

THE KITEFLIER

www.thekitesociety.org.uk



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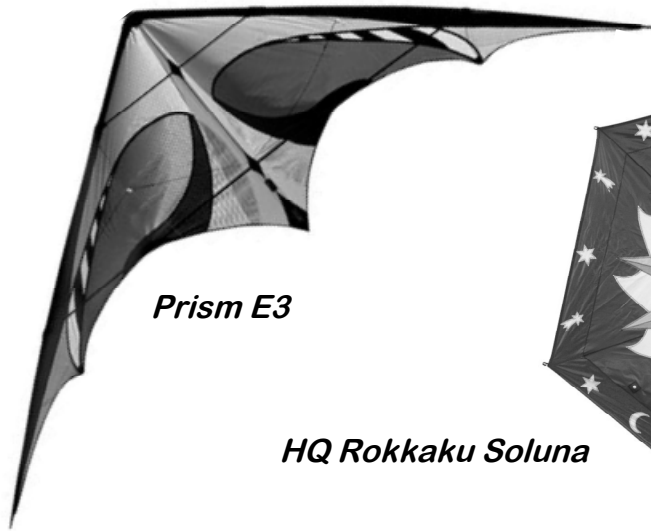
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***Newsletter of the Kite Society of
Great Britain***

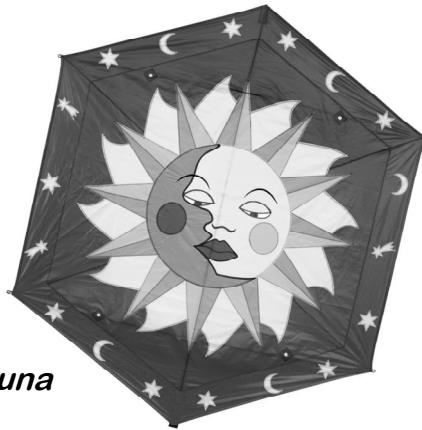
30th Anniversary 1979-2009

KITEWORLD

Spring is in the air !

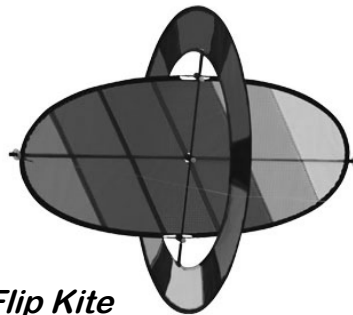


Prism E3



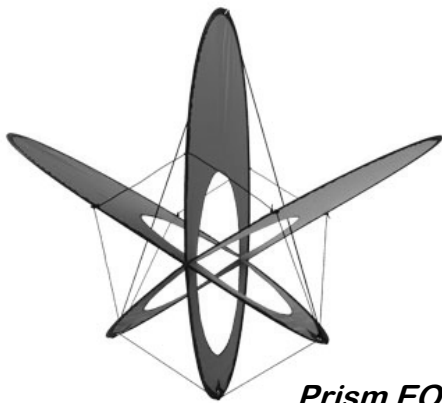
HQ Rokkaku Soluna

***Check out the
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new 2009
products***

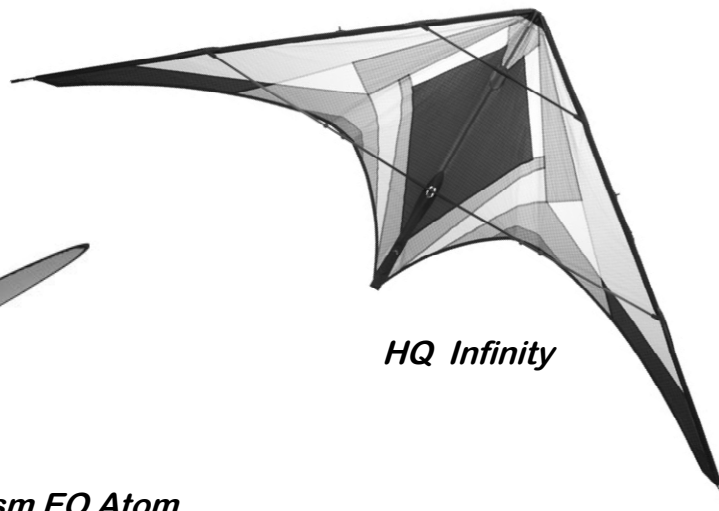


Prism Flip Kite

H Q Hoffmanns Amulet



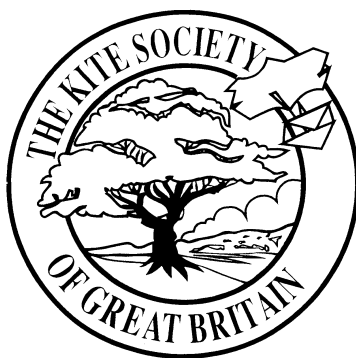
Prism EO Atom



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www.kiteworld.co.uk

01255 860041



The Kite Society of Great Britain
P. O. Box 2274
Gt Horkesley
Colchester
CO6 4AY
Tel: 01206 271489

Email: kites@thekitesociety.org.uk
<http://www.thekitesociety.org.uk>

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Front Cover

Patrizio Mariani and some of his cellular kites. He is one of the invited guests at Weymouth this year.

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

Dear Reader

Welcome to the new season. Event planning is going well and we hope to see you at one of the events around the country.

We have already been asked about camping at Portsmouth. The arrangements are the same as 2008 so you need to send us an SAE with your registration number and we will send you a pass. Remember this is only valid from Friday lunchtime until Tuesday morning. For Portsmouth we are also hoping to run a kite school for dual and quad line fliers—similar to the one done by I-Quad last year but for a minimal fee. Details will be on the web and in the July issue.

See you at Weymouth—details of timetable will be on the web page soon.

The UK Rokkaku challenge has started again—single fliers only this year see page 12 for more information.

Membership Information

The main vehicle of communication between members is the quarterly publication 'THE KITEFLIER'. published in January, April, July and October of every year. 'THE KITEFLIER' contains news of forthcoming kite festivals, kite retailer news, kite plans, kite group news and a comprehensive events list. Other benefits of membership include free, or reduced, entry into selected kite festivals in the U.K., special parking arrangements where possible, discount - from 5% to 15% - on all kite purchases from the majority of kite retailers in the U.K.

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

If you wish to join The Kite Society you can join online and pay using Paypal (credit or debit card payment) at www.thekitesociety.org.uk or send your name and address (plus the names of any supplementary members) and your payment for the appropriate membership type, to the address shown above. All cheques, made payable to 'The Kite Society' and, for overseas members, should be drawable in the U.K. and be in sterling.

Membership Type	Fee
Individual	£11.00
Family - all members in the same household.	£12.00
O.A.P.	£9.00
O.A.P. - Family (Husband & Wife)	£10.00
Overseas - Europe and Surface Mail	£13.00
Overseas - Airmail	£16.00

Pothecary Corner—Allan Pothecary

What's your favourite?

When anyone asks me what is my favourite sport kite I always have trouble in deciding between the Transfer XT.s by Atelier and the Benson, Deep Space, two very different kites but both having an advantage over the other in the things they do well.

Unfortunately there is now a third kite aiding my inability to decide. Skyburner Kites have been promising for ages to send me a Widow Maker always claiming that they couldn't make them fast enough to have a spare one to send. This told me that it was going to be good – apart from the fact that the Japanese flew it to win the world championships!



Once I had seen a video on YouTube of a purple and white one I started an incessant nagging every time I spoke to either Jon or his lovely wife Marianne for them to make one especially for me.

When it arrived co-designer Jon Trennepohl had set it up to fly best for tricks and tricks it did with style. It was very easy to get through my limited range leaving me longing to see what one of the top flyers could do with it. I found it to be lighter than my Deep Space and therefore not quite as positive but easier to stall in a higher wind, not so quick – it's a bit bigger – and easier to keep airborne in light winds. Then I made the simple slide adjustment to slacken the leach line and adjusted the top pigtails so that the kite laid back one knot further and added the weight by attaching its molded shape wrapped in Velcro to the bottom of the spine.

This made the kite even slower, more precise and closer that, team kite feel which I favour but still kept the tricks. I was now most comfortable flying this on 100ft lines. It's a Skyburner kite, so it's quality build without compromise. The sails are sewn by the renowned Pam Kirk and Mike Douglas - and Jon and associate designer Wayne Brunjes (love these American names and spellings!) have

majored on robustness without weight by a frame that uses the latest Sky Shark, Nitro Standard and Nitro Clear coat rods.

You can feel the class of this kite during assembly and that in itself create a buzz of excitement within but, unfortunately, it all comes at a price especially with the exchange rate as it is now. This is where the "fly before you buy" comes in. I think it is a good kite well worth looking at for someone who has maybe one or two good kites and is looking for something offering more. So if that is you, for goodness sake come and try it. If it's not you and you don't have the budget, then don't try it because I think you will be tempted in to the spider's web.

New to me, anyway!

Since we have been sponsored by Climax for flying lines I have discovered that the guy who runs that business also is the boss at Kites 4U and they have an interesting looking range of kites that makes me feel the same as a lad who has just found a new sweet shop.

There are a few I would like to be reporting on in the near future – particularly the one which is based on the North Shore Radical.

I have tried out the Zodian (not a clue what it means) and found it to be quite an interesting entry level kite.

Designed by Spiderkites, it comes in a nice strong bag with a separate compartment holding a weight for the base of the spine and a set of lines. The green colour scheme, although not appealing to me, will no doubt attract the kiter who likes to be thought of as a bit different – I guess that's all of us then?

My first impression as I assembled it in the warmth of our lounge, on a freezing winter's day, was that it was too heavy to expect much from. The fittings were all a bit new and strange to me but on the whole it seemed to be a well thought out and well put together package.

I didn't like the fact that the back of the stand-offs weren't covered – although I didn't get any snagging when I flew it later but someone less experienced might – I'll let you know.

Considering the weight of the lines I was using added to the weight of the kite I was surprised

that I did not have to work to keep it going when the wind dropped. On long lines it was just a bit too small and darted about like any other kite in its class so, time to reel it in a bit to 100ft or even use the 50dan (110lb) 25 meter line that comes with it, on a winder with straps.

It felt a bit strange to me after I had been flying some much more expensive kites but after a few minutes I was beginning to get the hang of it. I still have difficulty with some kites holding them in a fade (stationary, on its back, nose towards you) but not only did this one stay there but I was able to 'dress' it – correct it when it started to wobble – and then make it rise and fall.

I can take the lessons learned from this back to the higher spec kites when I fly them.

The 5.5 (straight) carbon is good enough to make this quite a durable kite and easier to find than some rods if you need replacement but it does mean of course that it does not have the same refinement as more expensive kites and the yoyos and other tricks, whilst still possible, just don't quite feel the same and some (not all) have to be approached with more care.

If you can't make your mind up from reading this we have one, you are welcome to try it, check-out our diary on the web-site.

One for the Album

Following the fantastic success of last year's photo competition sponsored by Carl Robertshaw of "Kite Related Designs" and Kiteworld.co.uk, we are pleased to announce our third successive competition. This year the prize is again a top class, top of the range kite.

In 2009, none other than Tim Benson is sponsoring the main prize with the Deep Space. The winner will be able to choose their own colour scheme from the standard range and, just to show that the kite has been especially built for them, Tim will sign it himself!

Go to www.bensonkites.com and take a look at this excellent, British designed and built sport-kite. Go get your camera, start snapping, the competition has started already. Once you have your photo(s), click on the "Competition page" at www.closeencounterskites.co.uk and send it to us. We try to acknowledge every entry so

Pothecary Corner—Allan Pothecary

that you know you are in with a chance and that we appreciate your time and effort.



The theme is quite simple - we want to see the photo you take – any thing to do with kite flying – kites, flyers, kite materials – something that you have captured and think – "That's definitely one for the album!" We would also like you to send us a name for your photo which will act as a tie-breaker if our judge has the same trouble as last year in deciding on the best picture. You don't have to put the title on the photo just name the jpeg (we can only accept jpegs) or tell us when you send in.

Some albums are quite big so feel free to enter as many times as you like! Yes I know - the only way to enter this year is online – sorry about that – we offered alternatives before and no-one took us up on it so, if you think we are not being Politically Correct enough, you need to get out more, if you have a kite – go fly!

The small print – stuff like no correspondence will be entered in to – the judge's decision is final – will all be on the Close Encounters Kite Display Team web-site.

The rivalry was a bit fierce last year often with members of the same family vying against each other with a flourish of late entries. We would like to publish a photo of the winner with their kite – last year's winner was well up for it. She had special colours all in patriotic red white and blue and was a happy bunny. That was the last we heard – hope it was not something I said? So, sorry, no photo.

I did say "she" there didn't I? That's a point, the winners we have had in the two photo competitions we held were both girls. Now come on fellahs let' see if one of you can win it this year, don't let it be a hat trick for the ladies.

Pothecary Corner—Allan Pothecary

Sad, mad or dedicated?

At the time of writing we have just abandoned practice for this weekend. Blustery is the closest word I can think of to describe the conditions when we arrived at our site on Salisbury Plain 15 miles from where we live. 'Blustery' doesn't come close really - 20mph to zero and back up to 30mph in the space of one and half seconds is something they don't have a word for – not one that the editor would allow! Non kite fliers, and even some people that do fly, just do not know what some of us go through just to see if a few turns in the new ballet will fit to the music – dedicated - or just mad? Non kite flyers would probably say "sad" - but they don't understand do they?

When we put a ballet together it's important to us that we make it to the end -especially when lots of people are watching, of course. And the end is as important as all of the rest of the ballet. The final landing usually starts about three quarters through the music. When flying with tails it is hard to choreograph anything exactly because so many factors come in to play – speed, wind strength, positioning in the air and movement and positioning on the ground are all much more exaggerated. At a certain point we will have begun the final few moves that bring us to what we hope will be a simultaneous, controlled landing on the very last beat of the music. Take a close look at the end of our Conte Partiro ballet. We do the same moves whether there are two or three of us flying. This year we hope to have enough of us knowing the routine to be able to fly it as a four person team at least a couple of times in public. Listen closely and you will hear me counting the timing near the end – each time I hope that I have got it right because the discipline within the team is such that they must and will, turn to my call no matter what – and that can be scary!

Why do we fly sometimes with two and sometimes with three? Because we do it for fun and, we do it for the challenge – who the extra member is depends on who turns up on the day. We figure that as long as the two of us know what we are doing we can manage to help the extra member along if they need it. That's why, eventually we ended out getting soaked today, as well as cold and breaking a kite and that's why we feel a little bit annoyed when someone asks can you cut down your arena time by five minutes today – the Mayor wants

to make a speech! We go out most every weekends (can't say that Marilyn is always as keen as me but she is still there) and sometimes when the wind is strong and the temperature is minus two with a chill factor of minus fourteen (probably hard to imagine at the time of year you will be reading this). It's not always bad though – believe it or not it was quite warm the day we flew in the snow – now that *was* a day to remember!



Soft Foils

This is something a little bit different for me but I couldn't help but notice the large number of small to medium soft foil kites there are available on the market. Even within HQ Invento there are several, all slightly different, to choose from within two ranges. Symphony Beach is the original, less expensive range whilst the New Symphony (the ones with the even number decimal points) has been hit by the price increases coming out of China. I looked at the 'Beach' 1.3 and the new Symphony 1.4 (Odd and even number decimal point – see?). I'm going to say right out front that around £36.00 to £40.00 and almost twice the price the New Symphony is my favourite. There are noticeable differences in quality. Both kites have nice bags although the new one is smaller and lighter. The NS (New Symphony) has slightly



Pothecary Corner—Allan Pothecary

shorter and better quality lower stretch, braided lines. It is good to see that both kites have handles rather than rings although in both cases the lines were of slightly different lengths. Having handles means that the beginner, who will always try to fly without unwinding the lines fully, has no choice but to be the correct distance from the kite – it can't be that difficult to make lines the same length can it? They go to all that trouble making the kite fly well by being symmetrical and then forget something really basic that a beginner will not realise like equal lines!

The NS only needs 4mph to get it going compared to nearly double that in the 'Beach' and it flies a little bit slower too giving slightly better control – or that could have been the fact there was less stretch in the lines. Overall, I preferred the shape, colour and general feel of the NS. Both kites, I have to say were little bundles of fun. You can't do much other than whizz them around in infinities, long ground passes, circles and dives to the ground, recovering just before you hit. Some sharp turns, especially near the edge of the window will result in the kite collapsing and rolling to the ground like a bag of washing. Once on the ground a little bit of careful tugging in the right way and a bit of luck can promote a successful re-launch, otherwise you either need a partner or some available sand to hold the kite in position whilst you go back to the pilot's end. I was surprised at how much fun I had and will definitely keep one in the car now so that I can scratch that itch to fly during the occasional gap between appointments. These kites are excellent, virtually unbreakable, ways of learning to stay airborne and so small and light to carry anywhere and even more so without the bag they come in – One for the holiday!

My views

It's easy for me to talk about Invento HQ kites because, as one of our sponsors, they often make kites readily available for us to review and use for 'try before you buy' and training new flyers as well as use in our demonstrations. Yes there are other kite makers out there but, if they don't subscribe, I can't tell you about them.

Someone once said that I only say good things about kites in my articles? Well I try to be fair and give the best opinion I can, directed mainly at the novice to intermediate flyer – I've never

pretended to be anything better than intermediate and some would say that I wasn't that good – but there are some kites that I have tried and have not written about because, in my opinion, they are so bad. Therefore you are free to assume that if I have not written about it then it's because either I didn't like it or have never tried it. I'm not about to confirm anything in print but if you still want to know – come over and ask me!



For Sale

I bought a second hand roof box and it turns out that its too long for my Ford Focus – it leaves too much sticking out the front or I can't open the tailgate! – Luckily, I haven't bought the rack yet but I have all the fixing screws. It's called a Karrite – It's about 7ft long, about 2ft wide and 13 inches deep that's approx 214cmc x 60cms x 33cms.

Remembering we live in Hampshire if you are interested it is up for sale at £85.00.

New Site

If you have not been to the Kite Society web site lately then you will not have seen the new layout.

There are lots of new things there for you to see and some of the old stuff that is now much more discoverable due to the easier navigation. I like the way they comment on our site almost as if it is a health warning - *"Contains reviews on sport kites"*

One of the new items is the chance to see some of the old publications of this magazine – great for new members especially. Also Jon has kindly sent me the PDF files so that I can now put easier to read Pothecary's Corner s dating back quite some time (years!) on our own web-site.

Why Kites (don't) fly? - Peter Lynn

Why kites (don't) fly- single line kite stability.

For a kite to fly on a single line, it must, as the most basic condition, have some way to detect which way is up.

All single line kites that aren't under some sort of remote control do this by having their centre of lift position (CL, where lift forces act) above and forward of their centre of gravity (CG, where weight forces act). The pendulum effect that this creates causes such kites to point upwards, and upwards they will fly, until they get to a line angle at which wind generated lift exactly matches the kite's weight (when the kite is said to be at its apex)- disregarding dynamic effects of course.

But unfortunately, we can't disregard dynamic effects- because they very often prevent kites from flying stably at their apex.

And, at some upper wind speed, they will always prevent kites from doing so. This is because, while the lift (and drag) forces that drive dynamic instabilities increase with the square of wind speed, the weight force (from which the kite derives its upward seeking tendency) is constant. At some wind speed therefore, the pendulum effect will be overwhelmed by aerodynamic forces and the kite will crash- if it doesn't break first.

Dynamic instabilities derive from apparent wind effects; changes to the air speed experienced by a kite that are caused by its own movements. Of particular significance for dynamic instability is the relationship by which, when a kite is turning, the lift on the faster wing will increase by more than the lift on the slower wing decreases.

It's useful to consider two main failure modes for single line kites. One, over correction, is when a kite reacts too aggressively while re-aligning itself with the wind and triggers dynamic effects. The other, under correction, is when it reacts too slowly.

An example of over correction is when recovery from some directional displacement (a change in wind direction for example) initiates a series of increasing amplitude lateral oscillations that build until the kite starts to loop uncontrollably.

An example of under correction is when a kite takes so long to recover from a directional displacement that while doing so it traverses completely to one side or other of its wind window and collapses.

In addition to the relative magnitude of a kite's pendulum effect, the four main elements that influence over correction/under correction are tail drag (tails, trailing drogues etc), laterally disposed drag (drag sources to each side), lateral area (keels, flares, dihedral, anhedral), and longitudinal dihedral (often called 'reflex').

Tails are clever because they don't begin to apply any corrective force to a kite until there is substantial angular displacement (tail drag increases with the sine of the angle of displacement, so by 10 degrees, say, are providing 17% of the maximum corrective effect they are capable of). The beneficial effect of this is that tail drag allows a kite to adapt quickly to minor wind direction changes (quickly enough so that the kite will not shift too much laterally while doing so) but comes in with rapidly increasing corrective force if for some reason the kite gets seriously tipped. Tails will therefore rarely if ever make a kite's response so slow as to cause under correction – unless their end catches in a tree or they are REALLY long. The bad bit about tails is that they cost lift to drag ratio (L/D). (L/D is a general measure of aerodynamic efficiency. For gliders it defines how many metres they fly forward for every metre of sink. For traction kiting it measures how well you can go upwind. For single line kites, it determines line angle- in fact the tangent of the angle, relative to the horizontal, of the flying line at the kite, is exactly the kite's L/D).

Laterally disposed drag- that is, having sources of drag out to each side of the kite, also has a clever effect: Because drag rises with the square of wind speed, when a single line kite with substantial outboard drag gets into a destructive turn, the drag on the faster side will increase by more than the drag on the slower side decreases- providing active damping. Such drag elements will also decrease L/D of course, except if they are an intrinsic and essential part of the kite anyway. The insight being offered here, and it's a major one, is that aspect ratio (AR, effectively width to length ratio) is the most powerful 'costless' (by L/D) dynamic instability cure available to kite designers. A way to make this understandable is to consider a square kite, 1m on each side, lifting area 1sq.m (aspect ratio 1.0). If such a kite is built and is found to be inclined to overcorrect and go into destructive looping, then if it's rebuilt to 1.25m span x 0.8m long (still 1 sq.m but now AR 1.56), it will have much less tendency to overcorrect- may even be inclined to under correct. This is because the drag associated with the wingtips, while still having similar cost with respect to L/D, is further out

Why Kites (don't) fly? - Peter Lynn

from the kite's centre of lift, so will be more effective in resisting any rotations (in the plane of its lifting surfaces) that the kite becomes subject to (that is, it slows turns). Adjusting a kite's aspect ratio is therefore a way to get correction that's neither too fast (loops out of control) nor too slow (flies off to one side or the other and crashes or stalls). Wingtip drag isn't referenced in any way to up/down, all it can do is slow down turns- and of course this can be a bad thing when it slows a desirable recovery- but on balance it is hugely beneficial because it slows down all the movements which energise dynamic instability, unplugs their power source so as to speak.

The third main useful stabilising element, lateral area (flares, keels, dihedral, anhedral etc), is also relatively costless by L/D, and can be very effective at damping out any incipient over correction but has to be of appropriate magnitude and carefully positioned. If a kite with substantial lateral area (as a proportion of its lifting area) is subject to an angular disturbance (that is the longitudinal axis of the kite gets out of alignment with the wind direction), the aero forces acting on this lateral area can cause the kite to move a long way sideways across the wind window before the pendulum effect gets it back in line- that is, excessive lateral area can promote under correction. Clearly, the longitudinal placement of lateral area will have an effect also. If disposed mainly behind the kite's CG, it can promote rapid re-alignment but may also exacerbate dynamic effects (over correction). If in front of the kite's CG, it will tend to cause under correction and make it very difficult for the kite to fly centrally (that is, directly downwind of the line tether point). Although dihedral (upward angled wings) and anhedral (downward angled wings) have some different effects on how single line kites react, they are primarily both just ways to get lateral area. There is a mistaken belief that dihedral is 'stable' while anhedral is 'unstable' but this comes from aeroplane experience and doesn't generally apply to kites. When an aeroplane rotates around its longitudinal axis, if the downside wing loses projected area at a faster rate than the upside wing gains projected area then the rotation will become self promoting. Aeroplanes are made with dihedral so that they are auto-stable in rotation about their longitudinal axis. For kites, bridles generally prevent this sort of rotation anyway. Kites with centre line bridling (most diamond kites for example), require dihedral for the same reason that aeroplanes do, but kites with laterally disposed bridles (like sleds for example) don't.

Longitudinal dihedral, or reflex, the fourth and last major single line kite stabilising element has the obviously beneficial effect of reducing or eliminating luffing tendencies, but its underlying influence is more profound: Because aerodynamic lift forces drive instability (of both the over correction and under correction types), anything that decreases lift without changing other things too much, will generally improve a kite's stability. "More longitudinal dihedral" is just another way of saying "less camber"- and having less camber will cause less lift to be generated, (a generally applicable aerodynamic effect). Introducing longitudinal dihedral therefore deals directly to over correction, but it's a rather ugly solution, a last resort (usually taken when graphics considerations don't permit other more efficient form changes), because it also directly reduces L/D, and by a lot if it's to be effective. It's influence on under correction is equivocal: Reducing lift does reduce the driving force that makes a kite traverse off to the side before it's pendulum effect can straighten it up- less lift means that it won't get as far before correction occurs. But, longitudinal dihedral also shifts the kite's CL rearward (nearer to its CG), which reduces the effective pendulum length and therefore its corrective effect (while adding to its usefulness against over correction of course).

This is a brief description of a complex and indeterminate field. Like all things that are subject to turbulent flow (the weather for example), single line kites will never be fully predictable.

But, there are some things that are both true and useful that can be established- which is what I've tried to do.

I've tested the above against the kites I see flying, and don't think I've seen anything that falsifies any of it. However, there are so many overlapping effects and other influences that it's sometimes difficult to see through all this fog to the fundamental relationships. No doubt I've made errors in at least some respects.

I'll modify and correct when these come to light, and plan to add descriptions of various special conditions as time and opportunity permits (von Karman affects for example).

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Rok-Fighting, a brief account—George Webster

The full name of the original Japanese 'rok' kite is the Shirone, also Sanjo, Rokkaku (emphasis on the 'ku') of Nigata province. Fighting with kites in Shirone goes back several hundred years—there are at least two versions of its origin. One is the 'designed to get ill feeling by young people off the streets and into the sky', the other features a land owner who had problems with the solidity of the embankment walls of a newly built 70m wide canal and realised that hundreds of sandaled feet running up and down the canal banks would compact the surface nicely. Common to both stories is the rivalry between the villages on each side of the water. The original description of the event by a Westerner is Tal Streeter's in chapters 1 and 2 of 'The Art of the Japanese Kite'. He points out that the main fighting at the time he describes—early 1970's—was between teams fighting across the canal. He mentions that at one time the roks cross spars were diagonal, not at right angles, and that the rok as we know it is about 100 years old.

All Japanese kites were made of washi paper and most used bamboo spars which were frequently stuck to the cover. So portability was an unusual asset. Rokks were portable—simply remove the vertical spar and roll up the kite. Hence a true rok has the vertical spar behind the horizontal.

Visits to Japan in the late 1970's spread knowledge amongst Western kite fliers of how big kites were fought there including very large Edo type (called o-dako also) at Shirone. Rok fighting really came to the 'west' following an article by Valerie Govig in the Spring 1983 Kitelines which launched 'Bevan Brown's Rokkaku Kite Team Challenge'. As originally envisaged this seems to have Age of Aquarius angle in 'no systematic competition'. But Brown's proposal set out the basic idea of a largish kite flown by a team of at least 2. The article included plans, sometimes called the 456 model where 4 was the distance between the horizontals, 5 the width and 6 the overall height. Bridles were shown as 6 or 7 point—in the latter case the 7th was the midpoint of the spine. While 4 points are the norm today (6 points were seen as allowing lighter spars), looking at the photo in Tal's book it does seem that Japanese roks were fought with 5 bridles, 4 were relatively weak and the 5th was the flying line going directly to the intersection of the spine and the top spar. Other Japanese kites (eg those flown at Hamamatsu) had deliberately weakened bridles

at the corners to encourage attacking the bridles as a winning tactic. Of all Japanese kites fought rokkakus were the easiest to make, which is why they were chosen in the west.

The plans emphasised the importance of taut leading edges. One nice touch, in Kitelines about construction methods, "Those of you who have been trying to grow bamboo will have an opportunity to use it here". What on earth was going on over there?

The 'challenge' was taken up in the USA and in 1985 there were famous 'all American' rok battles involving an all female team—the Mama-Sans—against teams in Chicago and victories by them against the Rainbow Warriors at Scheveningen (then the leading European festival) and Cervia. The kites used appeared to be about 8ft high.

I was involved with Tony (T.C.) Cartwright in what I think was the first English rok fight at the York festival in 1986. TC made the kite with a diagonal blue/brown design using two pieces of bamboo carpet core for the spine sleeved by an extension tube from a vacuum cleaner. I can't remember the result but do recall as I leant on the rails of the race course that 'I was too old to do this sort of thing; .

The development which most influenced British rok fighting was an article by Martin Lester in the July 1986 Kiteflier which led to the rules still being broadly followed today. Martin originally proposed two competitions—one an international one which never got going. In the October 1986 Kiteflier Jon and Gill not only backed his proposals but agreed to be judges. The format was to take the best results from at least 2 rounds from 4 venues to count towards an annual trophy. Each round comprised of 3 fights to be held immediately one after the other. The first of many English kite plans was provided using the 5/4 ratio and emphasising the importance of bowing with a taut leading edge. This gave the belly on each side which provided stability—in the case of TC's York rok the use of balloon fabric led to the edges nearly touching behind the spine producing a kite more suited to the lurking game than the aggressive approach which won TC the World Championship title at a later Dieppe.

A problem both here and in the USA was the line to be used—UK rules specifically banned manja, kevlar, wire, etc. But I remember a fliers meeting before the 86 (?) Sunderland, when Adam

Rok-Fighting, a brief account—George Webster

Sutherland was in charge of these matters, that he issued his own made heavyweight manja which he insisted we would have to use. He was told 'no' ! I still have mine, it resembles pink coated clothes line. It is only hearsay but I was told that a well known Brighton flier had developed a metal core with gun-cotton wound round it which he was proposing to use when on fire above the crowd at Portsmouth. More seriously there were allegations of lines being doctored in competition in various ways and pseudo-learned discussions on the advantages of frequently knotted line versus smooth.

The second problem of rok fighting which was difficult to eradicate even with good judges was 'passivity' or hiding in the early stages.

The Lester/Bloom rules clearly stated that the ream roks should be 2m high and that there should also be a class of individual roks 1—1.5m high competing in a parallel competition. Metric measurement was not so common in those days and many a rok were made 6ft high (this being a common dowel length). At a Brighton festival 2m was insisted on, so fliers attached light-weight spine extensions to the 2 yard kites which soon fell off in flight.

The UK competition ran for, I think, 10 years. My son and I formed a team which once won the annual award for 'Team Spirit'. This sounds laudably Japanese but was largely base on our performance at Sunderland. The kite was rather heavy, being made out of ripstop scraps from Poole sailmakers—but this had nothing to do

with our problem. Oliver was captain and I was the launcher and line-beater. At the cry of 'launch' the kite refused to rise. I checked that the bridles were not tangled and tossed it up again becoming aware of uncalled for abuse by my son who seemed to be screaming 'upside down'. I think this was the time when Andy King the commentator fell off his chair laughing.

Oliver (my rude, load mouthed son) competed in the singles with some success, inventing the tactic called the 'flue brush' which involves running quickly around all your competitors if they are close together and then pulling in your line. Keeping your line moving improves your chances of a cut and you can reduce the field quickly. He finally lost a tactical final to a young Peacock at Bristol. Ah the Peacocks! They were not only the best team but easily the most successful. But some allegations were such you wondered how they ever got the line to bend round the reel.

Team fighting became very popular—and has always been one of the most asked about items on a programme—and in the late 1980's I remember close to 50 kites lining up at Sunderland and Bristol.

Then it gradually died away and although there has been a slight mini-revival at Portsmouth, a field of 8 is good and sometimes the overseas fliers outnumber the Brits.

Why the fall off? In my view a major reason was simply that what was once new lost its novelty and there weren't enough new fliers to sustain it. Secondly the kites quickly became complicated pieces of time consuming art/craft work which the owner-flier was reluctant to put at risk. Beach festivals can obviously be a problem and perhaps it is the wide surrounds which encourage the Portsmouth field. Some fliers e.g Martin Croxton fly a kite with a simple oriental pattern on a plain background. Perhaps 'not so much to lose' - but he flew it for 10+ years. And who can forget the artwork of Doug's 'Hello Jim' series?

Smaller entries have meant that organisers now typically have an open (any size) sudden death (only 1 fight) competition which reduces the incentive. Originally many kites were made by their fliers—although Skybums roks were also common—and I suspect there are fewer makers now attending festivals.



Rok-Fighting, a brief account—George Webster

Rok fighting continues elsewhere—on Germany you can find standard issue 50m spools of line marked for rok fighting. Kites are no longer sponsored here—on Malaysia local companies have names and logos on 2 m ripstop roks—and Carolyn Swift did well to finish highest international flier in one competition.

Lastly, and it shows how far some of us have come from the lofty sentiments of the 1980's, there is something called Headland Rok Fighting which has been practiced since 2004 by those at the last festival of the year in the North East. It grew out of North East Kite Fliers having those cheap Chinese rainbow deltas with tails (why is another story) but there being too much wind and not enough space to fight roks at Hartlepool. Frustrated kite fliers soon get into trouble so a new event was developed quickly: Headland Rok Fighting by the Rainbow Warriors for the Websters Trophy. The award is not named after the writer but the empty can of Websters Bitter which is the trophy currently held by Kathleen Beattie.

The rules are set out below and are proclaimed before the fight since many contestants never read anything:

1. All roks shall be Chinese Rainbow Deltas of standard size.
2. The use of the original lines is encouraged.
3. Competitors are discouraged from trying to cut opponents bridles as there aren't any. Tipping should only be for the judge.
4. The last kite flying in the opinion of the commentator and sole judge is the winner.
5. Full body contact is barred.
6. Contestants may not personally touch an opponents kite in the air except by kicking it.
7. If kites are cut free near a cliff edge (or similar) then catchers are allowed to use their feet to help propel the kite to its doom.
8. At least one relaunch is required and others will be permitted at the discretion of the judge.
9. Contestants must be aware at all times of which kite is theirs.

A final thought—the public do like the idea of competition and being able to see a winner. We all know that a 'Sudden Death' can be fluked but, on the other hand some fights go on for 10 minutes so a proper 3 fight contest in 30 minutes plus and this is a long time for some festival programmes. While I never liked the ap-

proach sometimes taken at Bristol, which was to have them battling away in a corner (and it always is a corner) while getting on with the rest of the demo—do we feel that there is something to encourage—perhaps Indian fighting, or a display or Oriental kites between rok fights?

Coincidentally after we received this from George, Keith Griffiths from STACK got in touch to see if we were interested in having a national event once again as quite a few Stack members were keen—details are on the STACK page (29) . For this year the competition will be for individual flyers only - so there will be competitions at STACK events (to which non STACK flyers can enter and rounds at Weymouth, Blackheath, Portsmouth, with the final round at Margate, where the (original U.K Rokkaku challenge trophy) will be presented. If there is enough interest maybe STACK and ourselves will do teams next years. Entry for the competitions will be on the day.

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Something Quite Unique For Sale.

Due to circumstances far beyond my control, I reluctantly have to sell my Aeolian wind harp. This instrument was commissioned from Robert Valkenberg who produced a most effective and unusual instrument from a basic idea. It is double sided with the sound box in the middle and two wind gathering venturis on either side that are reminiscent of an aircraft wing. Made of Mahogany and Birch ply, it is around one metre tall and is free standing on hardwood feet. The method of construction allows the strings to be tuned to whatever intervals are desired and the venturis ensure that it sings in a very wide range of wind conditions. With the feet removed it can go into an open window in the traditional manner. This is a work of art from a well-respected maker as well as being a fine instrument. For sale at just £250 with tuning key and spare strings, so that it can be appreciated in a proper environment.

For further details contact Hugh Blowers 01502 712570 or email h.blowers@btopenworld.com

Margaret Greger

Margaret (Haun) Greger, 85, passed away peacefully in her home on March 11, 2009. She was born on Dec. 6, 1923, to parents Henry and Elizabeth Haun in Harrisburg, Nebraska. After graduating from the county high school as valedictorian, she began working for a regional newspaper, eventually becoming a member of the Typographical Union. While attending the University of Nebraska after World War II, she met George (Greg) Greger, a GI Bill student who had returned from service overseas. They were married on April 4, 1947. In 1950, they moved to the Tri-Cities, where her husband worked at the Hanford Project, and where they raised their seven children. Neighbor kids enjoyed the Greger backyard playhouses and the reliable supply of homemade root beer. They knew that if they wanted to drag 53 tumbleweeds into the backyard to construct an igloo, Margaret Greger would be fine with it. Once, anyway.

Attention to family, kites and wild flowers were foremost her life. She was active in both the Catholic Church affairs and the Democratic Party. In the 1960s she fought for civil rights in the Tri-Cities. She served the Audubon Society as its librarian for many years. As her children grew up and left home, she devoted herself to kite flying, kite making, teaching kite classes,

and writing the five kite making books she publishing. Her books "Kites for Everyone" and "More Kites for Everyone" are prized by kite makers and teachers worldwide. In the Tri-Cities, she was known as "The Kite Lady".

In 1996, she was named American Kite Magazine's Kite Person of the Year. The tribute article stated that she had taught thousands of adults and kids how to make and fly kites in over forty years of dedication to the craft. In 2002, Margaret was inducted into the World Kite Museum's Hall of Fame. Kindness toward friend and stranger alike, love for her family, and a sense of humor rounded out her life.

Margaret Greger is survived by husband George, brothers Jim, Larry and Joe Haun, and sister Loretta Peterson; children Debora, Miriam, Joel, Jan, Amelie, Del and Evan; and grandchildren Thomas, Avalon and Brennan.

As a remembrance, we suggest readers fly a kite in that empty space in the sky. Thoughts and memories may be expressed in the online guest book at www.einansfuneralhome.com.

Seen on E-Bay

1911 rare S. F. Cody WAR KITE brochure Farnborough. Historic museum quality 1911 S. F. Cody Sales Brochure for his war kite and aeroplane 8 pages - Size: 7 x 10 inches. On sale for \$1000.



2009 Presidential Barack Obama Inaugural Paper Kite

This unique kite was designed to celebrate the historical inauguration of the 44th President of the United States, Barack Obama. The kite measures 24 x 18 (height x width) and has an 18ft long tail decorated with

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red and blue cloth ribbons. Only one kite was made and is signed and dated by the artist.

This kite has been designed so that it can be flown, but it will make a beautiful decorative addition to any home or office if framed professionally. The starting price was set at \$499.99—and attracted no bids.

1992 1oz Platinum Chinese Butterfly Kite Invention Coin

Only 100 Minted. Butterfly Kite Invention Commemorative



It was minted as part of the Chinese Mint's Inventions and Discoveries series. This particular coin commemorates ancient China's invention of the Butterfly Kite. ONLY 100 EXAMPLES WERE MINTED, and considering there are over 1.3 billion Chinese citizens, this coin is rare. Conditionally, this coin looks very well-preserved. It is housed inside a hard plastic capsule, which is sealed inside a soft plastic sleeve. Sold for \$6000.

1958 Automatic Rocket and Satellite Launcher.

Giant 10" Launching Rocket For Kites. "Up for Auction is A "RARE" ©1958 Sensational AUTOMATIC ROCKET and SATELLITE LAUNCHER. MADE IN U.S.A. by BLACK-HAWK PLASTIC MFG., CORP., Addison, Illinois. Box Says it's FOR KITES. It's Safe and Easy To Operate. Kit No. X59... GIANT 10-inch LAUNCHING ROCKET. Looks as if everything is in the box but I only have 1 hanger (it's the photo of the wired shape figure 8). There are also 3 red plastic parachutes (about 11 1/4" Square).



Found on YouTube that we thought you may like.

K.I.T.E. movie trailer. A spoof film trailer about a self aware kite that starts to take over the world. Worth a look and a chuckle. www.youtube.com/watch?v=z5v94hbmxxU

Ancient China - Kite Making

Created by the Discovery Channel. This one shows one of China's famous kite makers and his kites. He is making a centipede in this clip. It is aimed at children—judging by the commentary.

www.youtube.com/watch?v=yzTy4g0aGkU

Richard Hammond Blast Lab - Kite

Basically take a clapped out old car, remove the roof, add one expert with kite, pretend to be a buggy—but rather heavier and see what happens. It then races against someone on bike.

www.youtube.com/watch?v=2eYdarLhuNU

Street Art: Joshua Allen Harris' Inflatable Bag Monsters

Not strictly kites—but we thought they were good.

www.youtube.com/watch?gl=GB&hl=en-GB&v=PH6xCT2aTS0

FlyNY

FlyNY is an international design competition is open to architects, artists, engineers, and designers. Participants will present their original designs at a public kite flying event on Pier 1 in Riverside Park along the Hudson River on May 9, 2009. The event will include kite-making and kite-flying lessons for community children who will be taught basic principles of design. Creative director Aurelie Paradiso stated that "Designing and building a kite, like a building, involves an understanding of structure, proportion, craft, and function. Form and function are inextricably intertwined and constructability is paramount. Kites use wind energy to perform, creating the opportunity for a discussion of sustainability in design and performance."

Competition participants will be asked to donate their original kites for a public exhibition and auction of distinguished designs at the Knoll showroom on May 28th. Proceeds from the auction will benefit the New York Affiliate of Architecture for Humanity (AFHny), a non-profit organization devoted to providing free architectural services to underserved communities.

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Project director Victoria Walsh stated that "FlyNY gives architects the opportunity to share their talent with the community, participate in a dialogue about design and design limitations, and contribute to a great cause. Participants, architects and the public alike will enjoy the rare opportunity to "build" their designs in a world-renowned context – the New York City skyline." Marketing director Hannah Purdy adds, "The kite auction gives us all an opportunity to own an original design by a famous architect or artist. While you may not be able to afford a Frank Gehry house, you may be able to afford a Frank Gehry kite!"

www.flyny.org

Star Wars kites: peaceful distraction while the world goes to ruin

With the economy in ruins, cyborg bugs threatening to invade every nook and cranny, and no holding off the terrifying DTV switchover, now would be a great time to step outside and fly a nice, relaxing kite. Since we're geeks, however, it can't just be any old kite, and until they create a Steve Jobs model we'll have to make do with these 3D Star Wars kites.



Modelled after the iconic ships from the Star Wars films, despite the three shown in the picture there are only actually two available from ThinkGeek. Take your pick from either Luke Skywalker's X-Wing or Darth Vader's Tie Fighter; no word on when you might be able to pilot the Millennium Falcon.

Thanks to the wonders of air, each billows out into a decent 3D facsimile of the film spacecraft. They retail for \$39.99.

From bournelocal.co.uk.

Peter to fly a kite in record attempt
Published Date: 06 March 2009

A Morton man hopes to be part of a team to smash his own world record by flying a kite at a height of almost four miles. Peter West (63), of Ford Lane, and member of the Great Ouse Kite Flying Club plan to fly a kite at 17,000ft.

They will need permission from the Civil Aviation Authority. Peter, who is chairman of the

group and holds the kite altitude world record of 12,000ft, said: "This is going to be a very difficult record to beat. It will probably take about six hours of flying to reach that height. It is a test of patience and waiting for the right weather conditions."

The specially constructed kite will be kitted out with a satellite navigation system to confirm its altitude. And because of the angle of the line and its weight, there will be support kites to keep the line airborne.

Peter added: "If you get a kite to 10,000ft you probably have 20,000ft of line. Kites will be needed along the line to support it as the line weighs a lot."

A date for the world record attempt has not been set and the team will need to monitor weather at the launch site, close to The Wash, for a minimum of 72 hours beforehand.

To attempt the challenge the group has bought £500 worth of specialist line and will use up to half a dozen £300 kites to keep the main kite airborne.

Peter, who raised £300 for Macmillan Cancer Support through a mass kite flying rally, visits schools to demonstrate kite making. He said: "Almost everyone at some time in their lives has found enjoyment in flying a kite. We need to pass that experience on to the next generation."

A record not to be sniffed at (from the BBC)

By Linda Serck

It was almost Friday the 13th meets Comic Relief when winds ripped the world's biggest red nose in Reading. But a stitch in time raised more than £2000 for Red Nose Day, ensuring the owners hadn't blown it...

It's officially the world's biggest red nose and it's been designed by a Berkshire man. But Andrew Beattie's red nose, which is actually an eight metre-wide kite shaped like a nose, nearly never made it off the ground when it ripped last night. Andrew says he'd almost blown it.

"We ripped it in the strong wind outside, just a small amount of unevenness in the pressure and it just made a huge rip. We've done about

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ten metres worth of damage."

Luckily it was stitched together in time and displayed outside Selway Moore Solutions on Basingstoke Road in Reading for its fundraising stint on Thursday 12 March. Speaking to BBC Berkshire on Red Nose Day (March Friday 13 2009) Phil Reakes from the company says: "We raised well over 2000 pounds!"

Drivers and other passers-by stopped off at the red nose to make a donation. "When people saw it they said 'wow that's fantastic', they were impressed because it's the size of our building."



On the morning of Red Nose Day it made an appearance at the Avenue School in Reading before being deflated until next year. So why did Andrew decide to build this huge red nose? Phil says "A few years ago Comic Relief made an appeal where they wanted red noses that would be big enough for a house, so Andrew here decided he'd make a nose that was big enough for two-and-a-half houses - a block of flats you could almost say!" And will they be building a bigger nose next year? Phil laughs but also groans: "Please don't challenge us!"

Japan Kite Museum Tour.

If you happen to be going to Japan then check the following link. [Http://hisexperience.jp/culturalactivities/washi_kite.html](http://hisexperience.jp/culturalactivities/washi_kite.html). It is an afternoon tour and provides you with the opportunity to make "Washi" (Japanese paper), wood-block prints and kites all at once. You will be fortunate enough to make Washi at a Washi shop established in 1653! After that, you will visit the Museum of Kites where 3,000 kites are exhibited, including many precious works made by hand painting kite artists. You will then start making a kite by using a block print picture. Come to Nihonbashi, the center of Tokyo, and participate in an important aspect of traditional Japanese culture!

From the Times Online


Polar kite-ski explorer Fiona Lindsay follows grandfather's lead

Fiona Lindsay, 36, a physiotherapist, will take his route in reverse, starting from the ice station that he built in a previous expedition in 1930, hauling a sledge across hundreds of miles to the midpoint of the Greenland ice sheet before setting her kite sailing on a southwesterly wind, which will drag her and her three companions to the western coast.

The expedition will raise money for an orphanage in northern Greenland and help to prepare Ms Lindsay for a kite-skiing assault on the South Pole, where she hopes to be the first woman to kite-ski from coast to coast across Antarctica.

"The record is less important than just doing it, though," she said this week. Her grandfather experimented with a similar wind-assisted technique, carrying sails to be rigged to the sledges, an experiment that failed.

Lets Go Fly A Kite!



Ever tried to fly your kite and it's been caught by the 'Kite Eating Tree'? Well now you can come along to The Kite Festival at Layer Marney Tower and enjoy the 20 acres of tree free space.

There is an opportunity for both experts and beginners to fly their favourite kites, and the more creative will be able to build and decorate their own flying machines. The event is being supported by The Essex Kite Group and other enthusiasts who will be on hand with their tips on both building and flying.

So get practicing your flying techniques or start thinking about the type of kite that you would like to build and come over to Layer Marney Tower for a great day out.

Entry to Layer Marney Tower is £5.00 adults, £3.00 children and £14.00 for a family ticket and there is no additional charge for joining in The Kite Festival. The Tower, gardens, farm and play area will be open from 11am each day, with lunches and light snacks available from the Tea Room.

The Kite Festival 2009 takes place over the first Bank Holiday in May, Sunday 3rd & Monday 4th May 2009 from 11am - 5pm each day.

Layer Marney Tower provides a magnificent backdrop for plenty of flying as well as the opportunity to enjoy the kites and views from the top of the Tower.

THE KITE WORKSHOP
The Kite Workshop in the Long Gallery costs just £1.00 per person, with workshops from 11am to 1pm and from 2pm to 4pm each day. The Essex Kite Club will be in the field from 1pm to 4pm each day for anyone who needs advice.

The best decorated kite will be judged by members of The Essex Kite Club and announced at 3.30pm

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All displays and program are weather dependant



Approved charity for further detail go to www.whkf.org.uk

Kite Flyers of Kabul—Caroline Jaine

An Invitation to Reach Out to the Kite Flyers of Kabul

"Throw your dreams into space like a kite, and you do not know what it will bring back, a new life, a new friend, a new love, a new country"- Anais Nin

Two estranged communities three and a half thousand miles apart, whose relationship (at a political level) has had a chequered past. The face of Afghans for many British people is that of a Taliban militiaman complete with pakol and an RPG mounted on his shoulder. For many Afghans, the public face of Britain is in the form of the thousands of uniformed soldiers in their country.

Before my trip to Afghanistan last year, I watched Khaled Hosseini's *The Kite Runner* (and read the book!) to get a flavour of the place - when I arrived I was delighted to see kites fluttering above the capital. When I returned to Britain after an exhilarating trip, I came across a local kite festival - in Royston, Hertfordshire only a mile or so from the village I live in. I immediately wondered whether the British kite flyers shared similar feelings as their Afghan kite-flying cousins as they looked to the skies mesmerized by their craft.

It struck me that here was some common ground, perhaps worth exploring. If two groups of people shared this passion, maybe there were other things worth sharing. So I contacted my friend Mohammad Naseeb who runs the Welfare Association for the Development of Afghanistan to see if the kite flyers of Kabul had an association or society. They didn't, but the kite flyers Mohammad spoke to said they wanted to form one. So WADAN arranged the groups very first meeting on 16 January this year. Attended by 15 kite flying leaders from the various regions, the meeting concluded with a vow to actively encourage people to contribute to the betterment and prosperity of fellow Afghans and pass messages to promote national unity, peace, and democracy by kite flying! An outcome that far outstripped expectation.

Simultaneously I asked the local Rotary Club who organized the local event in Royston and the Kite Society of Great Britain if they were interested in any kind of cultural exchange with Kabul. Both groups showed immediate interest.

I have several exciting ideas for harnessing the good will already expressed and to make the most of this exchange, and I am currently exploring funding for the project with the British Embassy in Kabul (although would welcome any other offers of interest). The initial phase of the project will involve holding a film showing of Hosseini's movie and asking British kite flyers to record a message to their Kabul counterparts on film. The message will then be delivered in person to Kabul and shown to the group there - and they will in turn respond with a recorded message to the British group. Maybe even kites can be exchanged. It is hoped that if momentum and interest gather there can be a permanent connection between the groups using a variety of forms. Ultimately we hope to be able to invite Afghan kite flyers to travel the three thousand miles to a festival in Britain - maybe even my local one!

The project is still in its infancy but if you are interested in getting involved in this project or just want to lend your support, please drop me a line at caroline@immediate.org.uk



[The Blackheath Kite Festival—13th & 14th of June is going to feature an Indian Kite Fighting competition. It is early days yet but we have approached the Council to see if it would be possible to bring a couple of the Kabul kite fliers to the festival.]



The Spanish Anchor Knot—David Gomberg

Someone asked on the Show Kite Forum last week about the anchor knot I demonstrated at my Big Kite Workshop in Gettysburg. I call it the “Spanish Knot” because the Gonzalez Brothers showed it to me – and because I don’t think it has a better name.

If you let all your line out, then it is easy to attach the end loop to the anchor. But usually, we don’t commit all our line and need a different knot system. Generally, I’ve been using Larksheads to connect a line to a carabiner. But they tighten down or may slip if you don’t add a second knot to hold everything. Undoing the knots can be tedious.



The good news with the Spanish technique is that it is easy to take a kite off the anchor, and the knot slips free to completely disappear. The bad news is that it’s a little bulky. So if you plan to attach two or three kites to one carabiner, this may not be the way to go. Here’s how the knot works. Give it a try and decide for yourself.

If you know how to “Daisy Chain” a line, then you know the basics of the Spanish Knot. You make a loop and then pull a second loop through, and then pull another loop through that to shorten up bridles or loose line.



For anchoring, start with a line folded where you want the anchor to connect. Let’s call the connection location “Point A”. Make a loop about a foot above Point A. Then pull a second loop through that. The center of the second loop will be “Point B”.



Note that Point A is in one strand of line, and that Point B is in two of them.

Even up the three loops and slip all three strands that make up Point A and B into a biner. Notice that the line holds efficiently without sliding up snug on the metal.



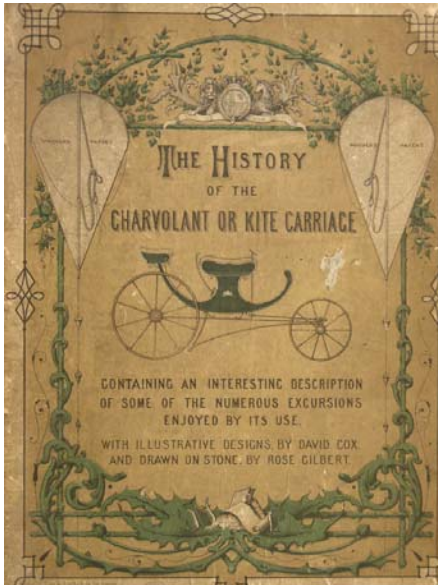
When you have the kite down and are ready to disconnect your anchor, simply slip the three lines out of the carabiner. If you then pull the single line at Point A, it will undo the slip knot and disappear!



I’m still trying to get into the habit of using a Spanish Knot on my large kite anchoring. And I’ve found in some situations, that the knot can tighten under pressure and needs to be pulled hard to be undone. But it is good to have options and different ideas when working with larger kites and this Spanish Knot is a good alternative.

Aeropleustics—Paul Chapman

Aeropleustics – or a buggy good time in Bristol



Alistair McKee came around to see me just before Christmas. Alistair works for the BBC and had been put onto me as a source of information on George Pocock who, in the early 1800s, practiced the art of aeropleustics in and around Bristol. We had a little rummage around my collection of old kite stuff and

turned up a copy of the kite patent by Viney and Pocock, as well as the two classic Pocock books of 1827 and 1851 and various other stuff that included authentic instructions on building the kites and kite carriage. The 1851 book is particularly scarce. In it you will find the account of a race between three buggies from Bristol to Marlborough (one with a crew of 6 and the others with three in each buggy). This was reproduced in *'The Kiteflier'* for October 2006. Alistair's project was to make a replica of Pocock's system and then to test it. This seemed a big challenge, particularly in respect of making an historically accurate replica since the patent only shows a side view of the power kite, while the plate in the books shows a plan view, but with no details of the sticks. The 'how to make it' book tells you how to make the sticks, but still fails to show the kite framework. Then Alistair threw me a helping hand. We were looking at my stocks of hard laid hemp and fine cotton cambric when he said that the cambric looked about right. "How do you know?" "Well, the one that I saw was a bit like that". "WHAT?" So then he told me about the kite skins.

It took a couple of weeks to get through Christmas before getting the chance to see the Pocock kite skin. When I arrived it was already carefully laid out on a bed of acid free paper ready for inspection. And in a box alongside there was another identical example! The buses in Bristol are a bit like this; as rare as hen's teeth and then two turn up at the same time. Anyway, back to the kite skin. The skins (both of them, as they are identical) have never been made up into kites. From the size of them they appear to be either pilot kites or the Pocock Patent Portable juvenile kite since the main power kite for the charvolant was much bigger. The juvenile kites are advertised in the 1851 *'History of the Charvolant or Kite Carriage'* so my guess is that these are likely to

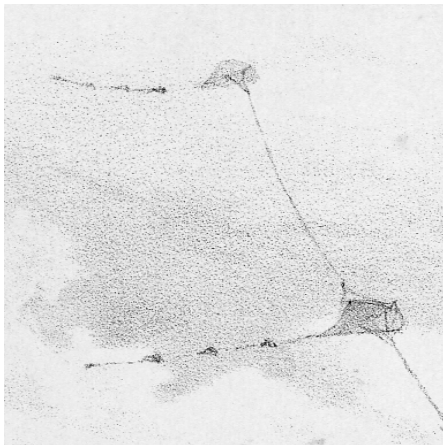


be from about that time. The indigo coloured fabric is almost certainly lightweight closely woven linen. The face has a shiny mercerised type of finish. It is unlikely that the fabric would have been specially made, so I would think that it is some sort of linen umbrella fabric. The skin is made in two halves and sewn together. The big Lion and the Unicorn crest image was applied afterwards. It is likely that this would have been a woodblock. The crest image on the kite is different from that shown in the Pocock books; both the lion and unicorn appear somewhat inebriated! My sketchbook from the visit shows that the finished kite would be 70" tall and 47" across the wingtips. There are 1.5" wide hand sewn seams around the slightly bow headed top and 1" seams along the bottom edges. These seams leave gaps at the corners to allow for fittings and fixtures. There are no signs of bridle fittings.

It is my guess that the upright stick (the straighter, made from straight grained Central American lancewood) connected to a hinge at the top. The hinge formed the centre of the 'bender' sticks that sleeve into the top sleeves. The hinge itself would open to about 240 degrees or so. There was also a spreader stick that connected across the bender. There is no gap in the bender sleeve to take a spreader connector, so the only place that this could have connected was from wing-tip to wing-tip (as described in the making instructions, but different from the common belief that the spreader would act like an umbrella spreader). The spreader would control the bender from bowing back too much under wind pressure. I also have a feeling that the sleeves also carried a hemp outline string that would connect the sticks to the skin, and then be then tied at the bottom of the kite. This would then allow the kite to be trued up.

The time for flight-testing and filming came on Sunday 11th January. The site was on the buggy beach at the Uphill end of Weston-super-Mare. The wind gods decided to make up for weeks of freezing temperatures and no wind; the anemometer showed a 15 to 25 mph gusting breeze. The men from the BBC were delighted that we had a proper kite wind! Alistair had arranged for the replica to be made by

Aeropleustics—Paul Chapman



Prop Inventor and Science Presenter Marty Jopson. Marty has a workshop in Leeds and had received copies of all my paperwork so I was intrigued by what would emerge from the BBC's white van. So was Dom Early because he had been

volunteered as aeropleustician for the day. In the event Marty had made a 'proof of principle' system. As he explained it, it would be something like the sort of thing that Pocock could have experimented with, had he had the advantage of modern materials. The buggy was a short-coupled affair – a cross between a wheelchair and a go-cart scavenged from old pram parts. The kite itself was of genuine colour and a good 10 ft tall, but it was made from a nylon fabric. The straighter and spreader were 8mm glass rods while the bender was a rather insignificant 3mm carbon (or glass) rod. The tail, as specified by Pocock, was a series of vented cone cups. Marty had not had time to make a pilot kite so Dom quickly arranged one.

The wind was really too severe but the team persevered. The pilot was launched but was pretty much overpowered. And then the big kite was ready for testing. Marty had replicated the original control system that comprised a lead line from the head of the kite. Attached to the lead line was a ring that carried another line that ran to the rear of the kite. The kite incidence angle can be adjusted by using the lower line (in Pocock's system all the lines were housed in a drag reducing sleeve). Control to either side came from light lines that ran from the wing tips, through the ring and then down to the aeropleustician. In Pocock's day there would be two steersmen, one for pitch and the other for steering. Luckily Dom is an experienced buggier so he could do the work of two men.

After a little fettling it was time to squeeze Dom into the charvolant and let him loose. And, given the strength



of the wind, we were amazed by the sight of the aeropleustician zigzagging in a downwind direction. Although I was only the observer at this stage I did



manage to get some video. What seemed interesting was the behaviour of the pilot kite. This is simply a single line kite whose only function seemed to be to keep the power kite up. What would happen when the power kite was manoeuvred, say to the left? The pilot would initially be streaming downwind but then would drift across to add its mite to the power kite. I suppose it acted as a damper to the system. The top speed of Marty's proof of principle charvolant



was nothing like the 20 – 25 mph of George Pocock's kite carriage. Neither did it carry a load of up to 16 cheering schoolboys. But it worked! And afterwards Dom hitched up a trailer to one of the modern kite buggies and individually sandblasted the entire TV crew. Broadcast on BBC1 *Inside Out* on Wednesday 21st January at 7.30pm. Can also be seen at <http://tinyurl.com/dbk9mr>

Event News

BlownAway at Weston-Super-Mare on the 18th & 19th April.

The festival is for kites & wind sports being co-ordinated by the local wind sports club Wind & Wheels in conjunction with North Somerset Council. Given enough support this event could grow year on year. In the future we may be able to attract more support from local and national business. We have been given the opportunity to use the whole beach from the Pier to Uphill for a weekend during the Easter holidays. We believe there should be some spectacular views of this event from the new 40m big wheel on the beach lawns near the Tourist information centre.

The AKF & friends will have an arena to demonstrate the pleasure of kite flying and promote their long standing club. This arena will be between the Pier and the SeaQuarium with parking between the Tropicana and the SeaQuarium. (AKF, Avon Kite Flyers). www.avonkiteflyers.org.uk

STACK will be hosting the 1st round of the UK national stunt kite championship in an arena alongside the AKF. STACK hope to complete 10 hrs of competition over the weekend including individual & pairs, teams flying dual line and quad line kites in both precision and ballet routines. (STACK, sport team and competitive kiting, www.stackuk.org).

The BKSA are running a charity kitesurf & landboard competition featuring teams of 2 in fancy dress. Prizes will be awarded for:

Disciplines – Highest jump

Synchronised – Jumping

Moves in 5 mins

Race – Kite landboard, kitesurf combined

Best Fancy Dress etc.

This will be happening to the left of the Tropicana beach car park. (BKSA, British KiteSurf Association, www.britishkitesurfingassociation.co.uk).

The BLSA are hosting the 1st round of the national Blokart championships. They will be based at the Uphill entrance to the beach and will race from the windzone all the way down the beach to the kitesurf competition by the Tropicana car park. Blokarts are mini landyachts that pack down easily to fit the boot of your car. (BLSA, British Land Speedsail Association, www.theblsa.com).

The SuperCup will be hosting parakarting or kite buggy racing alternating with the BLSA blokart racing on the main length of beach. They will be based at the Royal Sands car park, which will be closed to the public for this weekend. Traffic will be directed to an enlarged Tropicana beach car park. (SuperCup is an organisation that brings pilots from many clubs to race kite buggies). www.thesupercup.org.uk

The BFSLYC (www.bfslyc.org.uk) will be on hand to demonstrate various types of landyacht. They will also be near the Royal Sands car park. (BFSLYC is the British Federation of Sand and Landyacht clubs). Wind & Wheels is proud to be part of this national federation that represents our sport nationally, in Europe and Worldwide at FISLY (Federation International of sand and landyacht clubs). www.fisly.org

Camping for participants is available at Purn holiday park. www.purnholidaypark.co.uk 01934 812 342.

On mentioning Wind & Wheels www.windandwheels.org.uk participants can book a pitch Friday to Monday for £16 per night for up to 4 people - tent, caravan or camper. Static caravans for up to 6 people are available at £120.

The 18th & 19th of April has been chosen for the neap tide which give us plenty of beach throughout the weekend, with high tides of only 8.05m at 13.05 hrs on Saturday and 8.09m at 14.54 hrs on the Sunday, giving us enough sea for the kite surfers. BlownAway information at www.blownaway.org.uk

Swindon Kite Festival—9th & 10th May

Following the information in the last issue we can confirm that planning is well under way for the Swindon Kite Festival at it's new location. We have a full compliment of traders and caterers so most of our needs are covered. There will be the usual registered flyers marquee with the same facilities that we have come to expect. Marla will be there to run the raffle for us so make sure you have well lined pockets.

One feature that may be missing this year is Neil's voice on the PA as he goes in to hospital shortly for his second hip replacement.

We have had to make the decision this year not to have a field for traction kiting as we are not sure of the site. Hopefully next year if the event works on this site.

Please note that the roads around M4 J16 are likely to be very busy that week end due to the BBC event taking place at Lydiard so take extra care. Local accommodation is now very scarce for the same reason.

We look forward to seeing you at Brinkworth and all information can be found on our web pages at www.whkf.org.uk

12th Suffolk International Kite Festival - 16 & 17th MAY 2009 - 10am to 5pm

This is staged jointly by the Suffolk Kite Flyers Club, Friend's of Rougham Airfield and Rougham Estate at the beautiful and large flying site of Rougham Airfield 2 miles East of Bury St Edmunds.

Event News

This is a festival for all kiter's and a great family day out and includes a full range of children's entertainment, a fairground, a kite workshops sponsored by Warburton's Bread Company and Rougham Estate Farm, sweetdrops, and competitions. A full range of catering facilities, real ale beer tent will be on the festival site. Craft Show and kite traders will be there for all your kiting needs, talk to the experts and pick up a bargain from the kite professionals.

Once again we will have 6 arenas, a single line kite display, main display, large inflatable, the STACK competition, a practice arena for STACK and clubs and a much larger arena for power kiting plus a public flying area.

Saturday evening meal and social

Saturday evening before the kite auction a meal is available for those staying over the weekend. There will be a great choice and tickets will available in the SKF marquee until 4pm on Saturday. During the evening the beer tent will be open. We hope you will all be able to join us for the meal, auction and music. If this great festival is to survive the credit crunch we need your support - thanks

Kite Auction

After the success last year, we intend to hold the second SKF Kite Auction Saturday evening. Proceeds from the auction go towards funding next years festival and to our chosen charity "East Anglian Air Ambulance". For this auction to work, we need to have as many new/used kites and kite related stuff as possible. Anything and everything will be willingly taken. Please feel free to email Dave Higgins at dhiggins@enorf.ac.uk with any suggestions or donation offers. This can only work if we all try hard enough – please ask around. Note the auction is for invited guests, teams and kite fliers and those who are camping on site – not the general public.

Saturday Night Entertainment

After the auction music will be provided by The Ozone crew. Ozone are breaking barriers and boundaries with entertainment at various kite festivals across the globe, being joined by Lx with live visuals, video, lighting and atmospheric things are definitely gonna go with a bang! After kiting make sure you check out the after-parties that this crew will be hosting.

Schools & Group Kite Making and Flying Competition

Once again we have invited schools and groups around the Suffolk area to take part in a mass kite making and flying competition on Saturday at 3pm approx. They have all received a basic rule fact sheet which includes the maximum size and that the kite must be made of recyclable materials. Two

cash prizes will be awarded to the school or group who come up with the best design and flying kite. Over 11's & Under 11's – 1st prize £200 & 2nd prize £50 for each age group. Free Warburton's mini-kites will be given to the first 100 young competitors

Display Teams and Flyers

Single line flyers includes Paul Brooks, Rob Brixton (Skunk), Dave Mitchell and Peter Smith all who will displaying some unusual kites plus many more club flyers as well. The top power kites available in the UK have also be invited and include our very own Suffolk Kite Flyers display team

STACK UK will be opening the UK Championships series for 2009 at our festival. Teams and flyers from around the UK will be gathering to show off their skills. The following superb Display teams have also been booked and include The Flying Squad, Airheads including a Dragon kite display, The Decorators, Evolver - Carl and James Robertshaw with Chris Goff, The Beccle's Bunch (Large Inflatable kites some over 100ft in length), Andrew & Kathlyn Beattie – Larger than life display, Brighton Kite Club (Large Inflatables and decorative kites), Dark Star (Bryan Cattle – One-man three kites), Team Spectrum (Colorful kite display team to music), Bruno – Display of kite stacks, Suffolk Kite Flyers – Power kiting display, There will also be displays from the best of the UK STACK teams and individuals. The Kite Society will also be on site.

Note: - If you own a Dragon kite please bring it to the festival and join the Airheads in a mass fly each day in the main arena - thanks

Camping is available from 2pm on Friday 15th **NO earlier**, we need Friday morning to set up the site – unless you would like to help? and you can stop until 12 midday Monday 18th if required. Fee is £5/night payable when you arrive. No need to pre- book as we have loads of space. If you anticipate arriving late please let us know to ensure arrangements are made for the gates to be unlocked.

Free Entry to the Kite Festival will be only be allowed with a Pre-booked Traders pass or vehicle/camp pass issued prior to the event otherwise you will have to pay the full entrance fee(s) (General public will not be allowed on site until 10am on Saturday and Sunday) - Kite Society members who show a valid membership card will get a 25% reduction on the gate price only (this does not apply to the camping fee or advance tickets).

Advance discount tickets are available from the Theatre Royal in Bury St. Edmunds. Tel:- 01284 – 769505 for details. *Please note that the entrance gate will manned this year on Friday as well.*

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You are welcome to bring your dogs but please tidy up after them - thanks

For up to date information including camping arrangements, site layout, map location etc. please visit our detailed web site www.skfc.co.uk or e-mail martin@skfc.co.uk.

Martin Corrie Tel. 01206 299560 or Mobile 07775 744377

Basingstoke Kite Festival - 6th & 7th June

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

Come along and help us to celebrate our 17th estival and join in the fun!

The theme for the weekend is ENERGY. As in previous years, a prize will be awarded for the best themed kite, so you can now get carried away with your imagination!

Guests will be from Home and abroad and as well as things going on in the display arena, there will be the usual array of activities, along with various Kite & Food traders.

A raffle is held over the weekend with lots of donated kite related prizes, so Kite traders please take note!

On Saturday evening we will have our usual Social Get Together in the marquee, and all are welcome. There is a small fee if you would like to join in with the Buffet, please let us know in advance if you are interested-well worth it!

Camping is available on the Friday and Saturday evenings @ £5 for the weekend (payable on the weekend) and there are showers and toilet facilities on site.

Come along and join in, and we look forward to seeing you there!!!

Contact: Alan Cosgrove (Main festival Organiser) 01256 421800 Roy Broadley (Kites Up) 01256 812487

Butser Hill Festival of Flight Sunday June 14th 11am to 4pm

This has now been held at Butser Hill for several years, and always fun. The site is off the A3, located between Horndean and Petersfield, and not far from Queen Elizabeth Country Park.

Follow the brown signs for BUTSER HILL.

Kites, Hand gliders, Para gliders and Model gliders

are welcome. Parachute your Teddy Bear for fun!

Plenty of space for flying. There is an on-site cafe for basic refreshments. (but Please contact the Park before the event to confirm the Cafe will be open and what will be on sale, as this is out of our control)

Sorry, but buggying is not permitted.

This is just a relaxing, fun day, with room to fly your kites, or purchase one while you are there. Come along and have some fun!

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

14th. SOUTHAMPTON KITE FESTIVAL 2009 20th. & 21st. June 2009.

This year sees the 14th. Southampton Kite Festival organised and run by Solent Kite Flyers in conjunction with Southampton City Council and C.Coles Fun Fair. It is to be held over the weekend of 20th. & 21st June 2009 from 10:00am. to 5:30pm each day with night flying on Saturday evening. The venue is Lordshill Sports Ground 5 Acre Field Lordshill, Southampton Hampshire. Access is via Junction 2. M271 off Junction 3 M27 and the site entrance is off Redbridge Lane. All major access routes will be AA signposted for the event.

This year's Kite Festival will be a great show of many different types of kites, flying displays and kite competitions, as well as varied and interesting activities happening around the Festival Site. Each day will see Kite Flying Displays from, Individuals, Pairs and Teams in National Sport Kite Competitions. See some of the best fliers in Britain each morning as they compete in one of the STACK UK championship rounds as well as general entertainment and display flying to music all in the main arena. There will also be a few very special arena displays from local groups, including displays of Power Kiting with buggies and boards. We have invited International Guests to give both flying and static kite displays around the Festival site and there will be plenty of open space available for public flying, so make sure you bring your own kites to fly. There is no excuse for not joining in with the fun and C.Coles Fun Fair will be on-site and open all weekend for those thrilling rides and side stalls. There will be a Kite Making Workshop, in which everyone will be able to make their own simple kite, A Sport Kite Flying School for help in getting started in two and four line kites, as well as large and small Kite Traders selling a range of Kites and Accessories to all levels of experience and price. Craft stalls, general interest and activity traders, hot and cold refreshments, live music, face painting and Punch & Judy will also be there to keep all ages entertained throughout the day on Sunday.

Close Encounters Kite Display Team will be offering you the chance to fly with them as a Team in the main arena (don't worry – they will supply the kite

Event News

but you have to be able to fly straight(ish) lines and corners already). There's also another chance to enter this year's "WIN A KITE" competition with a Benson kite as first prize, so bring your camera. Check out their web-site for further details of the "*One for the Album*", free to enter, photo competition online at www.closeencounterskites.co.uk

There will also be 'Parachuting Teddy Bears!' so don't forget to bring along your own 'Cuddly Toys' to join in the Fun; each one receiving a certificate for their bravery.

Weather and wind permitting, there will be a 'Night Fly' on Saturday evening from dusk. This is open to all fliers to join in, with the kites having lights attached or using reflective tapes etc. Some of the food traders may stay open as long as there are customers to serve!

If you don't feel like flying a kite, then why not just come and watch one of the most colourful and exciting events to happen in Southampton this year. Entry is free, parking is free and the sky is free for all to use and enjoy but there will be a small charge for camping.

If you need more information then contact Mike Lowe of Solent Kite Flyers on 02380 770788 or email secretary@solentkiteflyers.org.uk

Sunderland International Kite Festival—4th & 5th July

Sunderland Council are already planning the next Sunderland International Kite Festival which will take place on the first weekend in July 2009.

VENUE - the festival is a two day event on a green field site in Washington (8 miles from Sunderland, 7 miles from Newcastle, 16 miles from Newcastle international airport 10 miles from the international ferry terminal at North Shields).

EVENT—it's is a family event with music, street theatre and activities for children to complement the kite programme.

THEME—friendship is the theme of the festival

KITES—the kite programme includes artistic kites and acrobatic kite displays, alongside a kite exhibition and ground based installations.

In 2008, the festival featured Kelvin Wood's butterflies, Nick James's angels, Karl Longbottom's pants, Peter Taylor's dragons, Robert Trepanier, Kisa and Anke Sauer's painted quads, Vulandra's UFO, Giacomino Reverberi's double hexagons, Holland Kite Team's birds, Martin Lester's spirits, Zoone's Raymond kites, Robert Brasington's collection, Mike Mosman's amazing split edos along with many, many more.

The kite programme will be organised once again by Infinite Arts. Please contact us if you would like more information.

Info@infinitearts.co.uk, Try our website – www.infinitearts.co.uk go to 'what we do' and then click on 'kites'

Pauline Taylor

Festival postcode NE37 3HR.

From 2009 information will be available on www.sunderlandevents.com

Brighton Kite Festival 11th & 12th July

Brighton Kite Festival is one of the longest, if not the longest, running kite festivals in the UK. It has been running for the past 30 years at various sites around Brighton and for the past 10 years it has been held in Stanmer Park, next to Sussex University's Falmer site. Where it is planned again for 2009 (11th and 12h July 2009) giving the park one of its most colourful events of the year, with kites of all shapes and sizes are flown.

The Festival is organised by members of Brighton Kite Flyers (www.brightonkiteflyers.co.uk). Brighton Kite Flyers will again be running this as a free event for the public and kite flyers making it one of the largest free events offered in the Brighton area (although the university do have a charge for parking.)

This year.in its 31st year, it promises to be better than ever and have lots for people to do and see. We are planning to have arena displays of as many types of kites and kite flying. From the children's workshop kites trough 2 line kite displays and to the gigantic inflatable kites. We will again have a fly of "Spirit" kites designed by a leading UK kite builder and flyer... We will also be having a dragon kite fly where, all types of dragon kites will be flown both traditional and modern. Other plans are afoot for other themed arena displays and information on these can be found on the website www.brightonkiteflyers.co.uk

The festival will be signposted from the A23 and A27, which will direct you to the PARKING at Sussex University. The nearest British Rail Station is Falmer. On the BRIGHTON & HOVE bus route 25 from Brighton.

For more information look at our Website www.brightonkiteflyers.co.uk or contact chairman@brightonkiteflyers.co.uk

We would like to thank Brighton & Hove City Council sponsors of this years Brighton Kite Festival.

Blackheath Bike and Kite 13th & 14th June

Despite the financial woes of the country Lewisham Council have once again decided to run the Blackheath Bike and Kite weekend at Blackheath Common, London. This decision has only just been made so details are a bit sketchy—check the web site for more details as they come in. The event in 2008 was well attended by both kite fliers and bikers and some changes have been made following our suggestions, to improve the event and make it more accessible to all.

The event coincides with the beginning of Bike Week hence the joint nature of the event.

For people interested in staying nearby The Clarendon Hotel, Montpelier Row, Blackheath, London SE3 ORW. Tel: 020 8318 4321 or email: relax@clarendonhotel.com. is the nearest hotel. We may be able to arrange a discount on their standard rates so try quoting 'Kite and Bike Festival' when making your booking.

For information about other places to stay, go to www.lewisham.gov.uk and search on 'where to stay'. Follow the links to Visit London or the Lewisham Tourist Information Centre. 020 8297 8317 or email tic@lewisham.gov.uk

One of the main changes this year is free on-site parking for **registered kite fliers only**. You must book in advance by sending us an SAE with your car registration number (to the normal address on page 3). We will issue passes and location details. Other parking is available in Greenwich Park and in Blackheath Village (or local roads). The council preference is to use your bike or public transport.

The Bike and Kite Festival will take place from 10:30am each day. The event has been organised by the Kite Society of Great Britain and Festival Special Events on behalf of Lewisham Council. Sponsored by Transport for London, it is being held during National Bike Week.

From the kite side of things we will have the usual mix of fliers and disciplines—including Team Spectrum, Close Encounters and Flying Squad. Again see the web site for more details as they come in.

There are also plans to run an Indian Kite Fighting competition with the Medway Fighters and, you never know, some overseas kite fighters as well.

There is also a possibility of running a 'Kite Clinic' - for two and four line kites. This would be similar to the I-Quad clinics held last year at Portsmouth but would be free of charge except for a nominal charge to cover insurance. We need to gauge the interest so if this is something you would like to take part in—Saturday and/or Sunday—then please email us at blackheath@thekitesociety.org.uk.

From the bike side of things:

- Dr Bike will be offering free fixing and servicing of your bike.
- 'Try before you buy' with the Company of Cyclists, whose aim is to promote cycling in all its forms, whether as a means to get to work or just for leisure purposes. They'll have over 20 different bikes to try.
- UK mountain bike stunt display team, Team MAD, will be demonstrating death defying leaps, jumps, hops and balancing skills, using only their custom made stunt bikes throughout the weekend. Children can get in on the act with special interactive in-between show 'skill sessions', where they can learn tips and tricks to help them perform their own bike stunts.
- There will be guided bike rides to the Millennium Dome, Surrey Docks City Farm and 2012 Olympic Site running throughout both days.
- Lewisham and Greenwich Young Cyclists will be running cycling activities for children and young people on the Heath, including cycle slaloms, slow races, and cycle limbos.
- There'll be an exhibition of vintage bikes (Penny farthings etc) from the late 1800s, with riders in period dress.
- And there'll also be plenty of stalls selling arts & crafts, toys, obviously bikes & kites, as well as a vast range of food and a licensed bar.

This year the council would like to be more involved with the schools in the borough.

John Bull and All Saints Primary Schools are running a kite-making competition for their pupils. The best kites will be judged at the festival, with awards presented by the Mayor of Lewisham.

Any other school children who have made kites are more than welcome to bring them up to the Heath over the weekend to fly.

Anyone interested in trading at the event should look at www.lewisham.gov.uk/NewsAndEvents/Events/BikeKite2009Booking.htm or call 01825 840818 for details. Prices run from £60 to £200.

We hope you will support this event—we worked hard for the parking.

We look forward to seeing you there.

April 2009		
18-19	Weston-Super-Mare Beach Kite Festival.	dom@ufopowerkites.com
25-26	Jolly Up4, Cliddesden, Basingstoke. Plus Ballet Competition	Kites Up
May 2009		
3-4	Weymouth International Beach Kite Festival, Weymouth Beach, Dorset	The Kite Society
3-4	East Yorkshire Kite Festival, Driffeld Showground, East Yorkshire	01430 860070 www.kite-festival.co.uk
3-4	Layer Marney Tower Kite Festival, Colchester	info@layermarneytower.co.uk
9-10	Swindon Kite Event , Brinkworth House, Wiltshire	WHKF
16-17	Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds	Martin Corrie
17	Rockingham Kite Day, Rockingham Castle, Nr Corby, LE16 8TH	Neil Harvey 01285 740295 or 01235 523163
29-31	Exmouth Rotary Kite Festival, Imperial Recreation Ground, Exmouth, East Devon	www.exmouthrotaryclub.co.uk
30 - 31	3rd Harewood House Kite Festival, Harewood House, Harewood, near Leeds, North Yorkshire	vennssa.potts@ntlworld.com
June 2009		
3-7	Houlgate Plein Vent, Houlgate, near Le Havre, France	imagedevent@wanadoo.fr
6-7	Basingstoke Kite Festival	Alan Cosgrove
6-7	7th Wirral International kite festival," The Dips", New Brighton, The Wirral, Cheshire	dhkites@hotmail.com
6-7	Beacon Park Kite Festival, Beacon Hill County Park, Up Holland, nr Skelmersdale, Lancashire	enidknowles@12freeukisp.co.uk
6-7	Margam Kite Festival, Margam Country Park, Margam, Port Talbot, South Wales SA13 2TJ	www.npt.gov.uk/margampark 01639 881635
7	Ashdon Kite Festival, Waltons Park, nr Saffron Walden, Essex	ashdonkites@castlecamp.com
13-14	Blackheath Kite Festival, Blackheath, London	The Kite Society
13-14	Teston Bridge Kite Weekend, Maidstone, Kent.	Ron Dell
14	Butser Hill Festival of Flight, Hampshire	Kites Up
14	Peterborough Kite Festival	Jill Ferrer 01733 563958 www.gokf.co.uk
14	Moss Bank Park Kite Festival, Bolton.	dave@kitecollective.com
19-21	The Gathering 2009, Damyns Hall Airfield, Upminster	mjbkites@hotmail.co.uk
20-21	14th Southampton Kite Festival, Lordshill Recreation Grounds, Five Acre Field, Redbridge Lane, Southampton, Hampshire	www.solentkiteflyers.co.uk
July 2009		
4-5	Sunderland Friendship Festival	info@infinitearts.co.uk
4-5	St Helens Kite Festival, Sherdley Park.	NKG
11-12	Brighton kite Festival, Stanmer Park, Brighton	Brighton Kite Fliers
11-12	Barmouth Beach Kite Festival, on the beach opposite the new Lifeboat Station, Barmouth, Mid Wales	bigdave_rikok@fastmail.fm
18-19	Leominster Kite Festival, Berrington Hall, Herefordshire HR6 0DW	Karl Longbottom www.kitefestival.org.uk
19	Dunstable Kite Festival, National Trust Gateway Centre on the Dunstable Downs.	Martin Corrie
19	Morecambe Beach Kite Festival	dave@kitecollective.com
25 - 26	Kite Kamp, Newlands Park, Bishops Cleeve, Cheltenham	www.gvkf.org.uk
August 2009		
1-2	Jolly Up5, Cliddesden, Basingstoke	Kites Up
1-2	Sheffield Kite Festival, Parson Cross Park, Sheffield.	info@sheffieldkitefliers.co.uk
2	Royston Kite Festival, Therfield Heath, Baldock Rod, Royston	peteramitton@btopenworld.com
8-9	Teston Bridge Kite Weekend, Maidstone, Kent	Ron Dell
8-9	Kite Weekend, RHS Garden Hyde Hall, Hyde Hall Road Rettendon Common, Chelmsford	RHS
15-16	Shrewsbury Kite Festival.	Sky Bums
15-16	Dover Kite Festival, Astor Playing Fields, Tower Hamlets, Dover, Kent	Malcolm Ford 07840 086770
23	Hunstanton Kite Festival, Smithdon High School, Hunstanton, Norfolk PE36 5HY	
29-31	Portsmouth International Kite Festival, Southsea Common, Hampshire	The Kite Society
September 2009		
12-13	Bristol International Festival of Kites and Air Creations, Ashton Court, Bristol	Avril Baker
19-20	Margate International Kite Festival, Main Sands, Margate.	The Kite Society of Great Britain
27	Wakefield Kite Festival	Tony Wade 01924 335985



By Keith Griffiths, National Director of STACK UK
(keith.griffiths@physics.org)

Summer 2009

Well, spring has definitely sprung, as I write this the sun is streaming through the window and I spent a couple of hours yesterday on the beach! And with summer comes the kite festivals, which for me means 3 months of weekends away and tired Sunday evening journeys home. But it's doing what I enjoy, and I'm sure a lot of you do the same.

From the point of view of STACK we are running four competitions this year, nicely spaced in April, May, June and July:

18/19 April Weston-Super-Mare (Blown Away Kite Festival)

16/17 May Rougham (Suffolk Kite Festival)

20/21 June Southampton Kite Festival

18/19 July Berrington Hall (Leominster Kite Festival)

I hope to see some of you there, please come and say hello, it'd be nice to know someone is reading this :-)

Family Cup

This is a new event STACK ran for the first time last year, and it was certainly enjoyed by all those that took part. The rules are about as simple as we can make them:

This is a pairs/team competition open to anyone with AT MOST one experience STACK flier. (ie you can all be novice sport kite fliers)



Fran and Michael on their way to winning the first Family Cup.

©Caron Wasserman, reprinted with permission

The competition consists of one figure or trick, defined by the fliers on the day, and a 2-4 minute routine, with or without music. The figure does not have to be one of those in our competition books, it can be anything you can draw or describe to the judges.

It's a competition we designed to be a bit of fun, there is no pressure or expectation, though we did see one pair practicing for it last year.

If you are interested we will be running it at the last event of our calendar in Berrington Hall on the Sunday, come along and join in.

UK Rokaku Challenge

Some of you may remember when there was a national competition for rok battles. I'd like to re-institute this, and am calling on all festivals and events to get behind us on this. Basically I will schedule rok fights at all STACK events, and am looking for others to do the same at their events, with a view to all the results coming to STACK to be collated and determine an overall winner. I do not mean to prescribe the way you run the fight, that is entirely up to you, though I am expecting this to be individual only, not team. At this stage it looks like the Kite Society are going to assist with this and their results will count. Indeed, as the last major festival of the year is now the Margate Festival, it is likely that is where the trophy will be awarded to the overall winner.

I was thinking that to keep it simple a point system would work best, meaning that if you won with a field of 10 then you would be awarded 10 points and the first person out would get 1 point. So the larger the field the more points to win! To avoid penalising those people who cannot attend many events the best three scores will be used.

Please, contact me if you organise an event and want to participate in this, I'll contact the usual suspects but I will probably miss someone. If you attend an event with a Rok battle, make sure the organisers are aware of this and that they send in the results :-)

Bootcamp experiences

As discussed in previous months STACK is not idle in the winter and we ran a few training events through the winter, here are the experiences of a couple of ~~vietims~~ participants:

By Peter Massey

Thinking of entering STACK competitions? Wanting to do pairs or team kite ballet? Have you thought about doing STACK UK's weekend bootcamp?

Even if you can only just keep a kite in the air, launch, steer and land it, bootcamp could be for you. And if you can already fly well, by the end of bootcamp you will be able to fly even better.

But it is not called bootcamp for nothing. From Friday evening when you arrive to late on Sunday afternoon, you will be kept working. Every evening you will be working late studying theory and learning kite craft, under expert tutors who are all experienced national level competitors, and/or judges. During the daylight your own personal tutor will keep you hard at it in the flying field. And this isn't any summer's day fly-in with trick kites. This is deep winter on a flying site known for its reliable winds, so dress up warm and be prepared for strong winds and slipping in the mud with arm stretching full size ballet and precision kites. You will be really ready for the nutritious and filling breakfasts, lunches and dinners that are included in the experience.

If you are doing pairs, then be prepared to face the agony of designing your own pairs routine. Hours against the clock working on agreeing on what to do, when to do it, who is doing



it, and who is in charge. – testing for any relationship.

The best part for me – joining in the mega-fly at the end of Sunday afternoon. And I didn't crash! (May have caused a few crashes though.)

As souvenirs you will get: typed up notes, a video of the weekend's flying (dare you watch your own efforts?), and an optional T shirt.

So come and join bootcamp! It will make a real man, woman or school kid out of you!

-A pair of boot camp survivors 2009

By Anthony Oxley

As the better flying day scheduled for Blackheath Common was cancelled due to lack of numbers, Keith and Vee (Keith is national director of STACK UK and Vee, his charming wife!) very kindly suggested they give me a coaching day on Weston Super Mare Beach instead.

I'd been to one of the weekend STACK boot camps before at Cowbridge Common near Cardiff and had been seriously impressed by how well they taught the skills needed for pairs flying and ballet routines. But after not flying pairs for a couple of years I needed a refresher course!

So I met Keith and Vee on Weston Super Mare beach on a fine spring Sunday. We had a coffee at the beach cafe and waited for the tide to go out far enough to give us room to fly, chose a spot, Keith put up the Stack banner and off we went.

Hardly any wind this morning so we started off with a pair of ultralight Furies, myself flying with Vee. Vee's a great teacher, she stays calm, talks you through everything and gives plenty of warning when something is about to happen. So we started off flying the infinity manoeuvre and with Vee's clear directions (follow the spine, follow the wing!) I soon started to get the hang of it. Though I couldn't help worrying that as I stood behind her and to the left, and watching the kites that I might catch her head with the lines, this fear proved to be ungrounded and Vee soon started to up the pace with hexagonal figures of eight and calling all sorts of turns, shapes, threads etc. as I did my best to follow her kite around the sky.

For those of you who haven't tried pairs flying before, it's completely absorbing and exhilarating, it also takes a lot of concentration and time absolutely vanishes. Before I knew it, it was time for lunch!

So we store the kites and set off on the long trek along WSM promenade to find somewhere to eat. There's a couple of guys flying revolutions on a green, lots of donkeys and piles of dog walkers, dogs not on leads. Keep an eye on your kites and picnic if you go there (a loose dog got Keith and Vee's flapjacks). It

was somewhat surreal being at a busy seaside resort with people eating ice creams and fish and chips when only a week or so previously we'd been up to our knees in snow.

After lunch, I was asked to choose some figures to fly from the folder of competition figures. I chose Thread and Roll, Meet Again and the perennial H. The wind had picked up now and we were onto standard Furies and then fairly quickly onto Vented furies and air brakes. Once again Keith and Vee's teaching is excellent and their patience seems to know no limits. With the precision manoeuvres it really helps to have an experienced teacher as some of the ways of getting into the figure are almost as complicated as the shape itself. Once again time flew and eventually Keith and Vee gave me a demonstration of how the experts do it, most impressive!

I went off to the loo and when I returned Keith was flying some great tricks (on the vented kite with brakes!) so we spent the rest of the afternoon with me trying to learn half axles. It's some measure of their teaching ability that I progressed from not being able to do one at all to actually pulling off two or three half decent ones, in a pretty stiff wind.

So, all too soon the day was over, many thanks to Keith and Vee for their patience and enthusiasm. If you haven't ever been on a STACK Boot camp I can't recommend it enough. It's the perfect way to start learning all about the art of sport kite flying, and all the associated bits and bats such as bridle setting, line weights, using air brakes, packing your kite away properly, launching it from various positions on the ground, landing it etc, etc.....

Great fun!

Portsmouth Kite Clinics

Along a similar vein to the bootcamps or training days described above, the Kite Society have asked STACK to provide some coaching at Portsmouth. My initial suggestions are thus:

1. Sessions of team flying for dual line kite fliers. STACK supply all the kit needed, just come along and try it for an hour or so.
2. Sessions for quad flying, individual flying of your own kite with expert assistance roaming the field offering advice. This is subject to finding enough coaches for the day.
3. Trick flying clinic. Like the quad flying, to be run along the lines of a Better Flying Day[®] as tried by many over the winter months.

We would need to charge the fliers who do not already have insurance a nominal sum (perhaps £5) to make them members of STACK for the time they are with us, but other than that it'll be free.



THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

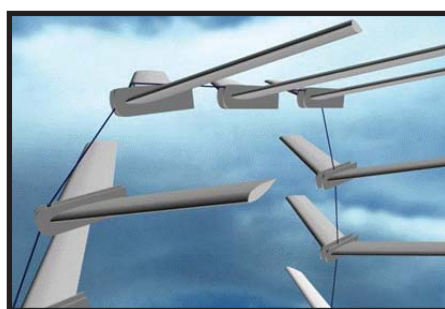
WHAT CAN BE DONE WITH KITES

I was reading the Avon Kite Flyers magazine last issue and came across an interesting article which we have had permission to pass onto our club members and fellow kite flyers.

I'd have as a guess that Wubbo Ockels is not a name known to most of us. Who is Wubbo? Well, he is quite a fascinating chap and someone I'd very much like to meet. As the first Dutch citizen in space, Wubbo spent 7 days aboard Spacelab 1 in 1985, making over 110 orbits of the earth. In celebration of his existence, a small planetoid has been named after him. 9496 Ockels orbits the Sun between Mars and Jupiter. I think that is something we could all aspire to, and may lead to me changing my name to Pluto. But I digress, so let's get back to Wubbo. Wubbo Ockels has for many years lived in the town of Groningen, where since 1986 a biennial prize has been awarded in his name to the people or organisation judged to have achieved the best contribution to science. Another of Wubbo's ventures is the Ecolution, an 84 ft sail by wire sailboat equipped for luxury living. Electrical power up to 20kw is generated by the forward motion of the boat and stored in 13 tons of batteries. This power in turn is used to drive the systems including winches that control the sails, and allows crew numbers to be significantly reduced to just 1 or 2. Just 5 days sailing easily provides

enough for all the energy demands of a couple for a month.

As the Professor of Aerospace for Sustainable Engineering and Technology at the University of Delft, Wubbo Ockels has also been involved in the development of Nuna 2, 3, and 4 - all winners of the solar powered car race across Australia. These are good reasons to be interested in Wubbo Ockels but not the main reason for mentioning him here today. However I did want to paint a picture of an innovator and environmentally conscious individual before I went on to describe his most impressive invention, the Laddermill. The Laddermill is a concept for green energy production, harnessing the power of the wind. The idea is that a continuous loop of line is placed around a freely rotating wheel fixed to the ground. Kites are fixed onto the loop at regular intervals and arranged so the angle of attack on those at the downwind side of the loop is much higher than for those at the upwind side. Hence the additional lift on the downwind side of the loop makes the



Marion is heard to say "Just because he hasn't got one any more, why does he have to play with someone else's and come home mucky again?"

loop rotate. As a kite reaches the top of the loop, it gets flipped into a lower angle of attack by the next kite in the sequence. At the bottom of the loop the kite gets flipped back again. This rotating force is harnessed through the wheel to generate electricity. A prototype has already been made, but its envisioned the full sized laddermill will be up to 10km in length and generate around 100 megawatts (roughly sufficient for my neighbour's christmas lights, it seems). Two hundred laddermills would meet all of Holland's annual energy needs. Let's hear it for Wubbo Ockels, and let's have some farms of 10km kite trains generating green electricity in UK instead of the dopey windmills we keep having pushed on us. I don't know if this is high tech or low tech, but it certainly is kite tech, and that's good enough for me!

Stuart Lafferty
(originally published in the AKF
Flysheet)



SOME, NOT ALL, OF THE EVENTS OF THE 2009 SEASON

March

1st March 2009
BKF Fly-in
28th - 29th March 2009
Club kite making workshop
29th March 2009
BKF AGM

April

5th April 2009
BKF Fly-in
18th - 19th April 2009
Weston-Super-Mare Beach Festival
24th - 25th April 2009
Roy's Jolly Up 4

May

3rd - 4th May 2009
Weymouth International Kite Festival
9th - 10th May 2009
Swindon Kite Festival
16th - 17th May 2009
Rougham Kite Festival
29th - 30th May 2009
Exmouth Rotary Kite Festival

June

6th - 7th June 2009
Basingstoke Kite Festival
7th June 2009
Ashton Court kite Day
13th -14th June 2009
Blackheath Kite Festival
13th -14th June 2009
Teston Kite Weekend
20th - 21st June 2009
Southampton Kite Festival

July

11th - 12th July 2009
Brighton Kite Festival
18th - 19th June 2009
Eastbourne Extreme Display
25th - 26th July 2009
Kite Kamp Bishops Cleeves

August

1st - 2nd August 2009
Roy's Field Jolly Up 5
2nd August 2006
Royston Kite Festival
8th - 9th August 2009
Teston Bridge Kite Weekend
8th - 9th August 2009
Kite weekend RHS Chelmsford
15th - 16th August 2009
Dover Kite Festival
23rd August 2009
Hunstanton Kite Festival
29th - 31st August 2009
Portsmouth Kite Festival

September

12th - 13th September 2009
Bristol International Kite Festival
19th - 20th September 2009
Margate International Kite Festival
26th - 27th September 2009
Kingsfold Steam and Kite Festival

Please note that although these dates are published in the Brighton Kite Flyers magazine it does not imply that the Brighton Kite Flyers will be at those events listed.

A BIG THANK YOU TO KARL

As you may know we ran a workshop at the end of last season with Karl Longbottom. The workshop seemed to go well and quite a few of you ended up going away with one more kites than you thought you would. One person even booked the workshop to make one kite and ended going away with 3 all of which flew and looked fantastic. So a big thank you must go out to Karl Longbottom for running the workshop and giving all the BKF members a chance to see how he makes his kites and insight into how we could achieve this. This will not be the last time Karl runs a workshop as he is such a great teacher.



There is a good chance that the BKF will be running a workshop again towards the end of 2009 as the response has so far been positive to the previous workshops. If anyone out there has an idea of who they would like to have teach or a type of kite that they would like to make then please let the committee know and it may well end up being a workshop run by that person or a kite of that design.



A SWAN, A BEE, AND A PAIR OF KNICKERS.

Of course, we all know Karl's famous kites. But I wonder if anyone has thanked them for saving their reputation before?

It is well known that I spend many hours designing and making kites, lovingly crafting every fine detail, developing new techniques and efficient production processes, procuring materials and crafting colour-coordinated bags. I then cram everything into the camper and haul it all off to the next kite festival, where I spend the whole time flying stacks of tuppenny Rainbow Deltas from Asda.

So there I am in Rajasthan, North West India. Friend Asghar Belim says, "Today we will visit with my colleague and learned friend Ibrahim Khan. He has nearly finished building his new hotel, and requires that we join him for Breakfasts on his new roof to celebrate." (Breakfast in India takes place at all hours of the day, and can be anything from a cup of chai and a biscuit to a full 6-course dinner. Plural Breakfasts last all day.) We go visiting: Asghar takes his delta, I take my travelling bag of kites – a random selection hastily stuffed in the biggest bag at 2am, leaving the display equipment back in Gujarat. I feel totally unprepared for any kind of display.

Ibrahim is an entrepreneur – a businessman, shop owner (best chain of fruit juice shops in the state), landlord, and now hotelier. And, of course, a fanatical Kite Flier. We arrive to what is rapidly not becoming a building site – the major work is finished on his 30-room luxury hotel, and we are here to celebrate by flying from the flat roof. After The Grand Tour (very impressive, it will be better when it's all painted), and the usual snacks and pleasantries, we are invited to the roof.

"Impress me", says Ibrahim, a gentle

imposing giant of a man. "Better still, impress my wife". Gulp. I think of all the display kites 400 miles away in Ahmedabad. I make a great show of taking out the 6 kites I brought along just for fun, intending to share a few hours flying with some mates. What to do? It's starting to be a bit embarrassing: this world-famous British Kite Flier bouncing an Asda Delta off somebody's roof?

I unpack the bundle, and out rolls Karl's Swan. Huh?

Flashback – end of November 2008, Brighton Kite Fliers persuaded Karl Longbottom to hold a Kite Making Workshop. On offer were the above three kites. Simple – decide one, two or three, pay the fee, sew some ripstop, and walk away with new kites. And incidentally, the best Cantonese I ever tasted on the Saturday night. Karl gave of his expertise, knowledge, good humour, and proven designs unstintingly. He encouraged the less able, outlined alternatives to the experienced, and gently suggested unpicking the wobbly seams. We were all well instructed, well pleased, and had new kites at the end of the weekend. My circumstances did not allow me to test any of the kites before departing for India mid-January, so they all went into the kite bag "just-in-case". Even during the festival, there was no quiet discrete place to try them out, until suddenly . . .

There I was, audience of experts, all expecting something wonderful and inspiring from this exotic guy from the UK. After all, he came halfway round the world just to fly on this roof, so it's got to be something special, hasn't it? I fumble my way round the Swan. Where does the little spar go? Is the dihedral forwards of backwards just here? Is it supposed to bend like that? Oh No! I never set the bridle – I

just tied any old knot, ready to spend half an hour fine-tuning at some later date. There is a tiny breeze. I attach my thinnest line. I gulp again, Asghar holds his breath, Ibrahim smiles.

The Swan drifts away from my numb fingers, gently rocking, looking a little from side-to-side as if getting his bearings, then, decided, looks up and leaps. As if on rails, up and up, steady as a rock. Twenty feet, past the ironwork, fifty feet away from the wind shadow. One hundred, two hundred, enough. End of the line, and I have to sit down, trembling slightly. Everybody is enthralled - the sight of a pure white Swan flowing gracefully through the great air ocean of warm pure blue.

Ibrahim's wife is impressed. Ibrahim's family laugh and chatter, pointing and looking at what else is in the kite bag. Ibrahim grins hugely, "Next year, I will invite all the Kite Fliers to come and stay in my Hotel, and we will have a festival on this roof. We must have more of this!"

So, to Karl and the Brighton Kite Fliers, many thanks for a great workshop, a valuable learning experience, and for salvaging my street cred when I needed it most.

(And I never got to fly my Swan again that day. In fact, nor did anyone else, because Ibrahim's wife wouldn't let it go!)

Derek Kuhn



BRIGHTON KITE FESTIVAL 2008

JULY 11TH & 12TH 2009

Stanmer Park, Brighton

over 30 years of kites festivals

KNOW YOUR SEWING MACHINE SETTING THE TENSION ON YOUR MACHINE

You have read the manual, selected and fitted the correct needle, selected the correct thread, wound, loaded and threaded the bobbin and threaded the needle, cut the fabric and are ready to start sewing. **STOP!** Before you go anywhere near your cut pieces, you need to set up the thread tensions on your machine. Improperly set tensions are the route cause of many sewing problems, so a little time taken each time you use a different combination of threads and fabrics to set the tensions, the less time wasted unpicking a seam and potentially ruining a piece of fabric. To set the thread tension, take two fabric scraps left over from cutting out, in a combination that represents what you are going to ultimately sew and sew together using a straight seam. What you are trying to achieve is a nicely balanced seam, where the threads lie flat but are not so loose that you have loops or so taught that the fabric is puckering and where the interlinking of the threads is nicely balanced midway through the fabric, just as in figure 4.

Figure 4 :
Perfect Tension



In order to achieve the perfect stitch, you will need to adjust the upper and lower tension controls in the following manner:

Insufficient tension

If the tension is too loose and the stitches are forming loops, as in Figure 5, then both the top and bottom tensions need to be increased.

Figure 5 : Too Loose
Too much tension



If the tension is too tight and causing the fabric to pucker up, as in figure 6, then both the top and bottom tensions need to be decreased.

Figure 6 : Too Tight
Bottom tension to high



If the lower tension is too tight, causing the interlinking with the upper thread to be exposed on the lower side of the seam, as in figure 7, then the lower tension should be reduced and the upper tension increased.

Figure 7: Bottom Tight
Top tension too high



If the upper tension is too tight, causing the interlinking with the lower thread to be exposed on the upper side of the seam, as in figure 8, then reduce the upper tension and increase the lower tension.

Figure 8 : Top Tight
Bottom tension too high



If, even after carrying out the adjustments described above, you are still unable to achieve a consistently good stitch, recheck both threads to make sure they are following the correct paths, pay particular attention to the spool and ensure that the thread unwinds freely without snatching in any way. Similarly, check the thread unwinds freely from the bobbin, ensure you used the correct path for winding it, and that the thread unwinds freely from the spool when bobbin winding.

Feed Problems

If the fabric does not want to feed straight, or reliably, and you are supporting and guiding the work, then it is likely to be a problem between the presser foot and the Feed dogs. Possible causes are:

- The presser foot pressure is incorrectly set. Typically the pressure needs to be high for thick fabrics, neutral for light fabrics and low for

stretchy and slippery fabrics

- The presser foot is distorted or incorrectly installed.
- The feed dogs are misaligned, in one or more of three axis.
- The feed dogs are worn and need replacing.
- The friction between the fabric and the presser foot is too great, in which case it can be replaced with a Teflon coated foot, a Roller Foot or a Walking Foot.

Note: A Walking Foot doesn't pull the fabric, but grabs the fabric and moves with the feed dogs.

Sewing a seam

Having set the tension on your machine, you are now ready to start sewing. A seam should be shown in the following manner:

1. Pull out about 100mm (4") of both the threads and arrange them behind the presser foot.
2. Line up your fabric under the needle, about 15-20mm (0.5-0.75") beyond where you want the seam to start and drop the presser foot.
3. Holding the two thread ends, slowly reverse stitch to the correct start point.
4. Start sewing, and continue on to where you want the seam to end. Whilst sewing support and guide the fabric using both hands, one on either side of the presser foot, and using the guide marks of the throat plate (see figure 1 in last issue of aerodyne) to maintain a constant placement of the seam.
5. When you reach the end of the seam, reverse stitch about 15-20mm (0.5-0.75").
6. Raise the needle out of the fabric, raise the presser foot and pull the fabric clear.
7. Cut the thread leaving about 100mm (4") exposed on the machine. The reverse stitching at either end of the seam locks the seam ensuring that the ends will not pull open when handling the fabric.

Do's and Don'ts

Before winding up, here are some simple sewing do's and don'ts.

- Always hold both thread ends when starting a seam, failure to do so could cause the thread to unthread, or to tangle at the start of the seam.

KNOW YOUR SEWING MACHINE SETTING THE TENSION ON YOUR MACHINE

- Don't sew thin air, this will only lead to thread entanglement, and will cause the feed dogs to abrade the presser foot, causing the former to wear and the latter to become rough, leading to feed issues.
- Only lift Presser Foot when needle is all the way up or down, never mid-stroke. Thus reducing the risk of snagging and damaging either or both the fabric and needle.
- Don't attempt to sew too quickly, the faster you sew the more likely dropped stitches occur. Slowly and accurately will ultimately be quicker than fast and messy.
- Extreme changes of seam direction should be done with the needle down and stationary and the presser

foot up.

- Don't sew with the presser foot raised as this will only lead to entanglement of the lower thread.
- Always cut the thread with scissors, leave at least 100mm (4") tails on the machine and 25mm (1") on the work.
- Pull through the top thread to the reverse side of the seam, tie off the ends (if you really feel it is necessary) and trim. Do this as you go, then the threads will not get caught in other seams
- Trim the little tails of thread off the bobbins after winding and before use.
- The industry standard stitch length 3mm (0.125") so use this as your basic stitch length.
- Let the feed dogs draw the fabric

through the machine. Don't pull or push the fabric, just support it so that the feed dogs can do their job and are not straining against the weight of the fabric.

- When you have finished using your machine, place a piece of fabric under the presser foot, before dropping it and the needle. If you are not packing your machine away then at least ensure it is fully covered.
- If you are packing away your machine for a period of time, clean it down and lubricate it.

Guy Reynolds

Some very useful information I can say that I have not always followed it and wish I had, So it's well worth a second read just to make sure.

PROFILE CORNER PROFILE CORNER PROFILE CORNER

Over the coming issues of Aerodyne we will be adding a short profile of all the club kites and hopefully some of the interesting kites or kite related products you have seen, used or flown on your travels.

NOT ALL PLAY SAILING



When Brighton Kiteflyers were having a look around for a new kite to add to their collection of amazing club kites little did we know that we would come up with something so exciting. The Brighton Kite Flyers playsail came about after many late night meetings and discussions during the winter of 2007. The idea of a playsail as a kite/plaything for display and fun when it would not be possible to fly the other club kites was the original idea. A playsail is basically a large sail with a rope at each corner. These can be seen in all sorts of shapes and

sizes. One we have seen is owned by Avon Kite Flyers, which gave us the idea of which size we wanted to go for. Then came the long conversation about what it should look like. As you can see we decided on a scrabble board with the wording "BRIGHTON - KITEFLYERS - PLAYSAIL". It was designed by Simon Hennessey and it took about 50 hours work to get the design stage completed alone. Originally there was talk about appliqué, but has not been appliquéd as this would have taken hours of work as there is so much

detail in the design. on a scrabble style board. The playsail was printed on ripstop nylon by Roy Broadley of Kites Up in Basingstoke. It had to be printed in several sections as the 5 metre by 5 metre size was too big to be printed in one go. It was then joined together to give you what you can now see.

The kite/playsail has a strong rope attached to each corner and can be "flown" by 2 or 4 people depending on the wind and the strength of the flyers. It had its first outing in March 2008 at the club's monthly fly-in and was an instant success with members present. It is certainly fun to fly and we hope that it will provide enjoyment for flyers and spectators for many years to come.

We have been asked on several occasions what score has been achieved to get the wording as it is on the playsail, well I am sure there are those that want to work it out and those that just want the answer, if you are one that just want to know look on the last page of Aerodyne and it will be there those that want to work it out can do so and then look to see if they are correct, good luck which ever you choose to do..

JANUARY 2008 BRIGHTON KITE FLYERS AERODYNE

Useful Contacts: Merchandise

Coordinator/Chairperson:

Simon Hennessey
T 01273 582309
E chairman@brightonkiteflyers.co.uk

Treasurer:

Peter Jackson
T 01444 451076
E treasurer@brightonkiteflyers.co.uk

Aerodyne/Website:

Simon Hennessey
T 01273 582309
E Aerodyne@bkf.org.uk

Club library:

(BKF members only):
Dave Hollingworth
T 01273 421286
E books@bkf.org.uk

Club Kites:

(BKF members only):
If you want to use any of the clubs kites please just ask any member of the committee.

Membership Secretary:

Matt Jones
E membership@brightonkiteflyers.co.uk

Thank you to all that made this issue possible

I would like to say thank you to those who made this issue of Aerodyne possible, Derek Kuhn, Guy Reynolds, Stuart Lafferty (AKF Flysheet). who have helped to make this edition possible. I must also say a very big thank you to those who have edited Aerodyne this month in one form or another.

Simon Hennessey



T-Shirts/Sweatshirts:

Alan Outram
T 01737 767188
E alan@BKf.org.uk

Pins/Cloth Badges:

Simon Hennessey
T 01273 582309
E simon@bkf.org.uk

PLAIN SAILING SCORES

1st move SAIL = 8

(1+1+1+1) x2

2nd move BRIGHT = 26

(3x3)+1+1+2+(4x3)+1

3rd move PLAY=16

(3x2)+1+1+4+1+1+1+1

4th move FLYERS = 24

(4+1+4+1+1+1)x2

5th move KITE = 8

(1+1+1+1) x2

6th move ON added to bright = 14

3+1+1+2+4+1+1+1

Total score for the game so far =
96

We are aware that BRIGHTON would not always be allowed in scrabble and that FLYERS is not in the dictionary but for the effect to work we allowed it. Why not come along and fly it at one of the festivals you go to, you are always welcome.

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

Contributions should be sent to:

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

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

POWER MONKEY

As I am sure you all know unless you have hibernated like some mammals have over the winter, it has been one of the worst winters for getting out there what with the wet, snow and no wind days at the weekends. It would be unfair to write up a full report on the "Power Monkey Explorer" with the amount of use it has had so far. We will therefore be writing it up for the summer edition of Aerodyne having used it far more in anger. First opinion though is that is very good and it works well.

Corinne Hennessey



CALL FOR HELP

As most of you are aware Brighton Kite Festival will be taking place over the second weekend of 11th - 12th July, as with the event in previous years it we can only make it possible with the help of members and fellow kite flyers leading up to the event and on the day. A few things that we know we will need help with are:-

Handing out flyers and posters around the area and festivals promoting the event.

Flying kites the weekend before the festival in the Brighton area (venue to be confirmed) to promote the Brighton Kite Festival.

Help in the BKF information tent and children's workshop on the day.

So please do contact any committee member and offer your help with any / all of the above or any other item where you think you might help.

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



42 ROMAN GANDLER 92.



The Journal of the Bearly Made It Skydive Squad. The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. As ever, still up to snuff as regards our Mindless Drivel content, and as far as we know, still getting up more than a few noses in the process, which makes it all worthwhile.

Not so grim up north

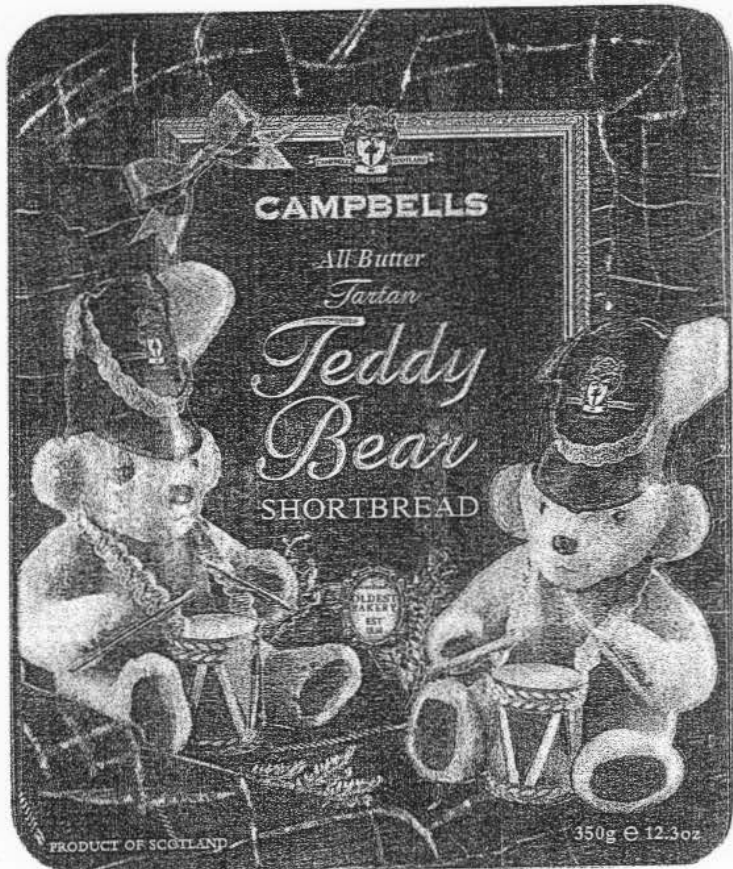
AS THE CAMERA TRACKS LEFT WE CATCH A GLIMPSE OF LIFE THROUGH THE DAFT AS A BRUSH WINDOW.....

WHEN THE SNOWMAN BRINGS THE SNOW, and did'nt we have some..... AND THE SHORTBREAD TEDDIES GO. go! Gordon Bennett, a Jet Propelled vamoose was'nt in it dont'cha know.

Far be it from us to grass up who was responsible for arguably the fastest disappearing act in history and notwithstanding the fact that all we got from him was the rather limp excuse that really it was only a tinful of shortbread Gene Krupas and Ginger Bakers with nary a parachute in sight which prompted a quick rendition of spot the gannet, whereas if those poor defenceless Teddies had not been bashing the skins, but had been stuffing the the jolly old rags, why, that tinful would have been preserved for posterity. A likely story not.

Look, you can yak all you like about, ho, needs must when the devil drives, but what we have here is proof positive that the BOF is nothing more than a Pee Hy Gee and putting a tin of shortbread Teddies within his reach is a recipe for carnage.

Mind you, You have to hand it to them Jocks and maybe it isnt quite so grim oop north, even if your country is known as the land of the Mountain and the Flood as well



as the Snow and the Blow and cor aint it a bit brass Monkees even in summer for as well as inventing the ever popular, and how, water of life and countless other amazing inventions they now produce arguably the most scrumptious shortbread and yes you can taste the difference.

At the risk of starting a bit of a war, along the lines of Campbells is best and yes other brands are available, the most that the Shortbread Teddies preservation Society can hope for is that the Scottish bakers start massproduction of their delectable products, all fully equipped with Kites and Parachutes, but then theres no guarantee that this would increase their lifespan.

AND HAVING GLIMPSED LIFE THROUGH THE DAFT AS A BRUSH WINDOW, ITS NOW TIME FOR A GOOD OLD GANDER THROUGH THE "OH NO, ITS THE LUNATIC FRINGE WINDOW"

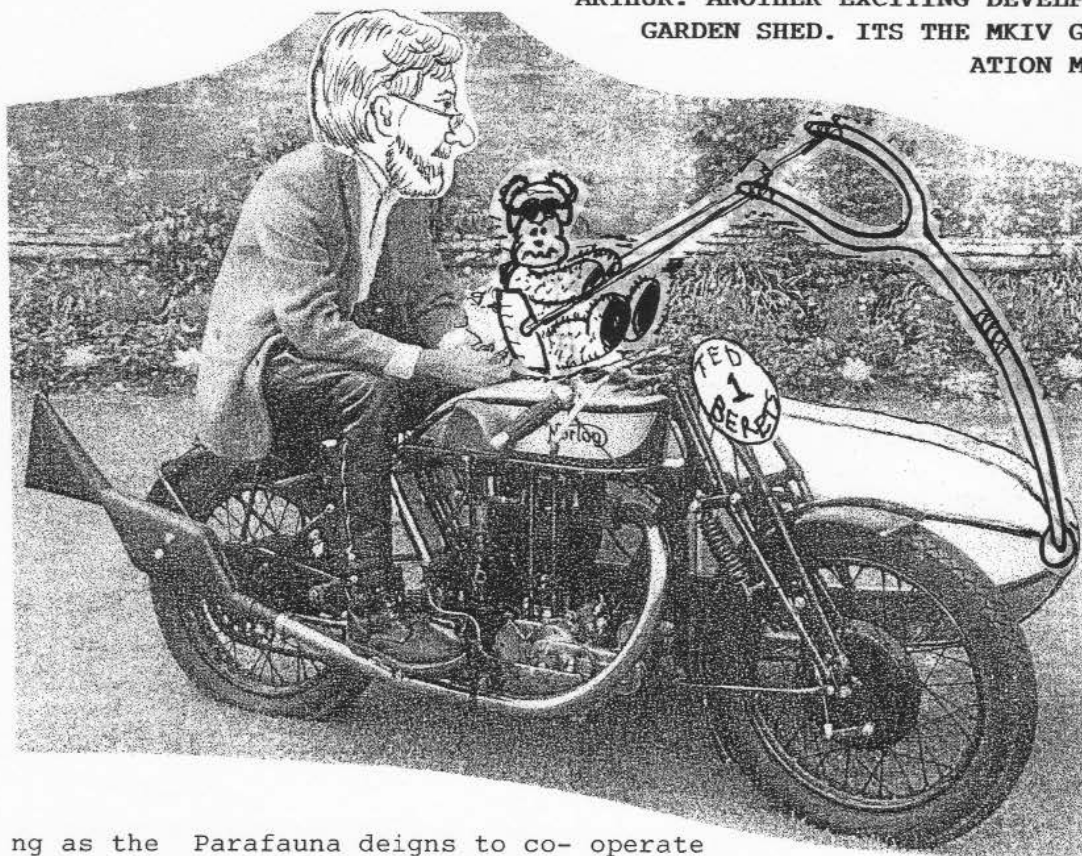
Holy cow talk about as crazy as a Two Bob watch, that piece of crap that purports to be a parachuting fauna journal is only wittering on about Shortbread Teddy Bears, talk about scraping the bottom of the barrell..... cont p94.

BIT TOO NEAR THE BONE FOR ME, EATING THEM BEARS
ITS JUST A HUME CHRIMBO THING, HOLLY AND BOOZE MISTLETOE 'N' SHORTBREAD HEADACHES AND FLATTENED WALLET



Weekend kit

WONDERS NEVER CEASE, YES ITS THE LATEST FROM ELECTRIC ARTHUR. ANOTHER EXCITING DEVELOPMENT FROM THE THATCHAM GARDEN SHED. ITS THE MKIV GENTLEMANS NIL WIND SITUATION MOBILE PARAFUNA LAUNCHER SEAMLESSLY INCORPORATED INTO A NORTON MOTORCYCLE COMBINATION.



There's no doubt about it, you really do have to hand it to Arthur when it comes to forever seeking the ultimate method of launching those naughty parafuna on the ultimate trip.

Early test reports indicate that the power generated by this machine is little short of phenomenal with the test subject being hurled skywards at a very fast speed. There are however one or two teething problems that need overcoming in that everything is ticketyboo so long

as the Parafuna deigns to co-operate and not go for a total, which probably explains recent local reports of mysterious glass breakages in various adjoining greenhouses coupled with apocryphal tales of shocked Teddies turning up at the local Gun and Ferret with shards of glass stuck up their nethers.

We will keep you posted vis a vis Arthurs ongoing series of tests and developments on this latest cutting edge device.

FAQ'S FAQ'S FAQ'S FAQ'S FAQ'S (frequently asked questions)

Dont you think its about time you packed this crap in, its doing nothing for Kiting, Erm, no we're not gonna answer that one, hows about what size do I make the parachute pack? Thats another question that we are always being asked. Its quite simple really as the size of the pack is governed by the size or bulkiness of your parachute,

First off decide what size chute you require for a particular Ted. Make said chute attach the shroud lines then fold chute and shrouds ready for insertion into the pack. Now the intresting bit, decide on what style of pack you require, four flaps is the most common, than make a pack from papaer which enables you to fiddle about trimming every flap until you have something you are happy with, then go ahead and make your pack from whatever material you fancy.

Whilst we stress that chutes are made from the lightest material possible, Loom state is our favourite as it appears to have very little memory effect as does coated Ripstop, ie. No matter how long a loomstate chute is packed, pull that pin and the chute literally explodes, whereas coated ripstop will take a set after a time and possibly hang up for a total, which the fauna love, but we Humes take a dim view of.

Getting back to the pack, this can be made from literally anything and we have seen it all, ripstop, leather, trouser material, pvc, tent nylon etc etc and remember if you dont fancy a flap pack hows about making a pack from part of a soda pop bottle, that works well, so all you really have to remember is that there is no right way to do what you want with parafuna bombing from Kites. whatever works for you is correct and theres nothing like the buzz you get when the pack pops and the chute deploys.

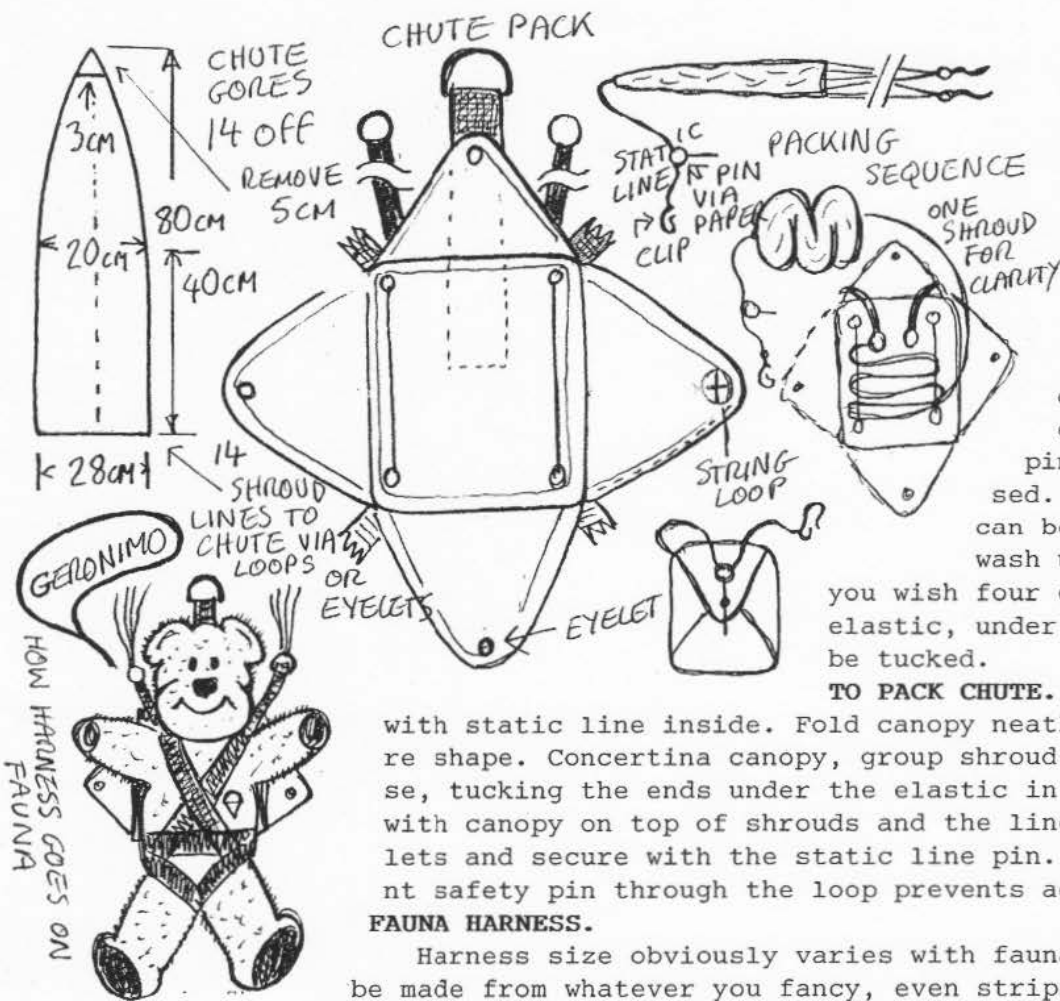


All the right moves

PARACHUTING EASY O.K.

inge of International Kiting, and wish to be there, should be advised that the first thing they require is a fauna of a soft cuddly toy variety and secondly a parachute, that is unless they are into dropping fauna without a chute (weirdos) The following sketches will give you a start. If you can obtain Loomstate or unproofed Ripstop, this is the ideal material for chute canopies, otherwise use the lightest material you can.

A TEMPLATE for the chute gores or panels can be cut from thin card, the curve being formed with a piece of fireglass rod. If you do a vertical half of the template, then just flip it over for the other half and viola an equal curve. This will give via 14 panels, a chute of about 1 metre. 14 shroud lines are also required. All 1 metre long.



THE PACK. Can be made from whatever takes your fancy and is best made from a paper pattern after you have made the chute. Three of the pack flaps are fitted with eyelets and the fourth is fitted with a string loop long enough to go through the other three eyelets this enables the static line pin to hold the pack closed. The centre of the pack can be stiffened with a piece wash up liquid bottle and if you wish four eyelets and a length of elastic, under which the shrouds can be tucked.

TO PACK CHUTE. First lay out chute with static line inside. Fold canopy neatly into roughly one gore shape. Concertina canopy, group shroud lines and fold likewise, tucking the ends under the elastic in the pack, close pack with canopy on top of shrouds and the line loop through the eyelets and secure with the static line pin. A remove before ascent safety pin through the loop prevents accidental deployment.

FAUNA HARNESS.

Harness size obviously varies with fauna size and again can be made from whatever you fancy, even strips of folded ripstop. The pack, shoulder riser and suspension strap are sewn to the harness. The dimensions of these varies with size of fauna as does the static line. Easiest way to drop a fauna is via a pipe-cleaner one end of which is firmly attached to Kite line the other end goes through the suspension strap D ring and is loosely looped over Kite line, With static clipped to Kite line above the pipecleaner, the delay before the pipecleaner lets go is enough to let you long launch the Fauna.....Happy Faunabombing.

TALES OF THE UNEXPECTED....

Definitely unexpected if not downright strange. A Skydiving Instructor died of a heart attack in mid descent whilst doing a tandem jump with a trainee on his first jump in Chester

South Carolina. Whatever pre jump training the instructor had given the student must have been well absorbed, for the student was able to land safely though we don't know if the last thing the instructor did was deploy the chute.



Bearing the brunt

ON PATROL WITH THE METS
FIRST ANTI BINGE BOOZING
CREW...



FULLY EXPECTING TO BEAR THE INITIAL BRUNT OF THE GOVERNMENTS MUCH VAUNTED CRACKDOWN ON UNDER AGE BINGE BOOZING FURRY WOTSITS IS THE METS A.B.B. CREW.

Ever since the government introduced all day drinking some years back, which some predicted would lead to near anarchy, whilst the politicians said, no it would make for more sensible and spaced out alcohol consumption, there has been an ever increasing problem with under age Parachuting furry wotsits running riot in every town centre and its a brave Publican who will refuse to serve the little sods, as they turn very nasty when refused.

To combat this the Met Plods, sorry, Met Police have formed what is hoped to be a cutting edge solution to this ongoing problem, with the Anti Binge Boozing Patrol. Fully equipped with the latest transport and communication technology the Patrol which it is hoped

will be the first of many will operate on a grab 'em, nab 'em and sling 'em in the local drunk tank principle. The hoary old Human Rights legislation which the P.C. are only too happy to beat the Old Bill with at the drop of a hat will, in the case of drunken furry hows yer farva's, will not be invoked, that is unless the legislation is rewritten.

MORE YEARS AGO THAN HE CARES TO REMEMBER, THE BOF ALONG WITH GREG LOCKE, MET AT A KITE FEST SOMEWHERE IN THE MIDLANDS, AN AMIABLE CHAP WHO WITHIN FIVE MINUTESHAD THEM IN STITCHES REGARDING JESUS BOLTS.....

What you may ask yourselves have Jesus Bolts to do with Kiting, not a great deal, but there again we were talking about HangGliders and their similarity with Deltas. yes you've guessed it, the amiable chap was Tony Slater who was quite Kite Mad and in particular Raving Barmy as regards Fighter Kites. Over the years Tony designed some really nice Fighters, his pretty pretties were more for fun than fighting and you could say that they were too good to fly. He was also well into parachuting bears and his notorious Plunger Bear was a right handful. He regularly sent material for R.C. along with wery amusing letters which were always signed off with the phrase "FIGHTERS ARE FOREVER" And now he is just another empty space in the sky at far too early an age. Farewell Tony and many thanks for all the laughs you gave us: the memories will live forever too.

BEARS IN SPACE.....THEY RANG YOUR BELL, THEY RANG OUR BELL GEE WHIZ ESMERELDA...

The news before the last issue of R.C. about the teds balloon tripping to the edge of space certainly did get all you crazy sods going as we have never before been bombarded with so much info regarding a news item. The Teddytorial was absolutly deluged with clippings and gubbing from the Internut. Thanks to everyone who took the trouble to send it in, it really was appreciated and proves that the bof is not the only one who scours the media in its varied forms for bits and pieces suitable for R.C. No names, no packdrill, you know who you are cheers.

SO AS EVER, ITS THE YOU KNOW WHAT TO THE YOU KNOW WHERE, THE TEDDYTORIAL.....

C/O The Boring Old Fart, 48 Laurel Lane, West Drayton, Middx, UB7.7TY. in ENGLAND, A land of opportunity, where you can run a Bank, lose 24 billion and get a pension of 13.5k a week, who says theres no opportunities here, where things seem to work in the most peculiar way. Be succesful and make a few bob, the next thing you know them Revenooers have you by the short and curlies. Be a financiãlfailure, throw thousands out of work and the Government goes into arselikan mode. So if any of our readers have been affected by this current downturn, commiserations, and we can only wish you well.

BRIGHTON KITE FESTIVAL

Stanmer Park

11th - 12th July 2009

11am - 5pm



Free Public Festival
Childrens Kite Workshop
Traders & Food Stalls
3000 Foot Height Clearance

brighton
Kite
flyers

Organised by Brighton Kite Flyers
Sponsored by Brighton & Hove City Council