing them or the cat into clawing them. Spend the next 6 months living the life of a castaway in a sea of Ripstop, with a crazed, wild-eyed "gonna finish this kite if it kills me" expression on your face. Talk about nothing else to your friends, and visitors; drink more coffee than you should; become an internationally recognised expert at predicting when the bobbin is going to run out; and gain a reputation around the town for having lost it in spades. After these 6 months are up, you can stop making the kite for a few months to earn some \$\$\$ to buy all the pieces you didn't think of, and then spend another 6 months living like a hermit in a sea of Ripstop....

After all this, you need to bridle the thing. Find a large balcony or something to hang it over, where you can physically reach all parts of the kite, as well as the intended towing point. Tie the bridle lines in place and cut them to length, leaving enough (guess) room for adjustments. The bridle should be easy to adjust, so that you can fiddle with it for hours if you want to. When the kite is finished, announce the fact to your wife/girlfriend/life-partner. They will respond by either not believing you and laughing hysterically, or by cracking open the champagne, or by introducing you to their new half. When it comes to flying the kite for the first time, there are two possibilities. Either it will fly straight out the bag, or it wont. The chances of it flying is inversely proportional to the number of people who are around to witness the event. Seriously, though, if you've done the design right, it shouldn't take too much bridle-fudging to get it to fly well. Lastly, sit back and enjoy the admiration of friends & strangers alike, who will all ask you where you bought it.



have fun. Steve Lawrie



# "Bridling Simplified"

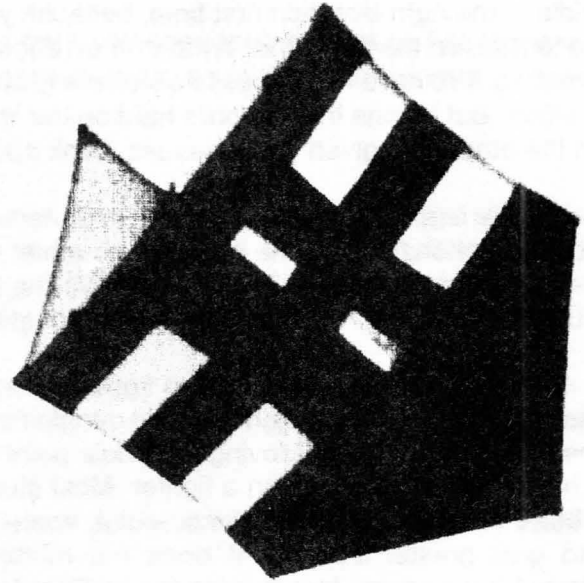
One of the areas of kiting I find people find a problem is bridling. It astonishes me, as it is basically very simple, somehow I seem to have a reputation for sorting out bridles, that astonishes me even more. My attitude to most things kitewise is suck it & see, this way you learn from practical experience and seem to gain an instinct for what is right or wrong, although it's a continual learning process. I have no formulas to give you as I use none.

In my view there is no right or wrong way to bridle a kite it's what you find works and suits you that matters. I hope that some of the guidelines I give which apply to all kites be they single line, fighters, two or four-liners will give you confidence to get the best out of your kites for what you want. If you doubt bridle systems you can see a Cody flown on, look at the giant snowflakes our German cousins bring across, the identical kite is flown by them on two or three leg bridles or no bridle at all with flying line attached directly to the kite.

The only purpose of a bridle is to hold the kite in the sky at the correct attitude for that kite. Many kites have enough stability to be happy with a two leg bridle made from a single line. Others need more bridle legs to hold the kite in a stable position. The extreme at one end is a simple diamond and at the other an Edo. But however many lines the kite has the principles remain the same.

Take a simple Malay, Diamond, whatever you want to call it. The general yardstick is that the total bridle length should be half the kite's perimeter. Attach it, Larks Head knot on a ring positioned so that when the bridle is pulled to one side by the ring, the ring is in line with the cross-spar. That's as good a starting point as any. If you move the bridle ring upwards towards the top of the kite it will pull the nose down more parallel to the ground. Move it downwards and it will be more vertical to the ground. Different kites fly at different attitudes in the sky and this is what determines whether the bridle point should be pushed up or down. Look around at how different types of kites fly, some float on the wind like Deltas and therefore need bridle points well forward to bring the nose down. Others like box kites don't have that ability, that's why they don't fly at such a high angle in the sky and they need the bridle point lower so it flies near to the vertical and therefore catches more wind. The bridle point on any kite is somewhere between holding the kite either parallel to or vertical to the ground. All you have to do to make it fly is move the bridle point up or down.

Some kites will fly only over a very narrow range of bridle settings and this can be confusing, as having found a setting that it flies on, quite small further



adjustments can lose it completely, so once you've found a point it will fly on, mark it by holding the say two lines from the bridle ring together and marking across them both an inch or so away from the ring. By this means you can make quite fine adjustments by slackening of the Larks Head, re-align the marks relative to each other and tighten up the Larks Head again, if you use a single mark you can end up losing it in the knot. Other kites, like Roks fly over a very wide range of bridle points. But we don't want it just to fly do we, we want to get the best out of it, adjusting so the kite flies at the highest angle possible about the ground is better. But this can vary with the wind strength. By moving the bridle point up or down the kite will cope with a wider range of wind strengths. If the wind appears too strong, raise the bridle point so the kite flies more parallel to the ground and catches less wind, if the wind seems too light the converse setting will help

At some stage in setting a bridle it's not unusual for the kite to fly but gain little height or at the same time rock about its vertical axis. Find someone else to explain the rocking because I can't, but it's a symptom of the same problem. Usually raising the bridle point gets the kite to gain height. If you imagine a kite gains height in part by skidding vertically to the wind too much of the wind strength is being converted into blowing the kite horizontally away from you rather than being pushed up into the sky. I said "usually" previously because having the bridle point too far forward and the kite nose down, could equally deter it from gaining height because it's too far to the wind. Either way you start moving the bridle point up or down, there is no other way. If your smart, you move



# "Bridling Simplified"

the bridle in the right direction first time, because you've felt the tension on the flying line. What's he on about now your thinking. We have two opposite situations giving the same effect. But on one the kite pulls hard on the line but not on the other. I've given you the clues, think about it.

Single line fighters are different, in general they should dangle horizontal to the ground with a hint of the nose up. To trim fighters on the bridle, move the bridle point up to get quicker responses and down for slower.

Two line Stunters are similar to fighter kites, hold the kite by both bridle points and it should dangle more or less parallel to the ground. Moving the bridle point up or down has the same effect as on a fighter. Most stunter's have three lines going to each bridle point, some have four to give greater support, it does not matter the adjustment is the same. Also moving the bridle sideways (rather than up and down) affects the kites turn rate, closer to the centre spine reduces turn rate, away from the centre increases turn rate. The reason is obvious, the further away from the kite centre line the bridle points are the greater the leverage your flying lines have. Moving off the subject a bit, putting longer cross-spars on your stunter speeds it up, push the bridle points up and you've got a trick kite, shorter cross-spars and dropping the bridle points and it becomes more of a precision tracker kite. Keep thinking, it's easy.

Improvise on your bridling, experiment, the bridles on published plans can be wrong, who is to say a bridle cannot be improved. Anyone seen that little shocking pink Octopus type kite with an eye patch on the head my wife Jean flies. Normally the head (as per serpent kites) would have a central vertical spar with a two leg bridle like a diamond, it allows the side of the head to flare back and give dihedral and stability. If the head is only 7" x 6", by the time the thinner fibre glass spar I could find was in the head parameters sleeve the fabric was tensioned so tight that a central spar seemed a waste of time. That meant a two leg bridle was out, so I just made a Y shaped bridle with the top arms tied either side of the head top centre, bottom leg to bottom of head centre point, attached bridle ring to bottom leg of Y and it flies. All a bridle has to do is hold the kite at the correct attitude in the sky.

Now we look at how far the bridle point should be out from the kite, or put it another way, how long the bridle lines should be. Sorry chaps, I got no firm guide-lines. Broadly speaking when I first started kiting the impression I got was that within reason the longer the bridle lengths the more stable the kite and visa versa. The more kites of different types I make (and I've made enough now) the less I believe that to be true. I'm tending

to have shorter bridles and am getting better stability. The previous guide to Diamond kites is probably about the right proportion for many kites. With fighters a short bridle gives sharper performance in general and is widely accepted. A medium point is pulling the bridle point to the side of the kite and it should read around the end of the cross-spar.

To show there are exceptions to every rule take a look at a Nagasaki Hata, for a kite that's about 18" tall the bridle length is some 6½ feet long, and that's a kite that's been around for generations and is a highly rated fighter.

I've made a small wine rack kite about 2' square. What little I could learn of Mr Lecornu type kites, was that the bridles should be long, on this size kite up to 6' away from the kite, I could be wrong. It flew, but would flip over very easily. I was puzzled so I started progressively shortening the bridles, now with the bridle less than 2 feet from the kite it's much more stable. My theory is that the longer the bridles are the nearer they are to being parallel to each other and therefore have less impact on supporting the kite at its correct attitude. The closer the bridle point is to the kite the wider the angles the bridle radiants out from the bridle point and better it locks the kite in position. Look at your hand, imagine your wrist is the bridle point, keep your fingers straight and together now open them wide apart and I think you get the idea.

Look at snowflake kites with three leg bridles and how very close the bridle point is to the kite, watch how in the right conditions they sit in the sky as if glued in place, considering their convoluted shapes and construction, it's got to be down to the bridle and its position. A less obvious example of a short bridle is the Delta. Hands up those who are thinking a delta has not got a bridle - what do you think the keel is, dummy!

I recently had an example of bridling length that surprised me. Anyone heard of the Richardsons, Linda & Doug they call themselves, they lash up large colourful kites, some of them fly too. Linda turned her attention to making from a plan with accurate dimensions one of my MIGENKS, a smaller lighter sparred kite for light winds. First grumble was that it did not want to fly in light winds. My first sight of it revealed spars of a size that I was tempted to ask if they had a trolley jack to lift it with, but used my normal polite restraint to point out that lighter spars as per the plan should do the trick and that it must be a new experience for them to make a kite that did not need scaffolding poles. Funny thing is, which of them put in the original spars, it depends on which one of them I talk to. However I thought that gets them off my back. It did until Coventry. It still doesn't want to fly, inspection revealed the sparring though still a bit chunky was in my opinion now within flying tolerances. Not much wind but long launch showed little stability.





## "Bridling Simplified"

Got out one of my MIGENKS to compare. Her bridle was much longer than mine. Knowing that she is a school teacher and had worked from an accurate plan I hadn't thought of checking that previously, well you wouldn't would you. I must have been overawed at the sight of the original spar. Frankly I didn't think her longer bridle would make that much difference but quickly shortening the bridle to the correct length and trying it again on an almost windless long launch seemed to have done the trick. Made me realise how lucky I was with my original bridle which I have not altered in any way since I first tied it on and it flew., as others (Richardsons apart) have found with the ones they have made. It bears out what I stated earlier, the more you play with bridles the more you get an instinct for getting it right.

The exception to stunt bridles are spar-less kites, flow-forms, parafoils etc, as too shorter a bridle can stop the kite inflating to its natural shape. However this can vary too, if the kite is to fly with a curved shape the bridle lines can be shorter than if you want it to fly flat.

Now for four lines. Bit more difficult this one, on some the flying lines connect directly to the kite, others onto a bridle system, some can do either. As they come in so many shapes it's difficult to generalise. Do what I do, look at others and think what a bridle is for, or even if it's needed. Like most of my kiting I'm very self taught. My introduction to four liners was when Dave Salmon (the editor of this rag) dumped on me, as is his habit, his initial version of his S Quad, to sort out. The fact I could not at that time fly four liners didn't seem to dent his expectations. Looking at the kite at home, it seemed to me to have a few short comings, so I started chopping bits off, adding bits on, changing bits. During this time I borrowed a REV 1 with lines and REV handles from Martin Evans to teach myself how to fly the things. I had already made myself a pair of rather flash wooden handles from the Stunt Kites to Make and Fly book ready for when I got to four liners. By the time I'd finished Daves kite I'd got the hang of four liners and at least had a REV to compare it with, which does help. After blindly jiggering around the bridle it flies fine. It did take about an hour to make its first launch, that's how long it took to unravel the lines Dave had kindly lent me.

What I have found with four liners is to get the flying lines and bridle adjusted so that the handles are square in your hands. Also the adjustment will be about right if having landed the kite upside down you can relaunch by pulling in on the bottom lines of your handles. Coming to handles, Daves were single lengths of aluminium tube about a foot long by 1" diameter and straight. Playing with two different kites and 3 different handles (Dave, Mine & Rev) I cannot say any of the handles had any great advantage over the others.

Obviously changing between cranked and straight handles meant slight adjustment to flying lines. So if you don't want to spend much in time or cash, a couple of lengths of broom handles with bike grips rammed on and holes drilled top and bottom will get you going. The distance between the holes on each handle can also make a vast difference in how a four liner handles. My wooden handles have holes at different points on the bottom positions so the bottom lines can be moved up or down altering the effective length of the handles. It's a question of leverage again, and control is much easier if the lines are closer, not so much fun, but better if you're learning.

What about the line itself for bridles. Well I normally use bog standard polyester braid, nothing fancy. With experience I tend more to use fairly light low strength line particularly on kites with multiple bridles. If you're flying line is say 50lbs for a kite with say six bridle legs will not always be taking on equal strain, there seems little point in using 50lbs line for bridling, when 20lbs would be OK. Thicker line is more weight for the kite to carry and so far I've never had a bridle break. I do smile when I see stunters designed for extreme lightness with 6 bridle lines made from line with a breaking strain of 200lbs plus being flown on flying lines of say 100lbs. Thicker line will also slow a kite down owing to its greater wind resistance. So there's another way to tune your kites, line thickness. Some years ago I was at Greens of Burnley looking at a fairly small quadfoil type kite, not much more than 6' across, usual mass of bridle lines which were 150lbs Spectra. My comment was they could pull the Queen Mary on that bridle. Interesting thing was the Spectra was not sleeved at the ends, and were knotted. That knocks some of the ideas of Spectra type line on the head. Greens view was that it takes knots OK and only at the very extreme of loading will it melt if unsleeved.

When trying to sort out someone else's kite the first thing I check is that the bridles both sides match, knots can slip, line can stretch. I adjust the bridle point to get it flying. If it flies to one side, check the spars are the same both sides before fiddling with the bridle further. Sometimes just swapping the leading edge spars from one side to the other on say a Delta will sort it or make it worse, either way you have a clue to the problem. If that doesn't work adjust the bridle further by either lengthening the lines on the side the kite flies to or shortening those on the other side. Kites can have a variation in the ripstock bias or construction, that adjusting the bridle accordingly can take out. How do you think Don Mock bridles his large eccentric shaped kites, not by calculations but by trial and error and experience just like you and me, that's what he told me.

So we have now gone full circle. It's all about understanding what a bridle is for and you knew that all the time didn't you. So where's the problem?

Respectfully Yours Fred Broadhead





# PKA "The Last Gasp" Weekend, Pembray

It was 12.30pm when the Marquee came into view, it was still raining, the wind was blowing a gale, and a bedraggled encampment hugged the tree line for shelter.

I squeezed through the canvas, and bumped into Gary Box, Gary Neal, Roger Aidridge and James Bromley. I tried to cheer them up with a weather report of no rain by 3.00pm. (Incredulous faces!)

The wind was really gusting, with parts of the Marquee flapping loudly. I checked in with Mike Johnson, had a bit of a chat with Chris Croft, then decided to have a drink and some food with Gary and Roger.

The rain had more or less stopped when Mike Johnson announced at 1.30pm to meet on the beach at 3.00pm. If we could race we would.

I called in at Chris Sand's caravan, where I was made most welcome. Had a coffee and a chat with Chris, and we all watched Chris Croft having a sleep! (It's amazing what you'll do when the weather's lousy!!)

I had already decided not to risk damaging any equipment today, as I was determined to compete in the 4hr Enduro on Sunday. By now I was eager to see the famous Pembray beach. Amazing tales of the conditions, were not exaggerated. I fought my way up the road, through a sand blizzard and onto the beach. Hell's Bell's the wind was a'blowin. A few ever optimistic soul's dragged their buggies onto, what looked like a shallow lake! A group of us, lent into the wind, it was obvious that no racing could take place. The gale was measured at 80mph !!!

Mind you, us buggy folk rise to a challenge, (don't look at me), but Andy Sands, Gary Neal, and Roger Aldridge, to name a few just couldn't pass up the chance.

To add to the excitement, as if we needed any more, the Army/Navy Bomb Squad were called in by the Park Rangers to blow up a Training Un-eXploded Bomb, washed up onto the beach by the gales. Considering the wind strength, and us being at least a mile away, it went up with a bit of a wallop. Rather fitting I thought!

As I drove back to the camping area, I decided not to pitch my tent, but to kip in the car. (one of my better decisions, it turned out).

Considering the conditions, there was an amazing amount of Europeans present. A big German contingent, French, and Italians. (If I've missed any nationality's out, drop me a line).

At around 7.00pm a group of us set off to the pub. We headed back to camp at around 9.30pm. "I can't see any lights on in the Marquee", someone said. I can't see the Marquee," I joked. Well we couldn't see it because it **wasn't there**.

(The story goes:- Big gust, the place was a wreck, no one hurt!)



Flying Buggy Kite Made by Damon Hazel for the Berrow 98 Auction photo by Bob Cruikshanks

# PKA "The Last Gasp" Weekend, Pembrey

As we walked around searching the area for life, shouts from the woods, led us towards a strange bright light, only to find everyone in a brick tunnel with a roaring smoky fire, listening to Chris Croft's PA belting out freaky music. It was like a scene from a Post Apocalyptic Art house movie???

Myself and Chris scrambled out of the smoke, and ended up sitting on the bank above the Tunnel entrance. The wind blew through the trees, as they swayed alarmingly. The stars dotted the blackened sky, and Chris and I played, guess which episode of the X-Files this most reminded us of??

It was a heck of a windy night, but Sunday morning was sunny, even pleasant, and the wind was only blowing at 30mph.

Chris Sands puts on a breakfast, that makes you proud to be British. (It seems I arrived a smidge too early, as I was verbally abused by the slumbering occupants.) Yep! Chris is a wizard when it comes to breakfasts, just what you need when you are preparing for 4 gruelling hours.

Just getting to the Start line was an achievement in itself! Rather than risking a kite launch here, I walked the 1.5m to the rocks, into a 30mph head wind. I was blooming knackered before I'd even started!!

Just as I arrived, Bill Andrews sounded the 15min hooter. I struggled to set up my kite, "Oh no ! what's wrong with the Break lines". My kite was doing a Cha -Cha all over the beach." just what I need ", the Start hooter sounded. Some kind soul sat on my kite till I sorted out the mess, adjusted the lines, and finally launched and set off 15min late.

I headed off up wind with still to long a brake lines, so to get max power I had to apply brake all the time. (In a 30mph wind, with an upwind leg, this was going to hurt!)

You got a great view of the coastline tacking up to the mark, and the run back to the gate was weird, it felt just like the wind had stopped. I made one other 15min stop, after 3 laps, to adjust the brakes again . Then I slogged on until the end. The first 2Hrs were great, I started singing to myself during the 3rd Hr, then progressed to talking to myself, during the 4th Hr, (always a worrying sign, so the survival manuals say???) to try and overcome the discomfort of the numbness in my feet and hands.

As I pulled into the assembly area, all I wanted to do was have an easy landing. I was too numb for another Cha-Cha!

Safely down, I wandered over to James Bromley. "Well done Steve, you made it !" "Ta ! James" I replied, as I tried to stand on blocks of ice which had previously been my feet!! It was a great feeling though, to have survived, given the wind conditions!! The rest of me was fine. I was wearing a waterproof all-in-one suit, and I was dry and warm, but (and this is a big BUT) not expecting such a wet beach, my boots were not really waterproof. (Big mistake, BIG mistake !) The wind chill on my **very wet** boots, well you know the rest!

Also gloves, mine had Thinsulate insulation, and were windproof. My real problem was having to fly with constant brake on. This, combined with the cold wind, affected my hands. I had feeling back after 2Hrs, so it wasn't so bad.

We changed, chatted, and waited for the results, in the car park, in the fading light. I managed 9 laps, (1 lap = 4 m as the crow flies) which for my first time, well I wanted to get 10 laps, but what the heck!

Chris Croft came 1st, with 20 laps, but it was a close thing. Bill had to check, and double check, finally deciding on the fastest lap time to decide the winner! Chris's fastest lap 10min 34secs.

Look out Chris!! I'll be back!!

Steve Walt ( Rookie ) Webb





# EVENTS

**February 7<sup>th</sup>**

**MKF Fly-in Streetly Gate, Sutton Park, Sutton Coldfield (Northeast of Birmingham),**

Sutton park is a very well drained large Flying area in the largest Urban country park in Europe. There is always plenty of space to fly in and friendly helpful fliers to help you with that kiting problem. There is a restaurant at the next entrance along to the park by the lake. There is always public interest in what we are doing at Sutton.

There are toilets at the entrance to the park. Sometimes a peak time parking charge of £1.00 per car.

For more information Contact Event Steward

Alan Bill Tel: 0121 360 1955

**February 13<sup>th</sup> & 14<sup>th</sup> First Time Kitemaker Workshop Kingstone Highschool. Kingstone. Nr Hereford.**

You cut out Ripstop, sew, set up sewing machines, and generally have a good time. Start times are 10:00am and finish at about 5:00pm. Lunch will be 'pot luck' that is you all bring something and share it out amongst every body else. You don't have to attend both days. At the end of the weekend you should be able to sew and construct your own kites. The weekend can also be used to make panels for the next 'Dorstone' project, or sails for Dave Salmons kite train. Unfortunately Barry Poulter will not be available to give a talk, but I will try to twist his arm to come and see us later in the year.

Karl Longbottom

For further information Contact

Tel: Karl or Sara on Tel: 01981 550326

**March 21<sup>st</sup>**

**MKF Fly-in and Display Apedale Country park, Newcastle Under Lyme.**

This is our second visit to the hill top at Apedale Country Park. There will be toilets and the donut man at the top of the hill and the warm welcome of the visitor centre at the bottom. This event is to be used as the end of some projects by local children, last year they made an enormous Barraletta kite which was flown on the Sunday we were there.

This year the wind garden will be making it's second appearance of the year alongside the Children's own wind creations, if it all works out it should be beautiful and noisy. There is parking space at the top of the hill and this year we have booked some wind.

For more information Contact Event Stewards

Ken and Dorothy Campbell Tel: 01782 535186

**April 4<sup>th</sup>**

**MKF Easter Fly-in Shipley Country Park nr Heanor Derbyshire.**

This is the first visit of the year to one of our best and most popular fly-in sites. The park is situated on top of a hill with parking a few feet from the flying field and

the posh Visitor Centre Cafe/Restaurant and toilets the other side of the car park.

For more information contact

Event Steward Alan Poxon Tel: 01773 716047

**April 11<sup>th</sup> Stafford Castle Spring Kite Flying day, Stafford Castle, Newport Road, Stafford**

On a green hill by the castle walls we fly our kites like the mediaeval kite fliers of old England. The banners line up against the walls the donut man brings the tea and coffee and we celebrate the coming of spring.

Skybums bring their kites to sell and there is a children's kite competition and kite workshop. All cars should be returned to park at the bottom of the hill after unloading. Toilets are by the visitor centre at the bottom of the hill.

For more information Contact Event Stewards

Fred Broadhead Tel: 01952 581106

Ken and Dorothy Campbell Tel: 01782 535186

**April 17 & 18<sup>th</sup> Dorstone Giant Inflatable Weekend Prior Booking is essential.**

**The 3rd Dorstone weekend**, This years project is to construct one or more inflatable 'Footballs' These are made up of 20 hexagons and 12 pentagons. The most sensible size to use is a 58cm long side for the pentagon and hexagon as this will allow it to be cut out of a 1m wide piece of Ripstop. These panels will then be decorated by yourselves, using applique or patchwork and sent to us before the weekend. [ if some kind sole would like to make 12 pentagons or 20 hexagons with spikes that would be great]. Like the Playsail the weekend its self will be spent assembling, and hopefully flying the new creations. Alternatively come along and just watch. Accommodation is limited.

Karl Longbottom

contact: Karl and Sara Longbottom

on Tel: 01981 550326

**May 16<sup>th</sup> MKF Fly-in 5<sup>th</sup> Calke Abbey Kite Flying Day**

This is one of the best places we get to fly a kite during the year big big flying area. With beautiful short green grass which we can park on the edge of (if it is dry enough). Entrance to the park is free for MKF members. The house is open on for a fee on a timed ticket basis. There is a cafe a Childrens kite making workshop and their may be a retailer. This has been one of the best attended sites during the last few years and I plan to be their with my camera to capture some of the Members kites and mabe a group Photo? For more information Contact Event Stewards

Jim and Julie White Tel: 01332 669203

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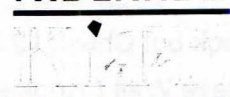
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**MIDLANDS**



**FLIERS**



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## THE 1998 PIER FEST SEA AND AIR SHOW

This was my third sponsored trip this kite season to sunny California. If there's a favorite place in the kiting world for me, it has to be Belmont Shores - Long Beach California, where 85% of the time the winds are a perfect 8-10mph. I have said this many times to my kiting friends every time I am in the UK and Europe... if they were to fly at Long Beach CA... they would think they had died and gone to heaven!

The beach has well packed pure white sand stretching 1000 yards from the main road to the water edge, and it runs as far as the eye can see in both directions. A 10 foot black top road runs the full length of the beach roughly 200 feet from the main road - this is used for jogging, walking, running, bicycle riding and roller blading. The beautiful California girls in their roller blading outfits never cease to amaze me, I can't

figure out if they are inside trying to get out... or outside trying to get in! I was sponsored to be part of the spectacular Sea & Air Show and I had my own 200 x 200 square foot arena to perform my all day multiple kite demonstrations. There were no shortage of spectators, in fact they turned out in the thousands for this two days of non stop entertainment.

There was something for everybody - a spectacular air show with aerobatics and military demos including the B-2 Bomber and the F-11A Stealth Fighter. Also water sports and over 175 trade, sports, arts, crafts collectible exhibits, plus great children's entertainment and fun for all the family right on the beach. I had a great chance to show off my

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new Kestrels, new T-2's and new tails from 'Windependent'. The weather was super - in the high 80's and awesome winds of a steady 10mph. What a thrill it was for me, while I was performing my multiple kite ballets, to have the Stealth

Fighter doing his performance over my head at the same time! The festival was a huge success - it was a two day extravaganza.

Just beyond Belmont Beach, but within plain sight, is docked the grandest ocean liner ever built - the Queen Mary. She is a legend steeped in history and tradition. During the 2nd World War she was a troopship known as 'The Grey Ghost' - she arrived at Long Beach in 1967 and was opened to the public in 1971. The Hotel Queen Mary (as she is now called) boasts 365 original state rooms spanning 3 decks. The last time I stood looking in awe at this beautiful ship was on Southampton docks in England. I was 22 years old and who

would have thought that 50 years later I would be touring this majestic piece of history from stem to stern, which in her heyday only the rich and famous could do.

I wish to thank my sponsor Neil Tuthill for arranging this tour as a special thank you for a job well done. It was indeed a great way to finish off yet

another great sponsored trip to sunny California. Thank you for listening.

### BKF AGM '99... AN INVITE TO MEMBERS

- ◆ **Date:** Wednesday 17 March 1999
- ◆ **Time:** 19.30
- ◆ **Venue:** Downs Hotel/Woodingdean
- ◆ **Map Ref:** 198 TQ 356 059

Once again the Downs Hotel will be hosting the BKF AGM in the Function Room upstairs. In reality not quite as grand as it sounds - but they kindly give us use of the room for free and there's normally plenty of parking space. Food is also available until 8.45pm.

Everyone usually meets up in the bar beforehand - but if you're running a bit late the Function Room can be found through the door at the right hand end of the bar - which leads upstairs.

Hope to see you there.

**RAY OAKHILL**  
(CHAIRPERSON)

### RAY OAKHILL TO STAND DOWN

After many years of service Ray Oakhill has decided to stand down from the posts of both Chairperson/Co-ordinator (since 1991) and Membership Secretary (since 1994) for the Brighton Kite Flyers at this year's AGM (details above).

So if you're interested in taking on one or both jobs - please come along. If you want to find out what is involved please feel free to give Ray a call (contact details below). He is happy to continue as events co-ordinator for the Club, which involves applying for CAA height clearance and keeping a diary of events to avoid clashes.

Ray will also still be co-ordinating this year's Brighton Kite Festival (10 & 11 July 99/Stammer Park) together with a committee of other members.

**TOODY OAKHILL (EDITOR) / RAY OAKHILL (CO-ORDINATOR)**

Ray Oakhill: Tel/Fax: 01273 306842/E-mail: rao@mistral.co.uk

**RAY BETHELL (BKF VANCOUVER / CANADA)**

## IS THERE ANYBODY OUT THERE?



**A**s I have been a member of the Brighton Kite Flyers for only two years, I am a relative newcomer to the kiting scene. Although I flew kites for a couple of years before joining the club, I must say in hindsight that it was one of my best decisions.

If we've never met, I look forward to the privilege, if we have - I'll say no more!

I'd like to take this opportunity to thank all members who have given me great encouragement over the past couple of years. Especially to **Mik Jennison** for his help and tips when I started making my own kites and to **Alan Outram** for his help and tips on bear bunging.

Thanks also to **John Barker** for some background info which helped a lot in a recent interview on Southern Radio advertising a festival at Pestalozzi Village. Bear bunging

certainly caught the public's imagination - making the festival a great success, despite the weather. If anyone is interested in helping to organise an

event at the Village next year - please contact me.

I'd like to thank **Paul and Estelle** at **Air Born Kites** for all their help, also **Ron and Pat Dell** for their prompt service and advice, and their support and friendship in difficult times.

It has been my privilege to run the BKF Library now for several months, and if anyone out there would like to

come over and look through the kite books and magazines - they are most welcome (where are you?). There are also a lot of good plans for numerous kites - you can have

copies or take the books on loan, and if you need any help with making a kite... you only have to ask!

So give me a call and pop over for a chat and a cuppa.

If you need to use a sewing machine or need somewhere to make a kite, I have both. I've also got many kites and some templates that you are welcome to copy. If, like me, you're fed up with flying on your own, or just want somewhere to fly a new kite and, more importantly, some help in getting it launched, give me a ring. My house backs on to the Downs, and there are many other good sites close at hand - Stanmer Park, Devil's Dyke and Telscombe Tye to mention just a few.

So don't delay... call Pete today!!

**PETER LINNELL (BKF/Tel: 01273 683082)**

**PS:** See Weymouth Kite Festival Share...

### WELCOME TO NEW MEMBERS

- ◆ **Steve & Sharon Allen**  
Seaford/East Sussex
- ◆ **Patrick & Christine Bowman**  
Peacehaven/East Sussex
- ◆ **Keith & Ria Boxall**  
Epsom Downs/Surrey
- ◆ **Gina Woolven**  
Hove/East Sussex

### OCTOBER 98 ISSUE ERRATA

**A**pologies to **Sophie Horton** who I reported in the last issue of *Aerodyne* as being 11 years old. Sophie (winner of the 1998 Canterbury Festival's Indian Fighter Kite Competition) informs me that she is, in fact, 13.

Oops... sorry Sophie!

**TOODY OAKHILL (EDITOR)**

## NEW YEAR'S DAY FLY-IN DEVIL'S DYKE

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**I**t was pleasing to see a good turnout for the New Year's Day Fly-in at Devil's Dyke, not only from Brighton Kite Flyers, but we were also visited by **Dave Mitchell** from Bognor and **Kevin Richards** from Portsmouth.

With sunny weather for most of the afternoon and winds of Force 5 to 6 there were many spectators looking at the kites. Then the inevitable happened:-

- ◆ **Question:** Who's flying all these kites then?
- ◆ **Answer:** Brighton Kite Flyers of course.
- ◆ **Question:** Well where are they?
- ◆ **Answer:** They are all in the pub!!

Events of the day were as follows...

◆ **Big John and Janet Dimmock** arrived in their new Mercedes motorhome, which just happens to match **Danny Rice's** motorhome.

◆ **Pat and Ron Dell** have ordered their motorhome and almost certainly will arrive at the first kite festival of the year with it, to dispense tea and sympathy to all who need it! What do we need a festival catering van for?

◆ **Peter Linnell** put on a magnificent display, showing off his soft inflatable octopus for the first time, plus two flowforms with BKF tails. He was reluctant to fly the new

NASA Wing that he had built for fear of being towed into a barbed wire fence, as had happened the last time it was flown! Never the less, he did fly it with assistance from **Alan Outram** and

**Keith Boxall** and all three were pulled along the ground!

◆ **Simon Hennessey** lost his new appliquéd fan kite to a tree lower down the hill, but it was retrieved by some skillful mountaineering - don't ask how, but a saw was involved. **Ray and Ron** offered sound advice from the safety of a sheep path higher up!

It was a very enjoyable day.

**RAY OAKHILL (CO-ORDINATOR)**

### WEYMOUTH KITE FESTIVAL SHARE

**I**f anyone is interested in a kiteflying holiday during the first week of May, I am looking for someone to share a room in a hotel for the Weymouth Kite Festival. The cost is approximately £134.00 for 7 nights bed, breakfast & evening meal, plus shared petrol.

**PETER LINNELL (BKF/Tel: 01273 683082)**





## GREETING FROM DOWN UNDER...

**H**i there from sunny South Australia! I've just finished looking over the BKF home page, and I just had to write and say hello! My name is Kevin Sanders and my wife, Linda, and I own a kite shop here in SA.

Last February I was lucky enough to go to the Roaring Forties International Kite Festival in Tasmania, where I met David Gomberg. As you may know he is an avid pin collector - and I had a few to swap. I gave him a couple of Australian pins and he let me choose some swaps from his spares. The first one I chose was a Brighton Kite Flyers pin - because that is where I lived as a small boy, before emigrating to Australia at age 8 (in 1966). At the time I thought it was remarkable that with the world being the size it is, something which came from the same place as me could end up in the same part of the globe as me, and at the same time as me... cool!

I must admit that that was all I thought of it. But last week one of my work colleagues told me he had found a Brighton Kite Flyers home page while he was travelling the Web. All the more remarkable was the fact that he had been surfing links for the Boy Scout Association!

So I came home and did a bit of searching until I found your site. And I was sitting here thinking 'Nice site! Let's follow some links' when I noticed Ray Oakhill's address. Man! Talk about small world. I always tell people that I came from Brighton, England, and most people have some sort of idea where I'm talking about. But actually, I came from Saltdean and until I saw Ray's address on the home page - I hadn't seen any reference to it in years.

I lived at 46 Lustrells Crescent on the corner of Falmer Avenue. I went to the local school at the bottom of our hill (can't remember the street). The more I think about it the more I can actually remember about the place (I don't recall Hartfield Road). But I shouldn't bore you with way back then stuff! So what do Linda and I fly? Linda is mainly a single line flyer, the vast majority of her output is relatively small stuff that sells in the shop. Myself, I mainly fly dual line sports kites. We sell our own range of sports kites, ranging from 4ft wing span all round kites through to 6 and 7ft trick oriented kites and up to 8ft precision and ballet models. However, I still have a few other kites in the bag. I'm in a team and we started out flying MEFMs. Probably the kite I fly most though, is a Fizz Box of Tricks. I actually have two of them - but one is my 'for best' while the other one is the 'fly every day, lend to all and sundry' kite. Other than that I have a reasonable collection of single line kites too.

In fact, at this year's Festival Of The Winds in Sydney, I won the 'Best Newspaper Kite' competition with a cellular creation. You can see it at <http://www.aks.org.au/fotw98win.html> - it's not a good photo of me as it could be anyone under that hat, but it gives an idea of how the kite turned out. So does the BKF have overseas members? I guess I'd be interested in joining. I'd really be interested in making it over there one day and taking in your festival, and a few others too. I keep reading on rec.kites about the Matheson, Wardley, Preston, Benson, Skydance etc brigade turning up at festivals all over the UK. Makes me wish I could get there sometime. Maybe I will some day (never say never!). But enough ranting for now, summer is almost here, the evening breeze is smooth and I should be out flying.

**KEVIN & LINDA SANDERS (E-mail: [flyhigh@terra.net.au](mailto:flyhigh@terra.net.au))**

**aero  
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## YET ANOTHER ADVENTURE FOR RAY BETHELL...

I have heard a whisper through the kitefliers grapevine that Ray Bethell has been approached by Prime Time Fox Production USA to attempt a new world record to be shown on the Guinness World Records TV show.

Exactly when, where and what Ray will be attempting is still top secret. However... I have heard some thing in the nature of multiple flying of 3 stacks of 5 full size kites - that's 15 spart kites in total - being flown simultaneously by one man (5 from each hand and 5 from the waist)! There is

## ODE TO KITEABILITY 2

**T**he orange and green tent is the one we spy,  
For bits and bobs we go and buy.  
The orange and green tent is a fine facility,  
That's run by Pat and Ron of Kiteability.  
The orange and green tent should take first prize,  
It's colours match Pat's hair and eyes!  
The orange and green tent is at its end,  
We hope it's not driven Ron around the bend.  
The orange and green tent is no more,  
Pat and Ron have shut the door.  
Last but not least the van their mobility,  
Put them all together and you have Kiteability.  
We wish you all the best and lots of stability,  
And thank you for running Kiteability.

**MICK & NORMA HOUSE (BKF)**

also talk of 5 individual kites being flown from the body!

Ray still holds 7 world records - none of which have been challenged to date. His greatest, of course, was done at the 1994 International Kite Festival at Long Beach, Washington, USA, when he flew three Kestrel sport kites simultaneously for 12 hours and 12 minutes of continuous flying. Last year at Long Beach, California, he established a world record for flying 3 stacks of 4 kites simultaneously, a total 12 kites in all.

What a cool way to demonstrate to tens of thousands of people the wonderful sport we all enjoy so much.

**ANONYMOUS**

## TAUNTON KITE FESTIVAL 98

Last Saturday Alan & Anne Outram popped down to stay with me in Devon for the weekend for a BBQ and to take me to the Taunton Kite Festival.

On the way we stopped off at some car boot sales to purchase a few new recruits for 'bear bunging'. We were especially looking for some lightweight ones for the smaller 'chutes.

The first thing that struck us all when we arrived at the racecourse where the event was being held - was the friendly welcome that we received from the officials. The weather was brilliant; the wind was steady and light and the sun shone all day, it was a real goody.

There were already many really nice sled kites emerging from the workshop tent and taking to the air for the first time. These were printed with a picture to colour in and cost about £2.00 to £2.50 each.

So as not to upset anyone, Alan asked the organiser if anybody was parachuting bears - and within minutes we were being billed as an 'attraction' (before we even got to the dropping zone!). We soon set up the rig to a single Mega Delta and started bunging fauna. At first I started running after them, but very soon we had our own loyal crew who ran back and forth catching and returning the things we bunged to us for the duration of the day.

We were dropping all the time just for fun and trying some smaller 'chutes that I have just made.

During the day we dropped teddies, peaked hats, feathers and paper aeroplanes!

This is something that I have read about but I had

never done up until then. Alan makes a truly wicked plane that has to be seen to be believed. When released they glided in slow circles gradually coming down and getting further away all the time. However, before one had got out of sight Alan had already made another.

I went in for an Altitude Sprint competition and won a small delta for the two children who live up the road - they were well delighted with it.

Tony Slater was on the microphone and did a wonderful job keeping the public amused with kite trivia and quizzes

(a very knowledgeable man).

Peter Powell was also there demonstrating his kites but I didn't

get to meet him as we were getting busy with the dropping. Unfortunately I didn't have time to speak to many of the people that I wanted to - but I will try to at next year's event. The lady with the inflatable chicken kite was also there, Anne Harris I think, who kept the children amused throughout the day.

It was a very well organised festival with not as many 'show' kites but more kids and home made kites - the emphasis was on fun and it deserves top marks for that.

DANNY STEER (BKF)

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### THANKS FROM THE TAUNTON KITE FLIERS...

Dear Mr Oakhill,  
On behalf of Taunton Kite Fliers, please pass on my thanks to the Brighton club members who came all the way to Taunton last weekend with their excellent teddy bear parachuting kit.

We don't yet have this equipment ourselves, and certainly nothing as good as that magnificent electric system, so it was entirely down to your members that the teddy bear lifting could take place.

Our festival was a tremendous success and should become an annual event, so hopefully we shall see you again next year. I'll make sure we have bear dropping certificates available for the day then, too!

Once again many thanks, Yours sincerely

ANDY FLIND (TAUNTON KITE FLIERS)

### DEAR BKF...

I was sorry to have to miss the post 1998 Brighton Festival Meeting as I would have personally thanked everyone for the wonderful time that I had over the weekend in July.

Whilst it rained and rained it did not dampen peoples enthusiasm and it was good to see the BKF members all pulling together and enjoying themselves. You can certainly count on my support for 1999 Ray.

To keep you up to date with my kite making since moving here to Devon - I have recently been working on a Béliere ram kite for Alan and also doing some more small 'chutes for bunging.

I've been making some more of 'Sid's' fighter kites too, and am now working on a 'Big Sid's' fighter - from the one that he gave me at the Club's One Sky One World Day in 1997. I'll let you know how it flies.

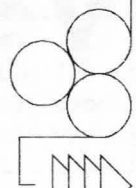
Every day I think how lucky I am to be here, surrounded by the beautiful scenery and being able, at last, to make the kites I always wanted to (but never thought I would). But I am much luckier to have my friends and fellow kite fliers back in Brighton. I will be back from time to time when I get some transport, so I'll try to

catch up with you then.

So long for now...

DANNY STEER (BKF)

Thanks to Danny for the parachutes that he kindly made for the Club last year - Ed.



## BKF FLY-IN REMINDERS

1ST SUNDAY OF EACH MONTH (THROUGHOUT THE YEAR)

- ◆ **Venue:** Ladies Mile Rd/Patcham
- ◆ **Site:** Top/North end of the road
- ◆ **Map Ref:** 198 TQ 317 092
- ◆ **Time:** From 11.00 onwards
- ◆ **Height Clearance:** 1500ft
- ◆ **Parking:** On site (with key only)
- ◆ **By Bus:** 26/5/5A from Brighton

General fly-in day.

2ND THURSDAY OF EACH MONTH (FROM APRIL TO SEPTEMBER INCLUSIVE)

- ◆ **Venue:** Stanmer Park/Lewes Rd
- ◆ **Site:** Next to Sussex University
- ◆ **Map Ref:** 198 TQ 342 088
- ◆ **Time:** From 18.00 onwards
- ◆ **Height Clearance:** 200ft
- ◆ **Parking:** On road through site
- ◆ **By Bus:** 25/25A from Brighton
- ◆ **By Train:** Falmer Station

Flying evening with social bash afterwards at the Swan pub at Falmer.

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## Ed's THANKS...

**T**o all of this issue's contributors and also to all those of you who have made my life a little easier by making the effort to submit material for Aerodyne during 1998. It really is appreciated.

Anything sent to the Editor will be considered for print unless marked otherwise... yes, I'm that desperatel I'm quite happy to print items from non club members. Go on... have a go and you might even enjoy it!

So if you have any material; be it festival reports, kite plans, drawings, cartoons, photos, kite reviews, reviews of the latest kite books that you've read, or just anything kite related - then please send it for the April 1999 issue - by **1 March 1999** to...

**Toody Oakhill**  
BKF Editor  
Lower Ground Floor Flat  
43 Grand Parade  
Brighton  
East Sussex  
BN2 2QA

(Tel/Fax: 01273 243528)



WHAT? NO MORE STICKS - EVER?

## THANK YOU KITEABILITY

**F**or plucking the 'Feathers' and providing the source of instant on-site revival for many a battle scarred Rok over the years. We hope to see more of you now you've found freedom to enjoy more flying time in your retirement.

MIK JENNISON & TOODY OAKHILL

## AIR BORN KITES WEB SITE ADDRESS

**Y**ou can now check out your local kite shop on the Web. The site includes a full catalogue at: <http://www.airbornkites.co.uk>

## FURTHER BKF INFO...

- ◆ **Web Page Address:**  
<http://www3.mistral.co.uk/prchitty>
- ◆ **Co-ordinator & Membership Secretary:**  
Ray Oakhill: Tel/Fax: 01273 306842 E-mail: [rao@mistral.co.uk](mailto:rao@mistral.co.uk)
- ◆ **Merchandise:**  
Pins/Patches:  
Ray Oakhill (as above)  
Tee/Sweatshirts:  
Simon Hennessey: 01273 582309
- ◆ **Library:**  
Pete Linnell: 01273 683082
- ◆ **Brighton Kite Festival:**  
Ray Oakhill (as above)  
Tourist Information/Visitor's Accommodation: 01273 292599

## CURRENT CLUB COMMITTEE

Until the next AGM the Brighton Kite Flyers Committee is:

- ◆ **Chairperson:** Ray Oakhill
- ◆ **Secretary:** Simon Hennessey
- ◆ **Treasurer:** Gill Pitman
- ◆ **Committee Members:**  
Alan Outram Toody Oakhill  
Paul Thody Norma House

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

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# BRIGHTON

# 21<sup>st</sup>

# KITE FESTIVAL

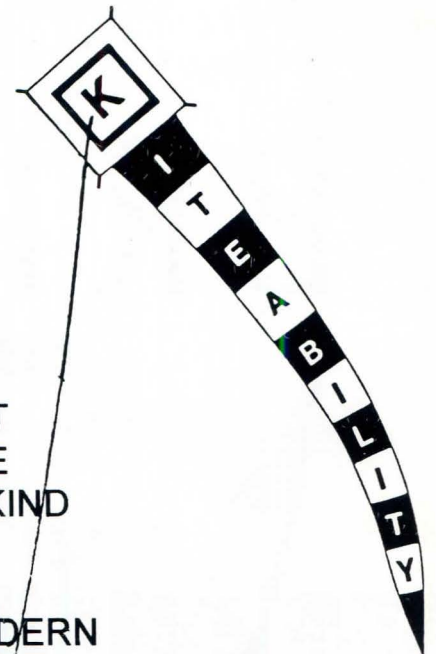


Stanmer Park  
10 & 11 July  
**1999**

Organised by the BRIGHTON KITE FLYERS with sponsorship and support from BRIGHTON & HOVE COUNCIL

# KITEABILITY

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A NEW FRIEND IN THE HOUSE  
NOT THE SQUEEKY - SQUEEKY KIND  
BUT A PLASTIC P.C. MOUSE

COS' OLD HARRY'S GONE ALL MODERN  
HE'S GOT HOOKED UP ON THE NET  
MABLE SAY'S SHE THINKS IT'S TIME  
HE JUNKED THE CRYSTAL SET

THE NEW SEASON IS UPON US  
WITH WHAT YOU'VE GOT IN MIND  
FOR ALL YOUR MAKING MATERIALS  
AT KITEABILITY YOU WILL FIND

JUST BUZZ US ON THE WIRE  
BECOME A CYBERNOUGHT  
TO [PatnRon@compuserve.com](mailto:PatnRon@compuserve.com)  
IT'S EASIER THAN YOU THOUGHT

TO ALL OUR KITEING FRIENDS  
TO EVERY KITEABILITY FAN  
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AT OUR CAMPER VAN

JUST LOOK OUT FOR OUR BANNER  
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