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

KITEWORLD

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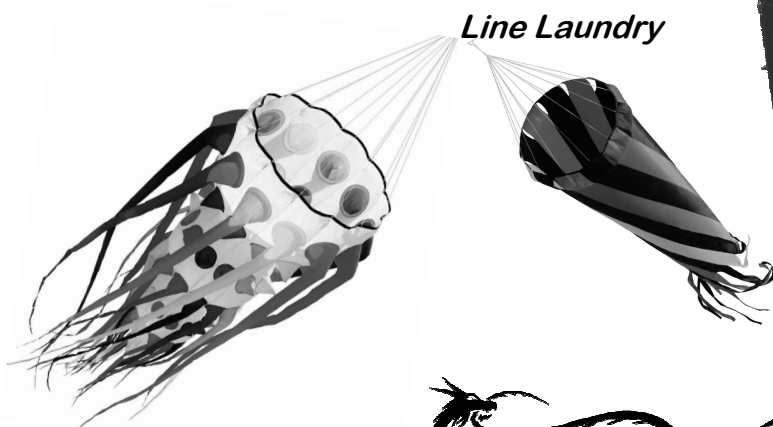


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Line Laundry



*Kites
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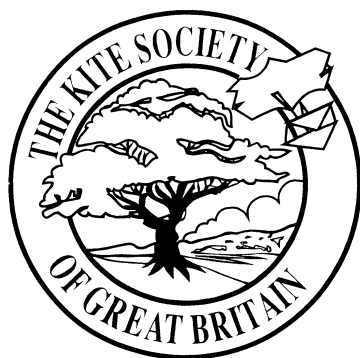


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Editorial

Dear Reader

What a year! Rain and wind seem to have been the main feature of this year's events, let us hope that the few remaining events have better weather. There are not that many left in the UK for this year and Margate is not happening due to lack of funds a familiar theme this year.

After our notification to readers that the post was increasing at some ridiculous percentage we asked that people consider receiving the magazine in Acrobat format—and many of you did just that. The advantage for us is less magazines to post—and for you—well you receive it the day we finish it rather than having to wait for the postman to collect and pop it in your letter box. So if it is time to renew please consider this method.

Front Cover
Angel Kite by Gerard Clement, one of the guests at Portsmouth 2012

We are still looking for articles for the magazine, thanks to the new authors this issue (and our regular contributors) for making this magazine as many pages as it is. If we find ourselves lacking in content the number of pages will have to reduce, which would be a shame. So please send something in, we do not bite!

See you at Portsmouth

Gill and Jon

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Berck 2012—The Continuing Story—Hugh Blowers

With this being the 26th edition of RICV, it was going to be interesting to see how it moved on from its significant anniversary last year. Happily, unlike the two 25-year-old festivals in Britain, it made it through to its next birthday. There is a perception of Berck that it is cold and wet, and to be fair, it can be at times. Last year was a notable exception, and given that Europe had been basking in sun and warm weather for nearly a month, the likelihood of a change was a distinct possibility. However, as we gathered round the Tourist office of Friday it was still hot and sunny as it had been for the previous week. What soon became obvious was that, for a variety of reasons, there were going to be some notable absences. 15 teams arriving for the World Championship put some strain on the budget, competing festivals in Asia had tempted some more flyers away, whilst health and general old age kept a few more of the usual residents away.

The festival was as large as ever, and being Easter weekend, the town was prepared for a serious influx, especially of camper vans. For the first time ever, these were being directed in from the main road to a registration point and then parked on both side of the main cross town drag, as well as filling the archery range. Flyers with vans took up residence in their normal north car park, with some 72 campers expected. Everything was shaping up well and after the normal 'chase the hut' session on Saturday most people were in the air by mid morning. Perfect wind, sunny, this was the life. Chance to sort out who was where, usually by looking in the sky and working down to the ground. Close by hut C8, which housed the Blowers, Longbottom, and Nicholls group, Malcolm and Jeanette Goodman were making a welcome return, and set up home, which expanded and grew as the week went on, with constant new arrivals. Malcolm's attempt to launch his manta with the tail attached to Lynn's nose, did not meet with universal approval though, especially from Lynn. Gill Bloom had her usual line of banners, including her latest, a

flock of flamingos. It is not until you look closely that you can appreciate just how much intricate work Gill puts into these pieces of art. Baz and Janneke were providing the resident display of kites on the prom, and for both of them, this was their first



visit, so something of a voyage of discovery. Inflatables, large and small, now make up the vast bulk of the kites and each arena was near full, with sparred kites being something of a rarity, but that is something I will return to.

It was certainly a case of something old, something new, something borrowed etc, as the sky revealed numerous new ideas or variations on a theme. Simon Chisnall has been designing kites for Peter Lynn for a while now and keeps coming up with exciting ideas, including the Crab, which has been a vital part of our armoury for a while. This year it was the Alien riding on a flying saucer, and a very lifelike Whale that took the eye. Rolf Zimmerman revealed his latest, a Pterodactyl, which has a certain cartoon quality to it, but does look fun. Dirk and Sonia from Berg Adler had a seemingly inexhaustible source of kites in their trailer, with everything from a train of amusing camels to their new characters, which do depend on a knowledge of German cartoons to appreciate what they are. Pedersen and his cat Findus are still gems and even the cat is huge when it is hovering above you. The Nordhoorn Flyers have had some internal strife and family illness required an early exit for Jurgen, removing several hundred kilos of ripstop from the equation. Star of the inflatable show just had to be Captain Nemo's Nautilus, built by 'Les Sens Ciel', a kite club from the French town of Sens. It was a magnificent piece of work, accurate in all respects, even down to transparent portholes and windows. It also flew exceedingly well in a wide range of winds. The whole inflatable scene does raise some interesting points as there must be copyright issues attached to such well known figures as Mario and the Disney Characters?

With it being a World Championship year, Gerard Clement was not short of two-line teams for the afternoon displays, but what were notable by their almost total absence were the quad line exponents. Our own Flying Squad, or the normal four stalwarts of this group, was the only representatives as the French teams have to a man (or woman) imploded in spectacular fashion. So all in all, Saturday was a pretty good day for all concerned. The only slight problem looming was that confusion over the dates left some prepared for a 9-day festival and some for just 8. With hotels, ferries and flights booked, there was no chance to add the extra day for those affected, but it all ended a bit strangely anyway, but



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that is for later.

The traditional parade was on the opening Sunday this year, but the weather showed its contrary side by being cold, damp and miserable. It did stay dry long enough to complete the tour round the town, even if a tardy group of poorly drilled majorettes managed to split the parade to such an extent that the Police re-opened the road before part 2 had arrived. A quick out-flanking manoeuvre, led by the British, got us back into contact for the normal silliness and a few ruptured eardrums, thanks to Karl Longbottom and his enthusiastically blown post horn. Following the normal excellent repast prepared by the students of the AFPA it was back to the flying, but the day had not done with us yet, as it was wet kites that were packed away that evening. For those who anchored too near the sea and the highest tide of the year, the foam carried in by the South West-erly wind gave a very passable impression of Scheveningen. Derek Kuhn ended up with it applied liberally all over as he wrestled his flags down at the end of the day.

So Easter Monday was kite drying time, soon followed by kite wetting time, kite and people drenching time and then sand blown over everything as the wind kicked in. Eventually Gerard called a halt to proceedings for all but the sports kite teams, but by then there were not a lot of people about. All in all, it was reminiscent of an English bank holiday. The manager of the restaurant we use described it as 'une catastrophe' as he had the chefs, the waiters and the food all on standby for the normal manic day, but no customers! The less said about that day the better. However it did bring to mind the oft-quoted saying, that there is never the 'wrong wind' only the 'wrong kites'. Proof of this was Etienne Veyres, who as well as being credited with the concept of the windbow, also makes the most delicate and complex art kites form bamboo, paper and plastic, yet no matter what the wind was doing or how hard it was blowing, there he was flying, along with his partner Veronique. Lunchtime, just bury them in the sand or put a box on top of them, rain, don't worry, blown apart, stick them back together, but fly. What an inspiration, and possibly a lesson as well? If that was not enough, one of the last kites in the air was another delicate art kite from Danielle Zitman. With a large sou-wester keeping her ciggy dry and a hut for protection from the driving rain, she was a happy bunny.

Tuesday was pretty much perfect and the sports kite competition started in earnest. For the first time ever, not a single team practised on the beach before the event, so it was only the displays that gave an idea of who was hot and who was not. No one team stuck out this time, such as Air Rex, Kite Force and Scratch Bunnies had done in the past, but there was a general consensus that the winners would be one of three teams. France and Britain supplied the bulk of the teams, with one each from Russia, Lithuania

and Columbia. After their success last year, Airheads had decided to join the competition circuit for this event along with Flame and a four man Scratch Bunnies comprising Carl and James Robertshaw, Chris Goff and Dave Morley. My personal favourite were the Cerfs Volants Folie, a six-person team from Ouis-treham flying in the style of Tsunami, wonderful, traditional, precision flying. They weren't going to win, but had set their target at 4th position. Their party piece is to add their 3-woman team and fly as a 9, almost a mega team on their own.

With the unusual system of deciding results, and keeping the later scores secret, approximate orders had to be worked out 'pundit style' and whilst there was a consensus of which teams were in with a shout, no clear winner was emerging. I still have a problem with three kites on the ground for almost the maximum time permissible and one lonely team member boating around. Also, one team produced an ending that had no kites flying when it happened. They sort of came out of the sky at odd times until the last one was fed up and landed, while they waited for the music to end. Most obscure, but no doubt several people will rush to tell me I missed the point, and if there was one, then I will admit to that.

The Rev teams have provided some sparkling entertainment over the years, yet even the Flying Squad gave an impression of the royal wedding flypast, with just three in the air, following Helen's return to England for work. Happily, she did return for the second weekend, along with a posse of Decorators and Vince, Pet and Jason from Rev Fusion to swell the numbers. However this did lead to one of life's more provocative statements when Steve Hoath said in an interview that the Flying Squad was probably the most famous four-line display team in the world. Possibly not the wisest thing to say, especially as it was recorded, included in the official DVD, and then played in front of the Decs and the entire audience on Friday evening. Don't know if he escaped unscathed, but I call that living dangerously!



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In days gone by, the balmy days of summer obviously turned the thought of young men and women to things other than kite flying, as Berck never passes by without some birthday celebrations, and this year it was Jerry Swift who provided the excuse for cakes, tarts, flans, and alcohol of varying degrees of lethality. As I am a gentleman, I have refrained from repeating the aspersions being made about Carolyn by her sister Pauline, scurrilous though they were, but then we remember Cleethorpes, so perhaps there is some substance there? The combined might of the Goodman, Swift and Webster entourage can always be relied upon to produce the obscure, odd, unusual and downright quirky in the way of kites, and this year was no exception. Never quite sure what is coming out of the bag next, but it often involves some head scratching.

Large inflatable kites make a bold statement, yet it was a relatively modest sparred kite that gained universal acclaim, and judging by the applause when it was shown on the DVD seems to have struck a chord with everyone. Between the arenas most days was a small field of brilliant red poppies, which were multifaceted, rather than flat, but what made them so special, was that each had a green ripstop stem down to the ground. Now this was not a flag, or line marker, but had a very thin spar running all the way through it so that the head swayed on the stem, which was never straight or in tension. They were masterpieces of kite design by Alain Micquiaux and I suggest you have a look at his website www.morphodesign.fr as my verbal description really does not do justice to this wonderful example of kitemaking.

Inevitable, there will be one day where the wind decided not to arrive for a while, and again it is a chance to see some of the other aspects of kite making and flying. A measure of the total lack of wind was a large solar balloon that took nearly 15 minutes to drift the width of the beach. The power of the sun kept it hovering on a light tether for a considerable time after as well.

It was great to see the Gonzales brothers back, even if they had driven through 200 kilometres of snow on the way. They are well known for their low/no wind kites, but this year they had another little gem, all the way from China. It was built in the traditional Chinese manner, but with carbon fibre, rather than bamboo, and instead of the body of an eagle, it was a stealth fighter (so it was an Eagle in a way?). For a no wind kite it is quite heavy and very robust, but it is the manner of flying it that is so different. It is not wafted about like a normal no-wind kite, but whipped with a reel to give it flying speed and altitude, when it will then glide, spin and loop. Reminds me of flying model aircraft many years ago when we could not afford engines so used to control line fly, purely by whipping. They are working on a European version which should be every bit as good as their delightful PY, and a bit stronger. I did find flying this using a

very large reel totally alien and impossible to get to grips with in the short term. Karl Longbottom had a new ultra light creation that was given a test fly by several interested parties, but by then the wind was starting to pick up, which rather rendered 'no wind kites' redundant. The no wind flying did continue in the hospitality tent at regular intervals, primarily with 'I flites' that persisted in landing in the chandeliers.

As the wind strengthened, Berg Adler promptly lofted what must be the biggest pilot in existence, but within minutes it was overpowered, with enough breeze for us to get the famous b****y blue pilot out. From then on the flying was first class, but the cracks were beginning to show, which brings me back to the point I raised earlier, so now is as good a time as any to get it out in the air, so to speak. What was happening to the flyers? The two large kite arenas to the South of the site were getting noticeably emptier as the days went on. Well, the problem, not exclusive to Berck, was too many kitefliers and not enough kite flyers.

It was quite obvious that some of the large teams present were just not getting kites into the air and even more noticeable that certain groups and individuals were not bothering. This was not a case of dipping out when the going got a bit tough, but not even flying when conditions were near perfect. I watched one couple domiciled near the British contingent that did not put a kite in the air the whole week, yet were always first across the beach for lunch. I am well known for getting a bee in my bonnet about this, but when you have slept in a room paid for by Berck, eaten lunch and dinner paid for by Berck, consumed beer, wine coffee etc, paid for by Berck, and then picked up travel expenses or been flown in, paid for by Berck, is there not some expectation that you should make something of an effort for Berck. As Gerard put it so eloquently a while ago, I am not paying for you to have a holiday! When he was queuing for 20+ minutes for his lunch he must have pondered upon what the 3-400 of those ahead of him were actually contributing? Large kites provide the impact and spectacle for the crowd, but equally, their absence is very obvious, especially if one large team decides 'not to bother'.

Having got that off my chest, it is back to the festival, although the problem would rear its ugly head again before the week was out. Friday is a very long day as it concludes with the gala, held again in the tent. The wine flowed freely and it got hotter and hotter as first the festival DVD was shown, and then the Mayor made his speech, this year with simultaneous translation. Then it was time to reveal who were this year's World Champions. There were fairly big gaps in the scores all the way up to 6th place, where Flame missed out by 1.24 points. Another big jump to 4th and 5th, where Cerfs-Volants Folie missed out on the hoped for 4th by just 0.9 of a point. So the top three were as predicted and they were ahead by the proverbial country mile with 3rd placed Start'Air 40

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odd points clear of Airzone in 4th. So would it be Kite Force or Scratch Bunnies on the top step. It was tight, but Carl, James, Chris and Dave made it by a very nervy 1.42 points. I did think it was somewhat ungracious that, after Berck had salvaged the World Championships from the wreckage of the World Cup, David Gomberg has suggested that the event should now be based in Asia!



Saturday is the night fly and fireworks, which includes the delightfully French pageant with scantily-clad girls of Opale Danse performing on the stage while horses are being ridden round, all to a background of kites, music and lights. Never quite sure what it is all about, but again we were invited to fly in the main arena, behind the dance troop and horses. Martin Lester Spirits were the perfect choice for several fliers, except for Karl, who was giving a first fly to a lovely 'ghost' in the style of George Peters. In the briefing, it had been pointed out to the kite fliers that there would be no 'thank you very much', just boom, and so it was.

We again had a ringside view as some of the pyro deltas got a right hammering. The display just got better and better, before the ground-shaking climax, at which stage we packed up the kites and went home. Now, whether it was the cold, or the fact that this area was not on holiday, but the usual hour wait to leave town did not materialise. By the time we got back to our accommodation, there was not a car to be seen, something we have never experienced before.

And so to our last day. Yes, we were one of the many caught up in the date confusion. It all started so well, bright, sunny and a lovely wind, but the forecast was for very strong winds to come in, which seemed to adversely affect the psyche of so many fliers, as they were packing up and going while it was still eminently flyable. Another downside of large inflatables is the unwillingness of people to fly in stronger winds and the unreliability of pilots in those conditions, although AWITA had a maxi bear and maxi octopus in the air all day.

At lunchtime Gerard asked if some of us could come up to the large kite arena and fly, as a television crew were arriving at 2.30, and there was not a lot in the sky. Karl and Sara Longbottom took Bridget the Midget, their Martin Lester diver, while we had a Marco Cassadio mermaid and DJ a Spirit. Just to prove a point, we had a super fly, through the ability to downsize. It was embarrassing though to see so many of the invited fliers and teams, dragging their multitudes of humungous bags off the beach. Nothing like making it obvious, especially when the organiser is sitting up in his commentary eyrie observing.

So that was that as we packed it all back in the car, missing what was by all accounts, some of the best flying of the festival on the Monday. One wet day, one windy day, not a bad average, and judging by the photos there was plenty of sun, although I do have to admit, that it is the first time ever that I have needed two jackets and sometimes three, especially for the night fly, when it was 'B' cold. Mind you, considering what has been falling on north coast of France and us over the last week, we were sooo lucky.

On the Ferry, we met up with Pauline Taylor and Frances Anderson, who were facing the long drag back up to Sunderland. Pauline posed the question, what were the high points and low, and to hedge my bets I suppose I have to work on two levels. From a festival point of view, the high was definitely the raft of new designs on show, and in particular Alain's poppies, while the low was the lack of commitment being shown by some flyers. On a personal level it was being able to fly several pieces that have not had their fair share of exposure of late, including Gordon the Gecko, which we bought from Rolf Zimmerman on his first ever visit to Berck, back in 1997.

The low was succumbing to the imported lurgy that kept me off the beach for the first time ever in 17 years. So roll on RICV 27 from 13th –21st April 2013, when we can do it all again, well not the lurgy bit hopefully?



Dieppe—More than just a kite festival—Chris Mabon

The 8th to 16th September this year sees the 16th running of the bi-annual Dieppe *Cerf Volant* (www.dieppe-cerf-volant.org) it having first taken place in 1980. Whilst many will already be familiar with it, and some more than the writer, there are no doubt those who have never attended. Indeed, maybe some regulars have never ventured outside of the festival and its activities.

One can be forgiven for thinking such 'overseas' festivals somewhat distant. Dieppe, a coastal port in Northern France, is a 300 mile drive from home in Gloucestershire via the Dover-Calais crossing. Using the Newhaven-Dieppe crossing it's just 150 – closer than Cornwall or Cumbria! For those residing in the South East it is but a simple hop across '*Le Manche*', maybe even as a 'foot passenger'. Opting for the Dover-Calais crossing (over two hours shorter – good if the seas are rough!!!!) it is a two hour drive to Dieppe on the efficient *Peage* motorways. Non-*Peage* roads take longer but all routes are relatively quiet and road users generally polite and patient.

Dieppe itself was once a fashionable seaside resort, one of the nearest to Paris. Today it is industrialised and a busy fishing port. Residents are both English-friendly and welcoming, many Union Flags fly (not so common in France!) amongst those of other nations. Seemingly the whole town adopts a festival spirit, with shops and restaurants displaying kites. Be that as it may, and as the heading suggests, a visit to Dieppe can hold much more of interest than 'just' kiting. So, what makes it such? Here are some examples:

The festival site is on the *Seafront Lawn*, adjacent to the beach and the Channel. It is overlooked by a 15th century Chateau at the Western end, housing a maritime museum. The Chateau, flood lit at night, and the Channel with its adjacent chalky cliffs presents some good photographic opportunities.

There are churches and themed exhibitions around the town. And of course being situated in Northern France, there are WWII-related sites in the vicinity.

Saturday is market day, traders filling the *Le Grande-Rue* and all streets off it. With typical French style, produce is fresh and 'real' - things aren't all the same size or same shape or same colour as in our supermarkets. Smoked garlic, Normandy *Cidre*, and *Neuf-chatel* cheese (one of the oldest of French cheeses and heart-shaped) are particularly good. Accepting that prices have naturally risen everywhere, it does appear, however, that prices in France have suffered a disproportionate uplift.

Culinary matters are important in France. A nice lunch comprises a fresh baguette (isn't everything fresh in France!!), a ripe Camembert and a bottle of light red. The taste is so different, maybe they keep the best in France and export the rest to those they consider less discerning! There is a wide selection of restaurants catering for most tastes (and most budgets). A local

speciality is *Marmite Dieppoise*, a fish stew with cream sauce whilst the inevitable *Moules et Frites* is widely available. For night-time liquid refreshment, an establishment called '*The Cambridge*' is a favoured by many Brits! There are unfounded rumours of its use in day-time also!!

France was the birthplace of motor racing, the second and third ever *Grande Epreuves* in 1907 and 1908 being hosted by Dieppe on a circuit comprising 48 miles of public roads. From 1929 until the mid 1930's it again hosted races, albeit on a shorter 5-mile road circuit south of the town. The basic route of this shorter circuit can still be traced, in fact anyone who has driven along the D915 into Dieppe from the A16 will have driven what was the old start/finish straight.

If one wishes, one can venture out of town to Rouen, the region's capital, or Caen. If in one's own car then a visit to a large supermarket is a must, if only to 'fill-up' at some £1 per gallon less than in the UK (for exactly the same product!!).

But just one more thing - the Festival itself.

It is brilliant, it is fantastic, it has to be one of the best there is. It seems to attract anybody who is really anybody in the kiting world. I will not even suggest a typical list of attendees for fear of making inadvertent omissions. However, in 2010 some 44 countries were officially represented and it is claimed the festival attracts some 500,000 visitors. For each Festival a selected Country showcases traditional music and dance. Recently Thailand, Malaysia and New Zealand have provided such.

Besides their aerial displays, the representatives of each Country, sometimes dressed in traditional costume, host static displays of their Country's kites and artefacts in dedicated marquees. In other marquees one can see displays of artistic kites, kite-making demonstrations and photographic exhibitions.

On the first Sunday a Parade of flyers takes place, accompanied by local musicians and stilt walkers. Friday night is Party Night in a local sports hall whilst Saturday evening hosts a night fly. The Organisers go to town with this one. Music and light make it akin to an 80's heavy rock concert (showing my age – so what?). And the kites are rather good as well. It is quite simply brilliant – one early event had wire baskets of flaming petrol-soaked wood shavings suspended from kite lines – the effect was brilliant though I guess it would no longer be deemed H&S-compliant!

Hopefully this article has shown how diverse, interesting, educational and above all enjoyable a visit to 'Dieppe' can be. It may appear that I am sponsored by a local Tourist Board - definitely not, I fund my own kiting.

May I share the words of our friend Mr Bethell by saying *thank you for listening*.

Seen on Ebay

QUITE RARE - 1851 Queen Victoria - The Royal Family Lustre Cup & Saucer. This beautiful translucent china cup and saucer were made c1851. Both pieces have been extensively hand decorated and show Queen Victoria and Prince Albert and their children. These sets were produced for the Great Exhibition of 1851 with many of them hand coloured and fired in the Exhibition. This version showing the Royal children is quite rare.



On one side of the cup it shows the young Prince Albert, later to be crowned King Edward VII, who is wearing a crown and flying a kite with Windsor Castle in the background, and on the other is the young Princess Victoria standing on a balcony.

Selling for £95 when seen.

Picture of samurai 100 version traditional Kite Design Art book by Keizo Nakano

Again not much information but here is what was said.

Title : Picture of samurai 100 version Tsugaru, The design of three generation of Nakano kites, Viewing & Drawing technique

Japanese title - Musya-e Hyaku-tai, Tsugaru/Nakano San-Dai no Isyo, Kansyo to Byouhou -

Author : Keizo Nakano. Nakano is a master of the Tsugaru kite painting. The feature of the Tsugaru kite is valiance delineation of samurai. The dynamic depiction by him is traditional work.

Priced at \$335.00



The Beauty of old Kite - 40 pictures of old Japanese kite art

Not much information about this one but this is what was said.

Editor: Tadao Saito;

Designer: Kouhei Sugiura

Large-sized book: 40 Page

Size: 65 x 45.8 x 4.8 cm (25.59 x 18.03 x 1.89 inch)

Release date: 1987/05

Limited Edition of 450 parts.



Priced up at \$1992.00 (plus \$166 shipping).

Seen on Gizmodo

iPhone Wind Meter Lets You Make Your Own Surf Forecasts

Your local forecaster's weather predictions are a good start if you're a surfer — or really any athlete who relies on the wind — waiting for the perfect conditions. But for more precise on-the-spot forecasts, Shaka's anemometer accessory turns your iPhone into a handheld weather station.



When available, the £40-odd wind meter will simply attach to your phone's headphone jack, feeding data about wind speed, direction, and the temperature to an accompanying app. You can then compare today's measurements with past readings, share them with fellow users via various social networks, or even contribute to a crowdsourced map that provides current wind readings all around the country. So even if your local conditions aren't ideal for your extreme kite flying, you can easily find a spot where they are.

Kiteboarding displaces Windsurfing in Olympics 2016 (from the Peter Lynn Newsletter June 2012)

Kite boarding, a sport that didn't exist 20 years ago, has just displaced windsurfing for the 2016 Rio Olympic games.

Understandably, windsurfers are not happy about this, but what a bunch of sore losers they've turned out to be here in NZ: An immediate response being

Bits & Pieces

to raise 'safety' concerns about kite boarding.

In this case it's not completely out of order - with ever better equipment and training, kite boarding is nothing like as risky as it was 15 years ago, but it's definitely still out there - maybe like bobsledding, and downhill skiing - and a little rougher than bicycle racing (perhaps). In other words, an ideal Olympic sport I would say.

Amazingly, it's the (almost unknown by the general public) course racing form of kiteboarding that's going to the Olympics - not the jumping-in-the-air show-off stuff that everyone sees at their local beach.

What a truly excellent decision, not least because this removes the subjective element and kiteboarding won't therefore become a re-run of figure skating, gymnastics or diving in which the nationality and allegiances of the judges seem to have more influence on results than actual skills.

And this surprising choice is more sensible than will be generally yet be accepted by most of the traditional sailing fraternity (including windsurfers). Because kite boarding is fast! in a recent upwind/downwind competition between three kite racers, a hydrofoil Moth ('till now, just about the fastest small craft around a course) and an Olympic 49er, a kite boarder won two out of three.

But the rapid ascendancy of kites has two other prime drivers in my view: Firstly, the exceptional depower available from bow style LEI's- which allow the rider to be fully powered in a wide range of apparent wind without changing kites- a tribute to the serial genius of Bruno Legaignoux. And secondly, the competitive vacuum in a new sport- providing opportunities for complete unknowns to get to the top very quickly provided they have the talent and the discipline.

The Olympics will be a huge boost for kiteboarding- I'm almost giddy from anticipating the technological improvements that this will bring for kite traction in general. About the only worry now is that the athleticism currently required will become a defining feature of kite board racing, and when we do find ways to make boarding even faster (like a rigging system that eliminates the remaining kite induced heeling) the change will be resisted; rather like the way that faster recumbents have been banned from competing in mainstream cycle racing- for more than 70 years now.

Ron Spaulding Honour

On June 8, 2012, the Governor of the Tourism Authority of Thailand (TAT) presented Ron with a prestigious "Award of Outstanding Performance" for "Innovative Thai Tourism Promotions" honouring him for his contribution to Thailand's tourism over the past 30 years.



Special recognition was given to Ron's latest project in which the Minister of Tourism and Sports took a "Cultural Thailand Presentation" of classical dancers, musicians and Ron's Thai Kite Heritage Group of traditional Chula/Pakpao kite masters to exhibit and demonstrate at the "world's largest kite festival" in Dieppe, France. Thailand was the "Country of Honour" and the "Festival Highlight".

The Kite Machine

"The Kite Machine" is a travelling exhibition of hand-made kites. These hand-made miniature kites are made from recycled windbreakers and umbrellas, giving new life to old material in the form of kites.

They will be distributed in a refurbished snack machine in various locations around New York City, beginning at Rockaway Taco, on Beach 96th Street this Summer. Rockaway is a favourite weekend getaway for many New Yorkers, where they can relax and take in the elements (not to mention the wind is perfect for kite-flying!)



The machine will be a landmark for workshops for those who seek to further pursue their kite-making and learn special techniques for flying. It will also be a venue for artistic collaboration, with local artists doing limited-edition series for The Kite Machine each month.

Bits & Pieces

Kite-flying allows us the opportunity to reconnect with nature in a way that is sustainable, transient, and magical. This Summer, let's all fly together.

You can follow the machine on the project blog at www.kickstarter.com/projects/957027202/the-kite-machine-0/posts

Reproduction Kite

Seen on leboncoin.fr Rare French 1914/1918 observation Kite.

Original and in very good condition—could fly.
Dimensions: Length: 1.9m Width: 2.7m to 2m
Height: 0.5m
Material: Canvas and Bamboo

The site gives a short history of kites of this type and the part they played for man-lifting by Saconney.

This is a smaller sized kite designed for lighter winds.

Priced at €2000.



Kite Surfing with Richard Branson

Most people by now would know of the picture of RB kite surfing with a naked model on his back. Well it seems he has been a little naughty following his visit to Vancouver for the inaugural Virgin Atlantic flight there recently.

Last week, when Branson was in town to promote Virgin Atlantic's first London to Vancouver flight, Clark offered to take the British businessman kite-surfing on Vancouver Island on his next visit. Branson then posted a blog Monday that he had offered to go up with her on his back, CTV News reported Wednesday.

"One thing though -- I forgot to tell her about the dress code! Well, here it is," he wrote under a photo of him kite-surfing with a naked model clinging to his back. "The offer still stands Christy!" he added.

Clark told reporters Tuesday she was put off by the nature of Branson invitation.

"I just don't think it's very respectful," she said. "The thing is, lots of young women, I hope, want to run for politics. I think when you meet with the CEO of a billion-dollar company, who wants to do business with your province, you can get a little more respectful treatment than that."

Still, the premier injected a little humour with this zinger: "If that's his best pickup line then maybe there's a reason he called his company Virgin," she said.

Seen on wired.com

'Battle-Kites' Eyed for Afghan Spy Duty

The Pentagon's fondness for bigger, blinged-out blimps hasn't exactly gone as planned. Maybe the military will have a little more luck with something simpler. The latest addition to their blimp arsenal? A "battle-kite" of war.

Yes, they're one part blimp and one part kite. Called Helikites, the aerostats are now being tested by Army officials, according to a report published today by Stars & Stripes. The Helikite's design is pretty much what you'd expect from a blimp-kite hybrid: A round, helium-filled blimp is strapped onto the back of a kite, and then unleashed into the air by a human operator. The vehicles currently range in size from 6 to 24 feet in length.

Blimps rely on helium to get them off the ground and keep them airborne. By adding a kite to the mix, the Helikite boasts an enhanced flying ability — one that'd increase its ability to haul cargo, which is likely to include plenty of surveillance gear. A 24-foot Helikite, according to its parent company, Allsopp Helikites, can lug 30Kg of equipment. That's five times the weight that aerostats of a similar size can lift. All that, and the Helikites can fly as high as 6,000 feet — keeping them safely out of range from gunfire or grenade attacks.

The military is also testing the battle-kite's ability to help with communications in far-flung regions. A hovering battle-kite, equipped with communications gear, could offer mobile networks that'd vastly improve the sketchy wireless linkages currently available in remote realms of combat.



According to the company, a Helikite elevated to 600 feet should be able to yield 113 square miles of Wi-Fi coverage.

Bits & Pieces

One Man Against the Sea

Next September, Rory Wilson, a math teacher at Bainbridge High School, plans to cross the Pacific Ocean in a small 7-meter-long vessel, using only the power of his oars and a little help from the wind.

"The boat is a combination of rowing and kites," Wilson said.

Wilson named the boat KROS; kite, row, ocean and solar — the main elements that power the boat. His trip will take him from San Diego beach to the shores of Hawaii. From there, he has a couple of options depending on the weather conditions, as well as his own. He will either head north and grab the western flowing winds to take him back to the Pacific Northwest, or head south, hopping from island to island.

The reason the winds are so important to Wilson's trip is that he plans to use the natural force to propel his boat, though not in the manner many might expect. This is no sailboat. "I have 20 different kites," Wilson said. "I'm using some great big delta kites, they are carbon fibre and nylon. In addition to those, I have some big power kites, like the kite boarders use."

Each kite serves a different purpose.

"If I'm using the kite boarding type of kites, I have to fly them in a figure eight to get maximum thrust out of them," Wilson said. "So you are physically flying a kite. The big delta's that I stack, those are passive kites, I can put them up and get some rest," he said.

Kite Food

Kite Brownies from Little Debbie Snacks (American unfortunately, so probably hard to find over here). Described as follows:



Our cheerful kite brownies have flown in to help bring on some Springtime fun. Each kite-shaped brownie is made from our traditional fudge and topped with bright green frosting and a yellow stripe. Individually wrapped five to a carton.

Historic Kite Articles

Archive.org is a non-profit organisation that was founded to build an Internet library. Its purposes include offering permanent access for researchers, historians, scholars, people with disabilities, and the general public to historical collections that exist in digital format. Founded in 1996 and located in San Francisco, the Archive has been receiving data dona-

tions from Alexa Internet and others. In late 1999, the organization started to grow to include more well-rounded collections. Now the Internet Archive includes texts, audio, moving images, and software as well as archived web pages in our collections, and provides specialized services for adaptive reading and information access for the blind and other persons with disabilities

It is worth having a look at the items they have around kites. One example is Parakites : a treatise on the making and flying of tailless kites for scientific purposes and for recreation (1896) by Woglom. There are a number fo formats available—PDF, ePUB and Kindle versions amongst others.

Dictionary Definitions

Well at least in the Urban Dictionary. Aoxomoxoa—A divine feeling or transcendence gained by flying kites. A palindrome. Known popularly as the title of a Grateful Dead album.

Kite-flying Tradition Still Alive in St. Kitts-Nevis

From The St Kitts & Nevis Observer.

Organisers of kite flying competitions this past holiday weekend say the Easter tradition remains alive in the Federation. Hundreds turned out to the Cole Hill Flats for the St. Johns Community Improvement Club annual kite flying competition on Good Friday (April 6). The competition celebrated its 24th anniversary and although the number of participants remained relatively low, the number of persons at the Flats flying kites for fun increased this year.

Halsted 'Sooty' Byron, a member of the SJCIC, told The Observer that the competition has never been big, seeing an average of 15-18 entrants each year.

"The reason for that is not because people don't fly kites," he said, "but the people who enter the competition are experts and it's almost as if once you're not an expert, you can't win so instead of entering the competition people just come and fly their kite on the Flats and enjoy the festivities. We just want people to come and fly kites," he said. "This year has been one of the best years we have had in terms of the competition and number of persons on the flats flying kites and socializing."

This year Gino Liburd dominated the SJCIC kite flying competition, winning two out of the four categories. Liburd walked away with best papered kite and \$300 beating Kalje Hanley. He also won \$300 for best kite flying, beating Hanley again who placed second in this category. Winning for biggest kite was Ishmael Farrell, seconded by Troy Liburd. Most creative kite was won by Arthur "Cabbage" Farrell, with Roshawn Webbe taking second. Best 'book leaf kite' was won by Karissa Williams.

St. Kitts also saw its share of kite-flying over the Easter weekend including the 2nd annual Black Rocks

competition. The event was organized by the Constituency #7 Branch with the principal objective of rekindling the interest of the young generation in the tradition of kite flying as a major element of Easter festivities.

Commenting on the event, Hon. Dr. Timothy Harris, Parliamentary Representative for the area, said this year's event attracted a significantly higher number of kite flyers and spectators when compared to last year.

"This year for example, we had over thirty registrants for kite flying, about three times the number from last year and a very large following of enthusiasts. We distributed over \$2000 in cash and non-cash prizes to the winners," he said.

Tren McCoy and Norris Taylor, 69, won for being the youngest and oldest registrant for the competition, respectively. Sarah Mills won the prize for her kite going the farthest distance and Kellian Hazel won four awards- biggest kite, highest flown, prettiest kite on display and for producing the most creative kite.

Educational Resources

eNotes.com is a comprehensive online educational resource. Used daily by thousands of students, teachers, professors, and researchers, eNotes combines the highest-quality educational content with innovative services in order to provide an online learning environment unlike any other.

They have an interesting item on "KITE" (although the bibliography is rather light) as well as "KITE APPLICATION". Worth a look if you are teaching children about kites.

Whilst we are on the subject **Kites for Schools** has a good range of information and kits for use in the classroom or workshop setting. From the website (www.kitesforschools.co.uk)

Guaranteed to fly! Our diamond kites are true little gems of the sky. Diamond kites are the best. They fly higher, launch easier and are more stable than any other kite shape. From the faintest breath of wind right up to moderately strong gusts these kites will fly beautifully. They fly even when wet. We guarantee our kites will fly.

Kites for Schools kite kits come in boxes of 20 kites and are attractively priced. Top up kits of 10 kites are available to make up numbers for larger class sizes.

Kits contain EVERYTHING! They are complete with everything required to build 20 kites in vibrant colours with coloured tails. These kits can be taken on school outings or camps and built outdoors.

Children can build these kites in less than 15 minutes

leaving plenty of time during the lesson to fly. Full step by step instructions make it easy to lead children through the complete assembly.

FREE Hole punch all classroom packs come with a free bonus Rapesco hole punch .

Absolutely nothing else is required!

Popular Science Magazines.

These are now available to view through Google. Popular Science has partnered with Google to offer our entire 140-year archive for free browsing. Each issue appears just as it did at its original time of publication, complete with period advertisements. It's an amazing resource that beautifully encapsulates our ongoing fascination with the future, and science and technology's incredible potential to improve our lives. We hope you enjoy it as much as we do.

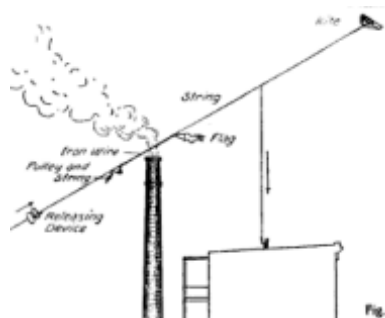
Entering "kite|" brings up 430 entries. Look at www.popsci.com/archives.

Zeebase.com

Similar to the one above this site's banner says "bits of wisdom and trivia from the old world of print".

Entering kite brings up a number of articles from diverse sources such as The American Boy's Handy Book, Popular Science, Popular Mechanics and so on.

The one that caught our eye—Climbing Tall Stacks with Aid of Kites. The comment says:



Here is an interesting and innovative way to climb a tall chimney with a help from an ordinary kite. The author, E. E. Harbert, has apparently successfully used this method to climb a high chimney stack.

You've got to read this to believe it.

Would anyone pull a stunt like this today?

Coollest Gadget

On the Coollestgadgets.com web site—a Motorised Stunt Kite.

Flying a kite is no longer done the traditional way in this day and age. Here we are with the \$199.95 Motorized Stunt Kite that is touted to be the first stunt kite which relies on a remote-controlled gimballed propeller that will allow it to execute a range of aerial manoeuvres. Thanks to its gimbal-mounted engine and propeller, it is capable of delivering nimble, multi-directional vector movement in tandem with its delta-wing shape which allows it to perform quick climbs, loops, and reliable tracking.

Bits & Pieces



Since it will not remain tethered to a line like any other traditional kite, you will be able to have full control over it within a 500' radius, thanks to a radio transmitter which delivers left/right and up/down propeller attitude trim so that you are able

to have optimal control during stunts. I guess no matter how powerful the engine and design, it will still not be able to stand up to hurricane level winds, but then again, who in their right mind would want to fly a kite then, even if it is a Motorized Stunt Kite?

Kites at the NATO Summit

This year, Chicago's annual Kids and Kites festival was linked to the NATO summit. The festival is a fun-filled day to celebrate the joys of being a kid. From running around outdoors, flying FREE paper kites and enjoying family-focused programming including face painting, crafts, balloon artists and more.

NATO provided 5,000 kite kits for children as well as pictures of flags and fun facts about representative countries to help inspire children as they decorate their kites. In addition, the festival also featured a workshop on the history and tradition of Afghan fighter kites.

The Met Office

The UK Meteorological Office issues a quarterly newsletter entitled Wind Review. Issue 1 "Where are the windiest locations in Europe?"

It is really concentrating on the best places to locate wind farms and presents firstly a wind index of the windiest European regions over the last season, and secondly examines the individual performance of five sites within the UK, Spain, Italy, Germany and France.

In a special edition released recently there is a comparison of the average winds for 2011 compared against 2010. For the British Isles it shows an increase of 16% and states we had a very windy year!

From the Daily Mail Online

Welsh couple use 3D printer to create eight-foot cubic kite that actually flies

Wales-based artists Heather and Ivan Morison's deceptively heavy looking cube is based on the tetra kites developed by Alexander Graham Bell in the race towards manned flight.

But it has been realised with cutting edge lightweight material - including 3D printed nylon connectors - allowing its 23,000 individual components to float across the sky as if weightless. The Little Shining Man kite is made from carbon fibre rods, a hand-made composite fabric normally used for yacht sails

and specially designed, 3-D printed nylon connectors. The sculpture, commissioned by luxury property developers Dandara, was created in collaboration with architectural designer Sash Reading and Birmingham-based fabrication design studio Queen & Crawford.

The design of the structure takes a double wing module, duplicates it and arranges it into a tight, cellular structure that appears as a heavy unflyable mass. Small triangular units have been opened out by 30 degrees and multiplied up into colliding cubes that take their shape from naturally occurring geometric forms of the mineral Pyrite. However, using lightweight materials and the symmetry of the module and composition, it is able to fly freely and steadily.



The kite flown in the images is one section of an arrangement of three, that come together to create the final piece which is hanging in the atrium of Dandara's Castle

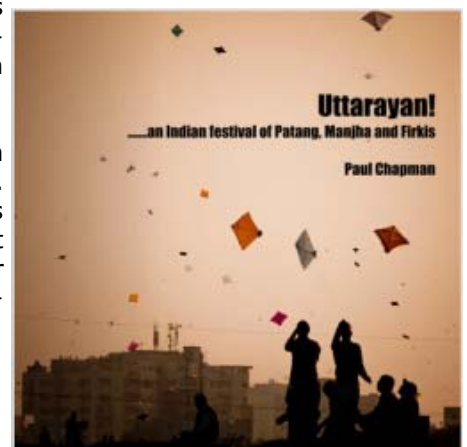
Quay development in St. Helier, Jersey. It is intended both as a permanent piece of sculpture and a working kite, and once a year it will be taken down from its display to be flown in nearby St Aubin's bay.

Uttarayan!..an Indian festival of Patang, Manjha and Firkis

Book details: The Indian Uttarayan kite-fighting festival takes place on 14th January and is a riot of colour and general mayhem. This photo-documentary follows the festivities from the kite, spool and glass cutting-line makers, through to the actual festival and concludes with the spectacular kitemakers' Sea Uttarayan at Khambhat.

Author details: Paul Chapman is known in the kite community as a kite historian and researcher into the kites and kite flying traditions of Asia. His photography aims not only to capture the moment, but also to provide details that might otherwise remain unknown.

Available from www.bobbooks.co.uk it costs £59.49 — but worthwhile for the avid collector.



Pothecary Corner

Single lines

I said in the last magazine about our growing interest in single line kites.

We have since been given better advice on tethering and attaching laundry – knowledge greatly appreciated and put to good use during our recent trip to Spain. Besides the YaYa – a large, comical, yellow duck which is a great favourite with children we have a Tiger Cat which looks great set up as though it is about to pounce on two Tweetie Birds.



These larger, inflatables are Chinese made – I am sure someone will tell us if they are copies of anything but they are the first we have seen.

The immediately obvious difference with more ex-

pensive and, I think, better quality kites such as our 15metre Turbine from HQ, is that the bridles seem to be much more flimsy or perhaps floppy is the word I am looking for.

They are strong enough for the job but oh so easy to get in a muddle unless great care is taken when unpacking or putting away.

Again the difference in bridling was noted when using our new 5meter KAP kite from HQ to lift them all.

The KAP kite was a joy to launch but we had to be careful on the site we were on for its maiden flight (Danbury ring – a Stone-age fortress overlooking Wallop Airfield where the buggy boys still do their stuff each year). The wind is usually quite clean up there (except that day) and the KAP 5m gets its stability from a very long taffeta tail which is connected in two places on the back of the kite quite far apart and we were worried that this could have easily become entangled in the odd, scrubby bush there.



I can't report on the finite steadiness required for some cameras – I asked GoPro for one to try but they didn't even have the courtesy to reply.

However, I did notice that there was no vibration in the line and side-ways movement in the shifting winds looked smooth and balanced.

All I can say is that if anyone was interested to see more of his or any of the other kites about which I have written, they should make contact through our web-site and we will see what we can work out - if you live close enough or you will be attending an event the same as us.



Pothecary Corner

Rods

A number of people have asked us recently about spares for Kites.

Our usual answer is to go back to the retailer first and try on-line second.

However this has not worked with "Dynamic" rods (Nothing what-so-ever to do with "Airdynamics" who favour Skyshark Rods).

I have spoken with kite owners who are frustrated by the fact that they have to go abroad and pay shipping charges on what already is a fairly expensive item when a breakage occurs.

I am often in telephone conversations with Manufacturers and have pointed out that if flyers cannot get spares then they are not as likely to buy in the first place.

After talking to one of the two main wholesalers in this country and retailers such as Kiteworld, this problem will soon be rectified.

Perhaps I might even get back some of the ones I have given out?

How we started

We have been sooo busy this year I have not had time to put something together this time – in fact the articles I have submitted only just crept in under the deadline!

I reckon that that story could be the least interesting of the drivel I write so it will have to wait until next time!

Festivals

According to accounts received the **Southampton Kite Festival** was stormy on the Saturday but went down a storm on the Sunday in the better conditions!

Despite the guys feeling that this was going to be the last to be held by the club there was such a buzz that there is now a serious risk of more to come - well done guys and a big thank you to STACK for their support! **Maidstone Festival** was also challenged by choppy weather but there were lots of people having lots of fun (Including Peppa Pig). The Kent Kite flyers had a few breakages during one squall but nothing too serious and Close Encounters had a good time as well as a good soaking in the only shower of the afternoon!

We will have some photos and, possibly, a video of the **Basingstoke Kite Festival** on our web-site; eventually. It was a great weekend but suffered from some opposition from the Queen's celebrations and some good spells of rain on the Sunday and the Flying squad with a "show must go on" attitude couldn't have been more wet if they had jumped in a swimming pool! Messrs Hoath and Dann did their best to keep things upbeat - organising and commenting on the fly so to speak - and make the all hard work of the Loddon Kite Flyers worthwhile. Those who came were treated to some great displays.

Superfly

I promised a more full review of Chris Goff's magical new kite – sorry time restrictions again. Keith Griffiths commented to me that "You don't have to do anything – it does it all for you!"

Well I did get a quick go at Basingstoke and I actually found that to be true – I even found myself doing Yoyos (wrapped up in its own lines - then nose over tail unwrapping) by mistake – I pretended that I meant to do it but I am sure the watching Chris knew better! He has promised to let me have one when he catches up on the backlog of orders and I will report more then!

The Crackerjack

A pleasure to see that the new Crackerjack comes in sturdy grey bag with its name emblazoned on the front so that it is easier to distinguish from the other kites in the bag.

We decided a while back to deviate from our usual team colours of yellow and black in future and went for the blue option of this kite.

The colour schemes are more subtle than other HQ kites, something they seem to be more aware of following on from the Infinity.

My own opinion is that the high end models should be like this rather than the garish mixture of colours often seen on cheaper kites - everyone to their own of course!

Replacement?

The Crackerjack is not a replacement for the "Infinity"; it's an addition to the range of high end kites from this stable. The CJ, as I shall now refer to it, has a completely different feel. It is definitely more spirited and has a range of adjustments including the option to make all the settings again by changing to a three point. As long as you make good note (write it down!) when you move the bridle (behind the third

Pothecary Corner

knot from the leading edge - that sort of thing) don't be afraid to experiment to get the sort of feel you prefer.



Settings

The CJ comes preset on the turbo setting which is more for trick than precision flying and, if you are not used to or, prepared for that, you will notice a little over-steer, particularly when launching. However it is this "instability" that aids with easier trick flying.

The purists among you will gag at the thought of attaching 30 meter tails as did we but this is also the best setting as it tends to make the best of low winds.

We were so confident we went straight in to a ballet in front of quite a large crowd with our only having flown one CJ the day before for a few minutes.

It does need at least four or five mph to get the kite moving but we didn't notice it pulling our arms from their sockets when we crossed the middle of the window in stronger winds!

We were fortunate to get an early shipping of these kites and it has created a lot of attention from those eager to see it. You will find a couple of videos we did on You Tube or on links via our web site. One of the videos has two very good flyers getting the best out of the kite - both were filmed flying it for the first time and get-

ting rather a lot more than many of us could hope for after quite some practice but at least it shows something of the kite's capabilities and the chance to admire experts at play!

Other useful tips

Ours came straight from the factory and someone there must have taken the chance to have a play as one of them had a small stone wedged under the Velcro at the bottom of the spine.

I noticed that the kite was a little slow going in to a fade (floating on its back with nose pointing foreword) and like-wise the other way around (on back/nose away) before spinning the kite around in a lazy Susan. For those of you good enough to perform 'Roll-ups' (wrap the kite up in its own lines) I am sure that the addition of a small weight will be a preferred option.

You may already have a kite that this little trick will help you do more such as hit a stall or bring the kite around just that little bit quicker to pull of better landings - not too much though, or you will soon find that performance is worse! - I'd say no more than the weight of a pound coin. It would probably cost you more than a quid to buy a weight.

VFM

I liked the way the stand-offs fit in to a socket screwed in to the wing without causing any line snagging problems so much that I have ordered up some spares to fit on to some of our other kites where we keep losing them!

We have now lent the CJ around a bit and no-one has had adverse comments.

I would class the Crackerjack as a well made, high end kite at a middle range price giving good value for money at around £135.00.

Prism Zero

Do you ever read somewhere about that new thing or upgrade that they have just brought out but it won't be available in the UK until later in the year?

Why? – Are they so afraid of us that they want to make sure that all the glitches are ironed out before we get the chance to complain? – As if we would!

Well this often happens with Prism, we read

Pothecary Corner

about the latest kites but maybe don't want to pay the extra shipping or, perhaps, we want to actually see one or fly the one that Close Encounters have for "Try before you buy" first.

The Prism Zero was no exception and impatient flyers had to get their names down, cough up the money - and wait! We got ours delivered to us at a festival courtesy of Kiteworld and assembled it in the hotel room later that evening.

The first thing that you have to get used to if you are male and not reading the instructions (these are not instructions by the way - I am just talking about it) is to get used to the idea that the kite is sort of back to front with the smaller wings at the front. In fact if you know what a Canard's Wing looks like then there you go.

Marilyn annoyingly calls it a Bikini Kite - well I suppose it does look a bit like that shape too.

If you don't know what you are aiming at in the assembly you might well be advised to look at the picture at least because there are wrong ways to put this baby together!

Prism do say that each one of these kites is individually fine tuned before it leaves the factory so care is needed in not upsetting the balance. The kite comes in a very smart velour case with its own line. Prism have always taken great care over things like that and it makes receiving and owning something this well presented, a pleasure.



Over the years I have seen some very clever and innovative ideas conceived and used in the construction of Prism kites - the end cap on the leading edge of the "4D" for instance. So, I am very surprised that, after all that trouble, in crafting everything about this kite the clips used to fasten the tension lines are, in my opinion quite cheap and nasty - the sort you see on spinners! Because of the hooked end, pushing the clip through the small hole is very fiddly - and I don't do fiddly!!!

Moving on - as the name implies this is a zero wind kite and it really does need to be assembled in a zero wind until you get used to what goes where. As I said, we assembled ours in the hotel room and once together had great fun gliding it back and forth across the room once we had mastered how to hold it and how much effort to put in to the throw.

As is always the way we weren't treated to any no wind days for a while but when it did drop on a practice day we got the chance for a test flight.

I have had some experience to draw on having owned the HQ Hybrid and I needed that because the Zero, being somewhat smaller than my 240, requires a little more effort. Not aggression but a smooth acceleration and fleetness of foot. Once it hits the ground self launching is not easy but gently releasing it to glide downwind (there is always something) like a plane, it is possible to let out a fair amount of line. Watch carefully for a slight turn to one side then tighten the line making the kite turn and it can be pulled back up over the flyer's head and repeated again on the other side. If there is the slightest of breezes then on the downwind pass tighten the line as the kite starts to turn then quickly release and the kite will spin on round until, with perfect timing the line is tightened again so that the kite flies back toward the pilot. That was a 540 degree flat spin! It is the same technique as controlling and Indian fighter kite or Rokaku but in a different, more horizontal plane.

Don't expect that you will be able to go out and master the zero straight off - it does take a little practice first, but hey, if it were easy it would soon be boring!

The zero comes in a choice of two liveries and is available in this country now!

Portsmouth International Kite Festival 2012

Taking place Saturday 25th and Sunday 26th August, with Monday 27th August reserved for free flying at Southsea Common, Portsmouth. This is the 21st Festival—but the 20th anniversary—so we have tried to make it a bit special.

We are therefore having a special Edo Kite Event with Edos from the European Air Gallery and Edo kites from kitefliers around the world.

We also have Cerf-Volant Folie, a 12 person sports kite display team who can split in various ways to make teams of 4, 6, 8 or more people. One special aspect is a team of female sports kite fliers—a first for Portsmouth.

Being the Jubilee year we are also going to have a 'Jubilee' spot where any red, white or blue kites can be flown, or a mixture of these colours!. So if you have one that fits the bill please bring it along to the main arena at the appropriate time.

Even if you do not have a suitable kite for the displays—there are often more kites than people to fly them, so why not come along and help. For example the Edo display, the Jubilee display and Kelvin Wood's butterflies.

We have a wide range of invited kite fliers at Portsmouth this year—some regulars and many fliers appearing for the first time.

New to the festival are: The Al-Farsi Kite Team—Kuwait, Stevi and Daggi of Drachen Munster—Germany, Heinrich Holmann—Germany, Cerf-Volant Folie—France, Ralf and Eva Dietrich from Denmark, Francis and Claudie Paragon—France and Gerard Clement and Dominique Weill—France.

From the UK we have Team Spectrum, Brighton Kite Fliers, North East Kite Fleirs, Tony Cartwright, The Beccles Bunch, The Flying Squad, Mike Goddard, The Decorators, Andrew and Kathleen Beattie, Kelvin Woods, Team Fusion and Nick James, with Andy King and George Webster on commentary. The timetable will be published on the web site www.portsmouthkitefestival.org.uk.

Other overseas fliers include Bernard Dingwerth (Germany), Jurgen and Ingrid van Almelo (Germany), Christian and Petra Harms (Germany), Albert Trinks (Holland) Jan and Jolanda van Leeuwen (Holland), Aufwind Extreme (Germany), Marco Casadio (Italy), Sophie Quesnal (France), Irene Tao and John Tan (Singapore), Robert and Heleen Valkenburg (Holland). From further afield we have Robert Brasington (Australia) and Robert and Sue van Weers (New Zealand), Jeltje Baas (Holland), Team Air-4-CE (Holland).

As mentioned in the previous magazine we have a separate arena set aside for the Revolution Kite Fliers—at the top end of the car park—so away from the main display areas. This gives more room for both the rev fliers and the other kite fliers.

There will be a good selection of kite traders and caterers on site as well as a selection of non-kite stalls and a craft tent.

Festival Auction: There will be a short (hopefully) auction taking place Saturday evening around 8:30pm to raise funds for the festival. This will take place in one of the marquees on site. Items for the auction gratefully received before or on the day. Everyone is welcome to attend the evening events.

Free parking is available for KSGB members on request from us IN ADVANCE. No passes will be available at the site. Send SAE or email us with your car registration number. You will be able to unload your vehicle on the site but PLEASE, once unloaded, move your car to the car park. The car park is located on the left as you enter the site from the Queens Hotel end. This year access to the site will be from **Clarence Parade**, through the gates opposite the Queens Hotel. We have been informed that the gate will be manned enabling kitefliers access. At least this is what we have been told so far. Watch the web site for any changes to details of access.

Camping There are no places left—we can add you to a wait list if requested. If you do not have a camping pass please do not camp!

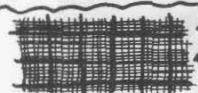
For details of local accommodation please contact the Portsmouth Tourist Centre on 023 9283 6722, www.visitportsmouth.co.uk. The University Halls of Residence, where the invited kitefliers stay, can be booked online at www.port.ac.uk/holidays or call 023 9284 4884.

Look at www.portsmouthkitefestival.org.uk for up to date information.



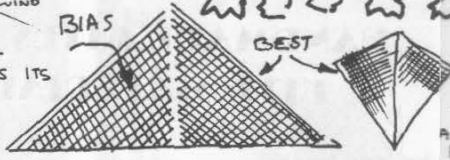
CVF Team Fillies—ready for the Portsmouth Weather

WHAT IS IT?

BIAS  COMES IN SEVERAL WEIGHTS - ANYTHING GOES SO LONG AS ITS NOT TOO HEAVY

CLOSELY WOVEN NYLON COMES WITH REINFORCEMENT - HELPS STOP THERIPS! COATED WITH URETHANE TO WINDPROOF ITS VERY LIGHT - BUT STRONG WATERPROOF

SLICK SIDE - IF YOU FIND ONE - TO THE WIND



WHERE CAN YOU GET IT?

- A) ADVERTISERS IN THIS MAGAZINE
- B) LOOK OUT IN LOCAL MARKETS

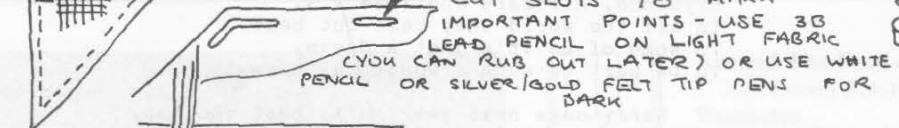
PATTERN MAKING

MAKE PAPER CARD PATTERNS TO SIZE USING THIN BOARD BROWN PAPER - LINING PAPER AND CELLOTAPE MARK BIAS DIRECTION ON PATTERN - ITS IMPORTANT!

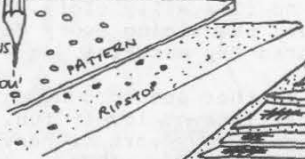


YOU CAN SAND PAPER THE EDGE OF CARD! GET A SMOOTHER CURVE

DONT FORGET TO ADD HEM ALLOWANCE 10mm (1cm) WILL DO



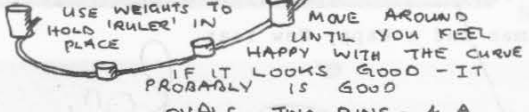
TRANSFER YOUR APPLIQUE DESIGNS TO KITE WITH PENCIL DOTS THROUGH PATTERN



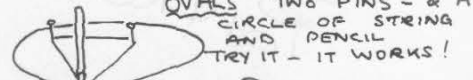
LIKE DRESSMAKING - LAY OUT PIECES TO GET BEST OUT OF YOUR MATERIAL - KEEP SCRAPS FOR PATCHWORK APPLIQUE

CURVES :-

YOU NEED A LONG FLEXIBLE "RULER" - 3mm GLASS FIBRE ROD IS GOOD - A THIN STRIP OF CARD ON EDGE ALSO WORKS



DIG CURVES/CIRCLES WITH STRING & PENCIL



LENGTHEN & SHORTEN TO OPEN/CLOSE CURVE

TIP - FIBRES LOSING YOUR SASSORS ON THE TOOL? TIE A WOOL OR STRING TO ONE YOU ALWAYS FIND THEM!

CUTTING OUT

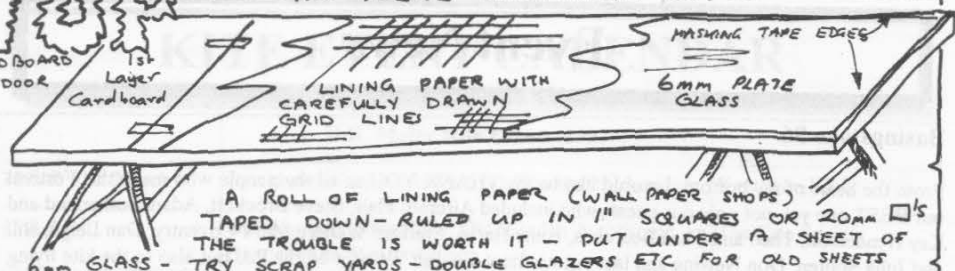
COLD CUTTING: ALWAYS USE A METAL EDGE. USE WEIGHTS TO HOLD RULER IN PLACE ON SLIPPERY SURFACE. USE SNAP OFF BLADES - ALWAYS USE SHARP NEW BLADES - DISCARD WHEN BLADE STARTS TO DRAG THROUGH MATERIAL - TEST RUN FIRST - QUICK WAY TO CUT LONG LENGTHS

THE BEST SURFACE TO CUT ON IS GLASS! EVEN IF YOU CAN'T GET A BIG SHEET - USE A SMALLER PIECE - OLD MIRROR ETC - USE FOR HOT OR COLD CUTTING



RIPSTOP

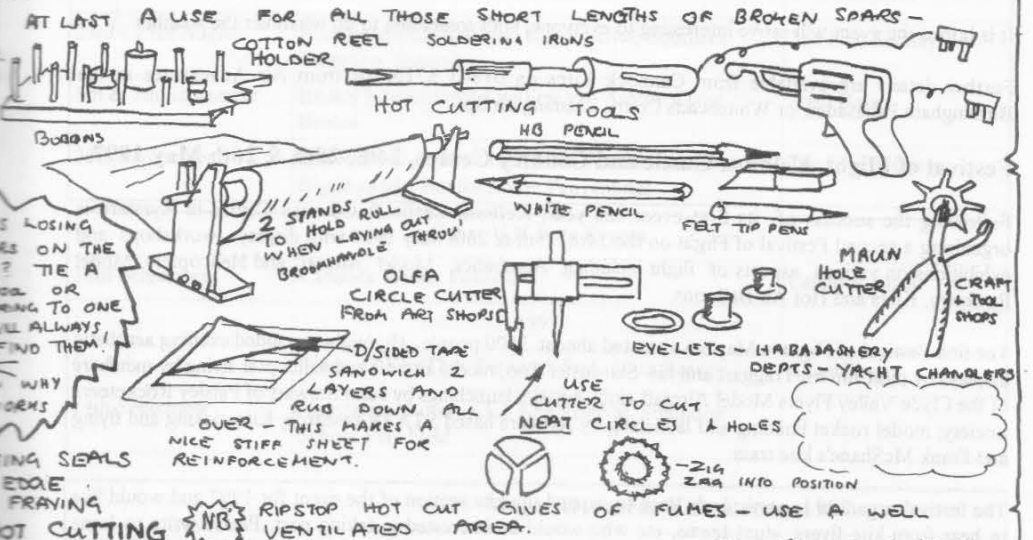
AN IDEAL KITEMAKING SET UP



TOOLS

- TRY SCRAP YARDS FOR SCRAP ALUMINIUM OR STEEL STRIP
- TRY STEEL MERCHANTS FOR BAR ENDS - THEY MAKE SUPERB WEIGHTS - MAKE 3 OR 4 OR WRAP A 1/2 BRICK IN BROWN PAPER!
- STEEL RULERS - YOU ARE BOUND TO NICK THE EDGE IF YOU USE WOOD OR PLASTIC RULERS
- MASHING TAPE - TO HOLD ALL SORTS OF THINGS IN PLACE
- DOUBLE SIDED TAPE - NOT NICE TO SEW THROU' GUMMY!
- UHU CLEAR GLUE
- KEEP YOUR RIBSTOP ON ROLLS - TRY ANY FABRIC SHOP CURTAIN SHOP FOR FREE TUBES
- SEAM RIPPER - NASTY TOOL (IN ALL SEWING DEPTS) TO UNPICK YOUR STITCHES - YOU WILL NEED ONE
- AT LAST A USE FOR ALL THOSE SHORT LENGTHS OF BROKEN SPARS - COTTON REEL SOLDERING IRONS HOLDER
- HOT CUTTING TOOLS
- HG PENCIL
- WHITE PENCIL
- FELT TIP PENS
- OLFA CIRCLE CUTTER FROM ART SHOPS
- MAJAN HOLE CUTTER - CRAFT & TOOL SHOPS
- EYELETS - HABERDASHERY DEPTS - YACHT CHANDLERS
- USE CUTTER TO CUT NEAT CIRCLES & HOLES
- USE CUTTER TO CUT NEAT CIRCLES & HOLES
- USE CUTTER TO CUT NEAT CIRCLES & HOLES
- USE CUTTER TO CUT NEAT CIRCLES & HOLES

TIP SEMI PAPER STEEL TO BRIGHT CONDITION - 2 COATS OF CLEAR FLOOR POLISH TO SEAL - WEIGHTS - DOUBLE SIDE TAPE FELT TO BOTTOM - SAFER ON GLASS



HOT CUTTING

HOT CUTTING SEALS THE EDGE OF FRAYING

HOT CUTTING - RIBSTOP HOT CUT GIVES OFF FUMES - USE A WELL VENTILATED AREA.

SOLDERING IRONS - PRACTICE ON SCRAPS - DRAW ALONG A METAL EDGE - TAKE CARE METAL DOES NOT DRAW OUT HEAT TOUCH AT AN ANGLE

ELECTRIC GUN SOLDERING IRON - USE CUTTING TOOL PRACTICE & BE PATIENT SKILL WILL COME QUICKLY

IT IS DIFFICULT TO CUT FREE HAND - ALWAYS TRY TO CUT TO AN EDGE - STRAIGHT & CURVED

NOT NICE! - YOU CAN TRY AND RUN RAW COLD CUT EDGE THROU' CANVALE FLAME

Avril Baker—Lord Mayor's Medal

Avril Baker has recently been awarded a Bristol Lord Mayor's Medal for her work with the Bristol International Festival of Kites over 25 years. Well deserved. The citation on the web site for the Lord Mayor says:

Over 25 years Avril Baker has been the driving force behind the Bristol International Festival of Kites and over that time hundreds of thousands have attended the Festival and hundreds of overseas and UK kite flyers have looked forward to their annual visit to a festival that many feel is one of the top kite events worldwide. The weekend Kite Festival has also been recognised nationally as one of the top 50 community events in the UK. Apart from looking after the kite flyers whilst in Bristol Avril Baker works hard to ensure that the Festival encourages families and participation and works with the local community to help promote and support kiting.

In support of the nomination Paul Chapman wrote:

I have heard that Avril Baker is being recommended for the Bristol Lord Mayor's medal and would like to submit this letter to support the recommendation.

I have known Avril for what seems like a very long time, certainly since she initiated the Bristol International Kite Festival in the mid-1980s. In the early days the kite festival was a relatively small affair, but it quickly grew in reputation amongst the international kite community. Now, after 25 years, it is one of the most prestigious events of its kind on a world scale and dovetails very nicely into other international festivals, notably its biennial sister celebration at Dieppe.

Building and maintaining such a prestigious festival is no easy task. Avril has been instrumental in bringing together a group of internationally recognised artists, national kite teams, inventors and entrepreneurs, as well as enthusiasts from around the UK to put on a weekend event that has been recognised nationally as one of the top 50 community events. The Bristol International Kite Festival, by its very nature as an outdoor event, fits well with Bristol's reputation for excellence in large scale community events and, because of its international flavour, can be seen as celebrating the cultural diversity that Bristol enjoys.

One of the outstanding features of Avril's festival is that it encourages families and participation. Avril works closely with the local Avon Kite Flyers (AKF) group who support the children's workshops and who, as local people, promote Bristol to the visitors. You only have to visit the festival to see that it is family friendly. Profits from the festival are used to support charities. This year it was the Great Western Air Ambulance.

We, as kite enthusiasts, are not only thankful for the festival, but delight in its co-operative and inclusive atmosphere. We are often in awe at the enormous planning and on the spot management effort that

Avril puts into this event. It takes someone with considerable skills in negotiation, determination and cajolery to put on a show of such magnitude that has never experienced any difficulties; although the weather, and sometimes traffic management can be challenging and the numbers turning out to visit are incredible.

Avril also does a lot of work with the local community. This goes beyond the kite festival. For example, this year she asked me (as a long standing kite maker and flier), together with members of the AKF, to support a kite-making project at one of Bristol's community schools. This is but only one example of many where she has used her considerable organising skills to muster and co-ordinate enthusiastic volunteer community support. Another recent example was her support to the BAC100 celebrations last year. In this case she co-ordinated community kite-making at several local schools as well acting as a focal point for many of the activities; in my case where I was asked to contribute to the exhibition at the Bristol City Museum. She can often be heard promoting and supporting kiting on the BBC and local radio.

In summary, I completely support Avril's recommendation for the Lord Mayor's Medal. Her long term commitment and work for Bristol has been superb. Bristol is better known, and better loved by our communities, as well as the international world kite community, because of her.





The LO-DO

copyright Charlie Charlton

LO-DO - (LO-w aspect ratio e-DO)

Materials Required

Sail - 65cm x 310cm Ripstop Nylon or Polyester

Pockets and Patches - Scraps of ripstop

About 8m of 70lb to 100lb bridle line

15 x 15cm (approx) pieces of 70lb line

5 x 1m (approx) pieces of 70lb bowstring line

Spars - All Glass fibre

6.35mm x 310cm (approx) - Spine

5 x 4mm x 62cm (approx) - Cross spars

4 x 3mm x 60cm - corner tensioning spars

Electricians PVC adhesive tape preferable the same colour as spar material

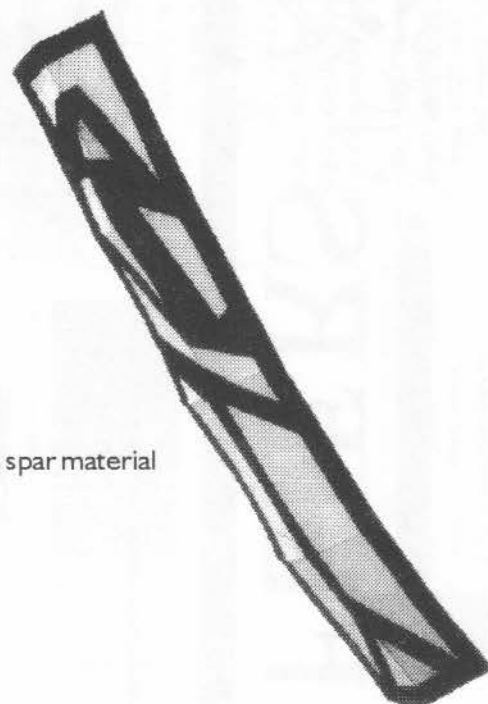
2 x 6.35 Internal diameter ferrules

5 x aluminium bow string adjusters

10 x 4mm endcaps

2 x 6.35mm endcaps

4 x 3mm endcaps



Instructions

Read through these instructions before you begin

Cut ripstop sail to dimensions indicated. This includes the seam allowance. It may be more economical to make the sail out of two pieces if you have a broad piece of ripstop. This is OK and makes no difference to performance. Hem all around the sail using a doubled over hem of about 7.5mm. This should reduce overall width of the sail by 1.5cm on each side so the final sail will be around 62cm wide. If you want to appliqué or paint your sail do it now before further construction.

Once you have finished your decoration you can continue.

Making the pockets and patches. To make perfect pockets and patches follow these instructions and you should always have nice neat pockets.

Cut as accurately as possible a rectangle of ripstop 20cm deep by about 40cm wide fold the piece lengthways so that it is 10cm X 40cm fold it again so it is 5cm x 40cm fold this once more but this time not quite in half but so that it is about 2.25cm on one side and 2.75cm on the other what you now have looks like one very wide shallow pocket, on a glass surface using a straight edged piece of glass as a rule cut off pockets from this strip try to make them all the same width about 2cm wide each cut off ten or more of these pockets.

These pockets can be stored if you have spare for later use.

You make the other pockets in a similar way only start with piece of ripstop about 25cm deep and make the final fold so that a longer flap extends from the pocket as in the diagram.

The patches are even simpler just fold up some ripstop so you get 6 or 8 thicknesses and cut on all four sides into 2.5cm squares

To attach the pockets to the kite sew around three sides only as indicated in the diagram by the dotted lines for extra strength double sew over the overlapping edges.

Attach one of the 10 similar pockets to each corner of the kite the opening pointing across the width of the kite, fold the sail in half and mark exactly the centre on both sides attach two further pockets here, find the midpoint between the pockets again and again add the final four small pockets.

Your sail should now have five pairs of pockets which will later take the bowing cross spars

Attach the two longer pockets so that the main body of the pocket is NOT on the sail but extends beyond the sail sew an extra line of stitching as in the diagram to secure the flap adequately to the sail.

Now sew the 3 patches to the sail where the 3 middle cross spars cross the mid line of the sail, rotate the squares through 45 degrees so that the points point across and up and down the sail.

With a fine pointed soldering iron melt holes through all the pockets and patches as indicated in the diagram.

Take the 15cm lengths of 70lb line and melt all the ends with a cigarette lighter or similar to prevent fraying from the front of the sail pass the lines through the holes in the pockets and patches and tie in overhand knots at the back, where these are in the mid line of the kite all spars must be UNDER these ties.



Fitting the spars

Cut all 5 of the 4mm cross spars to fit and place with the end caps on into the into the pockets. Cut 2 x 1 m lengths of the 6.35mm spine and put one end cap onto each on the other end of each tape, using some electrical tape the 6.35mm internal diameter ferrules, put these spars into the end pockets caps into pockets ferrules to the middle and cut the final piece of spine to fit not too tightly. Remove the 3 spine sections completely so that the corner tensioning spars can be added.

These 3mm corner tensioning spars need to be taped to the end spine pieces in pairs they need to be placed so that they extend beyond the end capped end of the spine by 14cm, tape them at the other end using electricians PVC tape for about 10cm of their length. Make sure they are secure so that when they are in place they will not twist on the spine.

Reassemble the spine and check that the corner tensioning spars reach the corner pockets and tension the sail evenly, adjust if necessary.

Take the 5 x 1 m lengths of bowline and melt all ends, attach these across the sail between the overhand knotted loops of line and using the bow adjusters bow the kite to about 10cm at each cross spar.

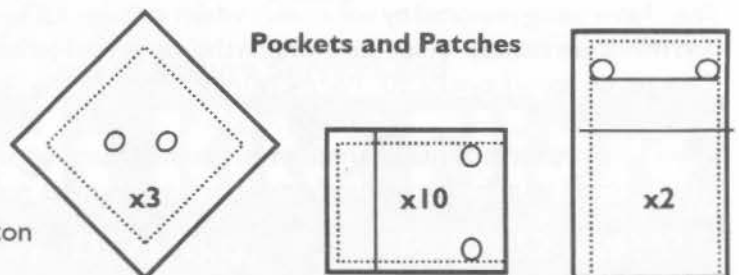
Bridling

Cut the 8m of bridle line slightly unevenly into two perhaps 4.2m and 3.8m take the short length and tie one end to the middle spar loop, take the other end and tie it to the next loop above, take the longer length and tie one end to the second cross spar up tie the other end very loosely to the top spar loop. pull all the line together and tie an over hand loop so that the towing point is approximately half way between the top cross spar and the second cross spar down, now tighten the knot on the top bridle line where it attaches to the spar loop.

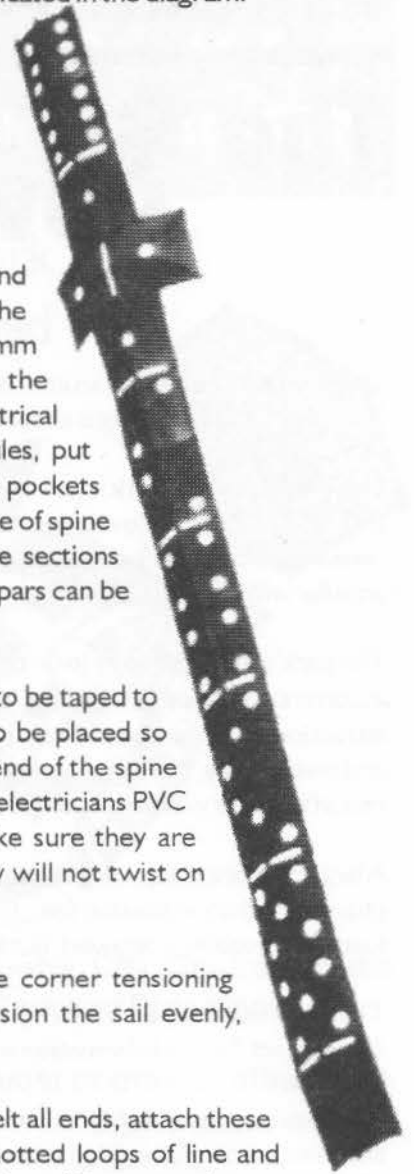
This may need some adjustment depending on wind conditions.

Now go fly your LO-DO.

Pockets and Patches



Charlie Charlton



Long to Rain Over Us—Hugh Blowers

Or Bedford Jubilee Kite Festival.

After 60 years of public service, you would have thought that Her Maj would know better than to organise major events on a Bank Holiday? No, in the infinite wisdom of those in the corridors of power, her extended Jubilee bash was organised a week later than Whit weekend, good, but then two bank holidays were introduced to coincide, bad. A look at the kite calendar would have also shown her event clashing with 'Basingstoke'. All this ensured that the country was in for a drenching, and the weather gods did not shirk from their task in this respect. Having said that, the first day of the festival was probably one of the best days flying we have ever had at Bedford, and what we were able to do on the Sunday was just as good. This was all down to the wind coming down the length of the arena from the only direction that does not have trees immediately surrounding it.

It was something of a select group that gathered at Elstow on the Friday evening, and apart from Bedford first timers Ivo and Jazzy from Belgium along with Christian Laskowski and Alex Ruger from Germany and Wolfgang Shimmelpfennig, the rest were old hands. The first oxymoron was that Christian and Alex, who fly as 'Team Think Big' and are probably best known for their humungous 'Bob The Builder', were specifically told to 'think small' as there was no way the arena could accommodate their larger pieces.

Opening the curtains on Saturday morning did not give much encouragement as it was mizzling and 'orrible, but joy of joy, by the time we had breakfasted, travelled to the site and been briefed, the rain had stopped and it all looked a bit more hopeful. As usual, Andrew and Kathleen Beattie were not slow in getting a large quantity of ripstop into the air under a pilot that must have been every bit of 199.9 feet up, as there is an absolute height limit because of the proximity to commercial airports. This limit also provided George with a slight dilemma for his, by now, customary altitude sprints. Unusually, there were no professional sprinters or purpose built sprint kites entered this year, so the result was going to be in doubt until the (short) duration of the sprint had elapsed. Iqbal Hussein from Switzerland, flying to Northern rules got the vote, and then it was on to some serious flying.

Sometimes there is that feeling that you cannot quite believe what you are seeing, and so it was when I looked down the field to see a Randy Tom parafoil flying. The Patrick Nagel image was the 'girl with the cheetah' that Randy had brought to Bristol many years ago. Was it an original, THE original, or heaven forbid, a copy? Flying it was one of the great supporters of the festival, Ludovico Bertozzi from Italy, who along with Jane Edwards, brings trolleys full of kites on the plane and between them do their best to fly them all. Slightly apprehensively, as my opinion of copies of iconic kites is well known, I wandered up

to Ludovico, who described how he had found it, along with several other original American kites, and bought them to add to his collection. Close examination showed it to be an original Randy Tom, using a George Hamm (the best damn parafoils in the world) design for the foil. It was beautiful and I have to admit to the little green-eyed god of jealousy digging me in the ribs. The offer of a chance to fly it the following day was eagerly accepted, but fates were to scupper that unique opportunity. Ah well, that's life!



It might have escaped notice, but George Webster is becoming very precise in his commentaries about species identification of birds, animals, fish etc that are depicted by, and on, kites. When the combined forces of Wigsley's Wings and the Beatties, with a bit of help from Team Think Big managed to get six Peter Lynn Tigers aloft on one line, he was able to delve into his extensive memory banks about the countries of origins, the family relationship, and even possibly the sex, of the six. In this he was aided and abetted by the largest of the group that became draped over



Long to Rain Over Us—Hugh Blowers



him and his commentary table. At one stage he was heard to claim that 'this was the first time he has ever done a commentary from inside a tiger'. Wolfgang's famous basking shark was subjected to the same scrutiny, as were the rays, manta rays, hammerhead sharks et al. Ludovico's sharks share only a passing resemblance with the real thing and apart from two wings and a tail, my Alec Pearson bird shares little in common with any known avian, so escaped any zoological analysis. George's knowledge was tested to its utmost by a small (by their standards, huge by anyone else's) inflatable put up by Christian and Alex. It was a large purple insect cum bee/wasp type thingy, and the closest description was a 'Sum Sum'.

The business of the weekend was very much the Jubilee, and to this end, we had been requested to bring as many red, white and blue kites as possible for a celebration fly in the afternoon. Karen and Godfrey Gamble had spent most of Friday, and a considerable time before, producing a train of 60 union jack malays with red, white and blue ripstop tails, a huge undertaking. Before this we were promised something of a treat, assuming the weather held. With all the kites brought down, the Battle of Britain Memorial Flight was planning to do a low flypast over the



arena. With no direct contact there was no way of knowing if it was going to happen, but several minutes early, the sonorous tone of four Merlin engines signalled the arrival of the Lancaster, but sans its companion Spitfire and Hurricane. Low and slow it came, heading off to the south, only to make a steep turn and come back directly over us again, doubly impressive. Just as it seemed that it was headed for the next venue, it turned again over the town and made a final pass over a very appreciative crowd. Some say that Andy Pidgen has close contacts up at Conningsby, while others reckoned it was because Doug Richardson had offered to tarmac their runway cheaply, but whatever the reason it was a marvellous display. Very reminiscent of the Spitfire demo at one of the Kite Society's Old Warden events some years ago.

As soon as we had gathered ourselves together after this evocative display it was time to get the red, white and blue, and jubilee themed kites into the



sky. Peter Lynn Union Jack flags in differing sizes from George and Jackie Penney and the Beatties. An inaugural flight of a Peter Lynn Heart with a union jack front panel, again by courtesy of the Penney's. Hagaman parafoils in red, white and blue stripes from Hugh and Lynn Blowers. A very rare Jilly Pelham Mirage from Lynn. A very large inflatable hammerhead shark flown by Ludovico before he and Jane produced a tour de force, two versions of the Andy Warhol image of the queens profile, complete with crown. Jane and Ludovico had started making these two complex kites on the Monday before the festival, finishing them at 1.30 on the morning they were due to fly out. Jane's was in the patriotic colours, while Ludovico had stuck with the original tones. The Gamble's train led a charmed life at times reinforcing the fact that fluffy tails and trains do not really mix. After 30 minutes or so (about enough jubilee for one day) other kites started to intrude, including a Peter Lynn Whale that would be new to many. Wigsley's Wings decided to make up for the lack of the Hurricane and Spitfire with Doug's Red Arrows flag kite. It could best be described as 'a bit of a handful' at low level, but with some skilful piloting from Linda it provided a good contrast to the animal themed inflatables on show. Sitting happily above the trees while all this was going on was a John Eaton Aurora box kite that revelled in the wind conditions. John is a kitemaker who is sadly missed from the fes-

Long to Rain Over Us—Hugh Blowers

tival scene, as his kites were innovative and colourful, as those that have 'escaped' remind us.

Much to our surprise the day had passed without us getting wet, and by late afternoon it was positively hot. As the kites were brought down at the end of the day everyone was reflecting on just how lucky we had been and what a super days flying we had enjoyed. Time to nip back to the hotel for a wash and brush up before being bussed back to the site for food with the Mayor, Mayoress and the council Portfolio holder who has responsibility for such events. The food is always enjoyable, and they don't stint on the wine either so the audience was very receptive to short speeches from the dignitaries. A salient point was made that, even in these hard economic times, councils still need to put on events that the public can enjoy at minimal expense.

It is always a pleasure to see Ann Megrath, along with her 'little sister' at these events as she and Eddie were so involved with the establishment of this event, ten years ago. Ann re-presented the Megrath Trophy last year, but to recognise the contribution people make to kite flying, rather than kite making as it was previously. It was therefore to universal acclaim that it was awarded to Malcolm and Jeanette Goodman. With no auction this year, it was an early trip back to the hotel for another round of reminiscing, chat and wonder about how much a supposedly 'budget hotel' can charge for drinks. I think we can guess where they make their profit?

It didn't matter whether it was Sky, ITV or BBC, the forecasts on Sunday morning were dire, and looking outside, it was not difficult to agree with that summary. Still, we were not due to be stuck in a rowing boat on the Thames for nine hours without a toilet! At the site we were greeted by a very bedraggled manta ray and an equally bedraggled Andrew and Kathleen who had left the hotel before many of us were into our muesli. Somewhere along the line, the tail of the ray had become deranged, so we helped to pull it down for repairs. It is amazing how much water can run off the top skin of a large inflatable, especially if you are stood at the back end. The rain got



steadily worse and nearer to the horizontal causing concern about the site becoming waterlogged, as there were still two more days of events scheduled. One or two brave souls battled with the elements only to return to the flyers marquee doing good impressions of 'drowned rats'. Those flying out that evening had to drape kites over strategi-

cally strung bunting to try and dry them out. Lunch came and went, as did two tins of Jim Batten's famous flapjacks, but then, the rain slackened luring a number of us back onto the field. By now, what had been left out on the field was soaking, so there was not going to be too many changes of kites or too much new, and my chance to fly the Randy Tom parafoil went with it. Pure white ripstop and a muddy, grass field was not a sensible mixture.

More and more flyers joined in, including Jackie Penney with a most appropriate kite, an underwater kite by Kisa Sauer. My Aurora that had needed bulging eyeballs to rig the day before now looked like a bag of rags, but still it flew happily. Everyone was trying to put something up to entertain the spectator, for yes, someone had appeared at last. The traders probably didn't take a tenner between them, except for the aquatic Zorb balls. The customers were dry inside them, and the pool was being replenished for free, but that was about it. It was a valiant attempt by all concerned, but by three o'clock it was obvious that we were fighting a losing battle, and there was still the question of getting the vehicles off the grass, so reluctantly the plug was pulled on the event (an appropriate phrase in the circumstances) and we headed for home and some dry clothes. Considering what had happened at other events, including the river pageant, and the number that had been cancelled, we were lucky to have got in as much flying as we did, and yes, I agree, it was probably the best flying ever at Bedford.

Television and newspapers showed starkly what happened across the country during the following week or two, so we can consider ourselves most fortunate to have had a festival at all, and even more so with a sunny day on Monday to dry everything out. Did it rain at Basingstoke though?



Pictures by Lynn Blowers

The Kiteflier – Issue 132

Portsmouth... and Edo Dako – Paul Chapman

Gil Bloom tells me that there will be Edo kites at Portsmouth this year. The skies will be full of them. What can you tell us about Edos? Oh dear...what do I know about Edos? Now if the question had been about Cody and the Royal Navy trials at HMS Excellent (the shore base on Whale Island) then it would be easy...but Edo kites? Well, they are just rectangular kites from Japan...job done?

One of the very first kites that we made was an Edo. It was about 1977 and I had bought David Pelham's Penguin Book of Kites and this huge rectangular Japanese thing seemed an interesting project. We raided the garden shop for thin bamboo poles and the stationers shop for tissue paper. It took hours of lashing and pasting, tweaking and bracing. We tied a hummer across the top and carefully braced the lowest but one cross stick a bit more than the others (because I had heard that this is what you should do), made an extraordinarily complex bridle thing that comprised strings going to every conceivable bamboo crossing...and then found a long length of crepe paper for the tail. Of course it flew brilliantly from the little park at the back of the house....but how can you transport 3ft by 2ft of sticks and tissue paper? I think we burnt it.



My next encounter with the kites from Edo came as a result of walking past Kite Store in Neal Street. It was in the early 1980s when Kite Store was on the other side of the road from its final resting place. There were some nicely decorated kites hanging on the wall so I bought one for £20. It resembled my previous effort although this one was much smaller, made from hand-made mulberry Washi paper and had the sticks carefully bound with paper strips. The design was that of Kintaro, the red-faced, brave boy who is struggling, or so it seems, with a very large and auspicious carp. Later I compared the kite with the images in Tal Streeter's "The Art of the Japanese Kites" and thought it looked similar to the ones made by Tiezo Hashimoto. Hashimoto is known as "The last kite maker of Edo" and was referred to by Modegi's father as Meiji (Master). My suspicion was confirmed later when Eiji Ohashi and Seiko Nakamura came home to tea. It took one glance for them to recognise the kite...."how did that one escape Japan?". You will find it on the front cover of Modegi-san's book on the EdoDako kites of Tiezo Hashimoto.



So what do I know about Edos?

Modegi tells us that kites became popular with the common folk during the Edo period (1603-1867), initially mostly as octopus or squid kites...resembling the Japanese kanji for squid... Early Japanese woodblocks show these squid kites but, as woodblocks began to become coloured, these Ukiyoe designs are used as the basis for the images used on rectangular kites. So the MushiDako kites emerged to illustrate the warriors of the story books, the JiDako depicted auspicious kanji symbols such as Ryu (dragon) and Arashi (storm). KabukiDako included images of the famous Kabuki theatre actors while Edokodako were the common disposable kites for the children and the riffraff.

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While the EdoDako portrayed the characters of the Japanese woodblock stories, the woodblocks themselves began to portray the kites. Some of the subjects are simply as a backdrop to a story, but some provide the story themselves. The ones that I particularly like are the triptychs that make fun of the authorities. When times were hard they showed kites rising and rising; just like cost of rice and sake! Perhaps my favourite woodblock illustration is that of Minamoto's son who, in 1170, was tied to a huge kite which is then set free to take him from his island of captivity to freedom...a sort of Japanese Icarus, but with a happy ending. In fact the Minamoto no Tametomo story has a resonance with a similar tale told by Marco Polo in the early 1300s where he tells of the hapless sailor (a fool, or someone who is too drunk) who is tied to the great kite and sent flying to prove the auspiciousness, or otherwise of the next voyage!

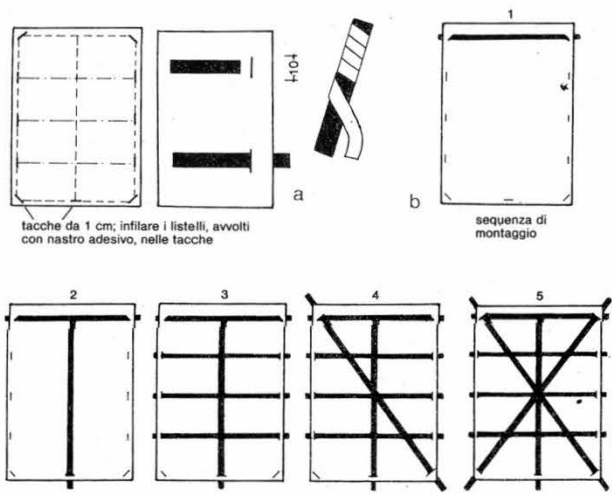
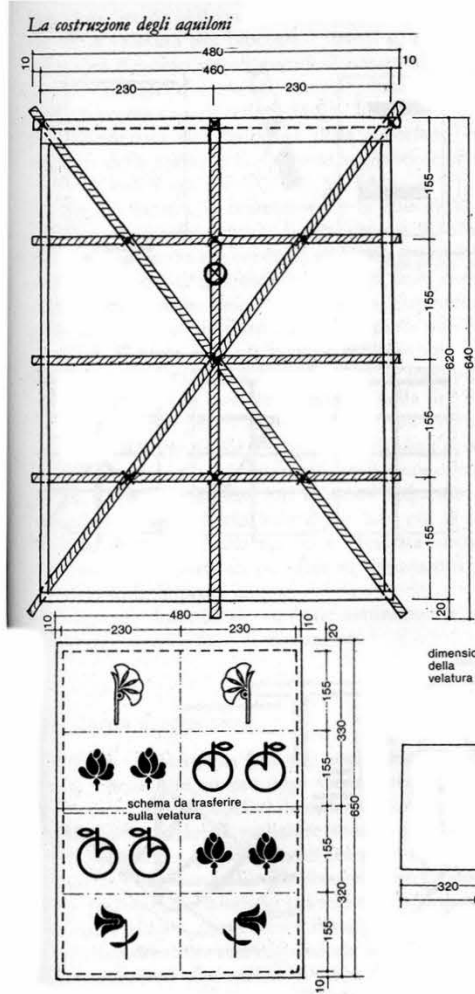


Hashimoto tells us that there are two basic units of size...the Mino and the Nishinouchi although these can be joined together to make larger kites. He tells us that two types of bamboo are used (Madake and the thinner Shinodake) while the Unari hummer is made from rattan. Three types of kite frame is used...the SholiBari uses 10 sticks, OBar uses 7 while the more popular (simpler) ChuBari has only 6 bones. Both of my Hashimoto kites are OBar. And Hashimoto tells us that a real EdoDako should have 14 bridle lines and a tail with Maki bone struts.

Since the EdoDako is going to be THE kite at Portsmouth I thought I should include some drawings to show how they are made. Although Ohashi's five volumes on Japanese kites provides the best in terms of variety, I found that the drawings in Oliviero Olivieri's "Gli Aquiloni" were probably more instructive and self-explanatory...so here are my copies

Despite what Hashimoto says about the purity of the EdoDako, and it requiring a tail, it seems that today the rectangular Edo kites are flown without a tail, but with enormously long bridle lines. In fact the bridle lines almost displace the kite itself sometimes. These have been taken to the extreme in some cases, for example the kites of the European Air Gallery where the bridle lines are grouped to allow the fliers more easily control them when they are just being flown from the bridle. The Edo seems to have become the kite of choice for kite artists such as Kelvin Woods, probably because, like the original Ukiyoe kites, it is such a fine backdrop for the artwork. Of course these modern kites are a long way from Hashimoto with their use of appliquéd ripstop skins and their carbon bones.





Edo Dako from Oliviero Olivieri "GLI AQUILONE"

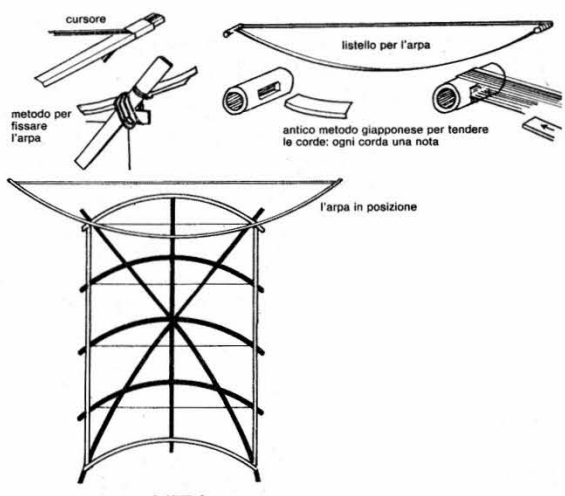


Fig. 55. L'arpa dell'Edo.

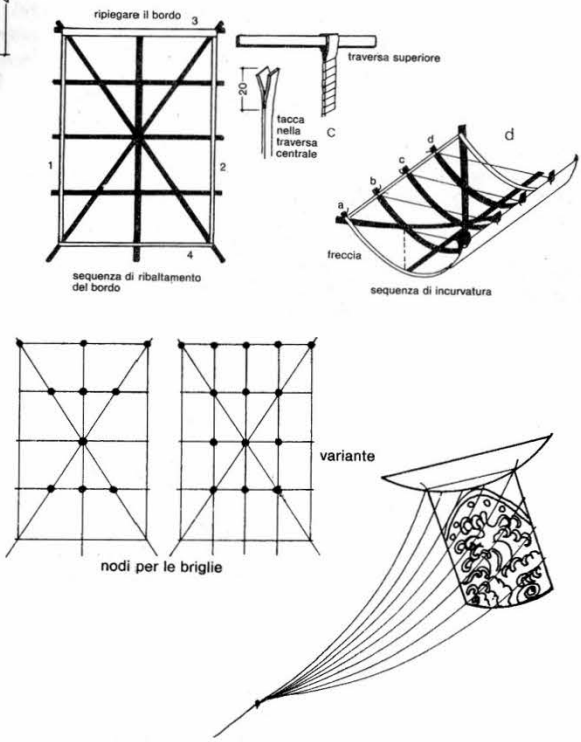


Fig. 56. Come collocare le briglie per l'Edo.

Conyne Kites Used to Lift Radio Aerials to Assist Downed Seaplanes

During the early days of aviation the use of radio communication, also in its infancy, was dependent upon ideal conditions to get radio signals from the flying craft to land stations.

On August 27, 1910 Douglas McCurdy, flying an early Curtiss airplane, received what has been cited as the first wireless message sent to an aeroplane in flight, over Sheepshhead Bay race track, New York¹. Early wireless radio transmissions were of the Morse code variety adding to the complexity of the task of communicating between an airplane and the ground stations.

By 1917, the first air-to-ground and ground-to-air audio radio communications were accomplished by AT&T engineers working with the United States Army at Langley Field in Virginia. The experiments started on July 2nd and two way communication success was achieved by August 20, 1917.²

In all of the radio transmissions of this early era, lengthy aerials were trailed from the airplane in flight. These were spooled out after takeoff and wound in prior to landing. Later, by the early-1930's aerial wires were tautly strung from the fuselage behind the cockpit to the front of the rudder upright at the rear of the aircraft. Advances in wireless communication led to short mast aerials by late 1930.

During the 1920's seaplanes and 'flying boats'³ were often used for coastal patrols and other flights that took them over long stretches of water. Whenever a seaplane ran into engine trouble over water it could easily glide to a landing and very often there was no damage to the aircraft and no injury to the pilot and others aboard.

However, the prevalent radio communication of the day which employed the use of long trailing aerials was now useless with the seaplane on the surface of the water. This rendered radio communication impossible and left the downed pilots at the mercy of visual sightings by either search boats or rescue seaplanes.

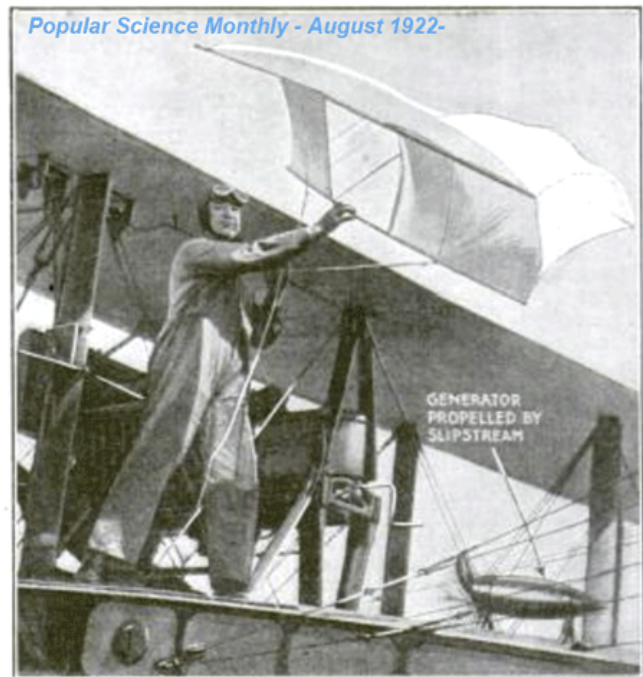
To counter this loss of traditional radio contact by a downed seaplane, technical staff at the United States Navy Air Station Radio Laboratory in Anacostia D.C. came up with a pragmatic solution to the situation.

Commander Taylor and Lieutenant C.D. Palmer experimented with raising an antenna from the downed aircraft with a Conyne kite and attaching it to the seaplane's radio system. With the elevation of the kite to 200-300 feet using a light wire flying line which served as the aerial, they were able to establish radio communications over long distances.⁴

Simple kits, weighing only a few pounds, were developed for all seaplanes to equip them with these emergency aerials. In each kit were 350 feet of aerial wire/flying line and two kites. The largest kite was seven feet tall for light winds and a slightly smaller kite was six feet tall for stronger winds.

This use of kites to raise aerials when downed airmen were in distress was a precursor to the later Gibson Girl radio rescue system. Developed in 1932 in Great Britain, the Gibson Girl array used an aerial raised by a box kite. It was deployed throughout the Second World War and beyond.

The above uses of kites as rescue devices were not the only types of kite rescue systems. In 1859 an Irish priest,



From the disabled seaplane the kite is flown with antenna wire. The wind from the propeller drives the radio generator

Fr. E.J. Corner designed a kite rescue system to lift sailors to safety from vessels wrecked along the rocky coast of Ireland.

Even today, kites are still carried by people on expeditions and at sea as a system for attracting attention and facilitating a rescue. The latest such system is the Skystreme radar reflective location marker kite available from Skystreme UK Ltd, Middlesex, UK. This kite is Airtight and waterproof and constructed of metallised Mylar laminate. Light in weight, the Skystreme kite flies, floats and can self launch in winds as light as 4 mph. Requiring no power supply of any description, it is able to lift devices such as compatible high visibility strobe lights and windsocks.

Notes:

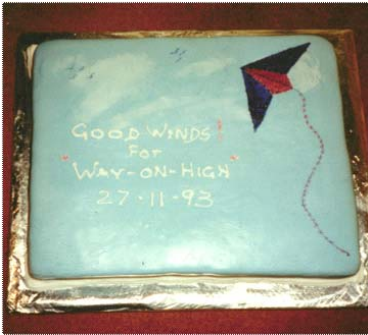
1. Douglas McCurdy, one of the members of Alexander Graham Bell's Aerial Experiment Association, went on to work as a pilot for Curtiss Aircraft in 1910. Prior to that he had been the lead engineer on the Aerodrome #4 project, the Silver Dart, and the pilot of the first aircraft to fly in the British Empire (The Silver Dart, Feb. 23, 1909 at Baddeck, Cape Breton Island, Nova Scotia. McCurdy and a partner Casey Baldwin, also a member of the AEA, formed the Canadian Aerodrome Company in late 1909. When the Canadian government chose not to buy any of the early aircraft models produced by that company, McCurdy went to work for Glenn H. Curtiss at the Curtiss Aircraft Company in Hammondsport, NY.
2. AT&T - 1st Air-to-Ground / Ground-to-Air Radio Communication.
3. Airplanes using floats were first developed in the United States by Glenn H. Curtiss of the Aerial Experiment Association (the "Loon", September 1908) and by engineer Henri Fabre ("Le Canard" March 1910).
4. "Disabled Planes Send 'SOS' With Kite Antenna." Popular Science Monthly, August 1922, page 40.

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Steve Gibson and Way on High Kites—Emily Gibson

What started as a kite flying hobby soon became a full time obsession for a number of years for my dad, Steve Gibson, who at the time lived in Hereford in the Midlands.

In 1993 he realised a dream and opened a kite shop there called Way-on-High.



The Margam Park Kite Festival was first organised by my dad in June 1994, and this still runs today.



The first Kite Festival at Margam Park

He was part of the original line up of the Airheads, a competition team formed in 1995 which now continues as an ad-hoc team for fun (www.airheads.org.uk/aboutus.html).



Dad also became good friends with Ray Bethell, the record breaking professional kite flyer.



In 1998 he formed Start Business which helped hundreds of people set up their own businesses. As an award winning business advisor he published the book *Going Self-Employed* in 2008 which has just been updated and is available on Amazon.

In September 2010 my dad suffered a significant stroke. He worked extremely hard on his recovery and in the words of his consultant was making remarkable progress when he became ill in October 2011. He was diagnosed with mesothelioma, the asbestos related cancer. This came as a huge shock for him and the family. He was determined to beat this but very sadly lost his battle in December 2011.

He was only 60 years old, had not yet retired and still had many plans in his personal and work life, and much to live for.

His old friends, Karl and Sara Longbottom, who design and make high quality kites (www.kitefestival.org.uk).



Dad with Ray Bethell

Steve Gibson and Way on High Kites—Emily Gibson

longbottom.org.uk), are making Flamin' Comet kites (my dad's design from the 1990's) in memory of him, to sell with all the proceeds going to the Stroke Association.



My Brother, Dad and I

I will be collecting money for Mesothelioma UK (www.mesothelioma.uk.com) at Leominster/Hereford Kite Festival 2012 on July 21 and 22 this year at Berrington Hall, a National Trust property near Leominster (www.kitefestival.org.uk). He was involved in organising the first Hereford Kite Festival.

We have also set up a JustGiving page where people can donate online or by text (www.justgiving.com/Aidan-Gibson).

In 2009 2,321 people died due to mesothelioma in Great Britain - around 100 more than died due to road accidents in the same year. Apparently the Twin Towers in New York were full of asbestos and there are fears of an epidemic as more people exposed to asbestos, whether from the Twin Towers, or elsewhere decades ago, develop this cancer.

Mesothelioma can apparently take decades, up to 60 years, to develop. Many cases, including my dad's, are diagnosed too late to effectively treat. It is often aggressive with a poor prognosis.

Calm, caring, funny and wonderful, he was an amazing dad. After having worked in horticulture most of his life, he was happiest when he had the kite shop in the 90's.

Emily Gibson

www.wayonhighkites.co.uk



Inside the Way On High Shop

Gudiparan Bazi—David Sahar MD

Before the war began, Gudiparan bazi (kite flying) was a common hobby of many Afghans throughout Afghanistan. It was a form of sport that many took to the status of art. From the designs and sizes of kites to the making of unbreakable tar (line), for many this became a matter of honour to compete in who's who among the best kite fighters in their neighbourhood. This addicting sport absorbed many young Afghans, even during the war.



was mostly conserved throughout the family of Kites. They were all made of thin paper and the skeleton supported by bamboo wood, investing on its malleability and flexibility.

The Line (Tar)

The Line that connected the Kite to the leader was of great importance. Much at-

For those who missed out on this great Afghan pastime, here is the nuts and bolts of Afghan kite and kite fighting in a nut shell. I have compiled this article to preserve this aspect of the Afghan culture.

The Unit

To have an operational unit to fly a Kite "officially", it was accepted that it would take 2 persons. One to actually fly the kite (leader) and the other to keep the charkha (an intricately designed wooden drum penetrated longitudinally by a stick to keep the line wound around it and for ease of recovering the line back) Undeservedly many times the charkha gir would get the blame for not holding the line correctly should the unit lose the kite fight.

The Kite

The kites, or Gudiparan (literally meaning flying doll) as it's called in Afghanistan, came in different sizes - from smallest which was only about 10-12 inches in diameter to largest which was human size - Mahi gec, nim takhtai, se parcha, panj parcha, shesh parcha and the famous humongous haft parcha or simply "haft". The shape



attention was paid to this aspect of Kite flying, as it determined the success of Kite fighting. A variety of lines were used including (from highest to lowest quality) hasht lumber, panjsad war and da lumber, chel lumbar, among others. Chel lumbar was the thinnest of all, but worked well in a fight when flying small kites. Many advocated this due to it's fine ability to get into the opponents line easily and cut it during a kite fight. The way the line was prepared took hours to make. First shisha (a mould to coat the line) had to be made. Basically glass was ground to make the line sharp for cutting) and mixed with an adhesive material and mushed rice to make what was comparable to a paste in texture. The line was coated with this mould and after it was dry, it is wound around the drum (charkha), where it is stored for use. The alternative coating method was called "dolai", where the line was immersed into liquid "shisha" and coated. It was left to dry, then used. Usually 2 trees were used to wound the line around until it was dry, then wound on a drum (Charkha). The coated line is sharp - it is designed for kite

fighting. Many children would cut themselves with this sharp line - often to the bone. To avoid this, many wrapped a piece of leather around their index finger (called kilkak) to protect them.

The Drum (Charkha)

- Though charkha was mostly used for storage of line, it proved crucial dur-

Gudiparan Bazi—David Sahar MD

ing kite fighting where rapid release of line was critical. It was essential to have the drum light for ease of use, so wood was used to make this element of kite flying.

The Fight (Jang) - In order to have a kite fight, 2 kites had to be airborne simultaneously at a close proximity. As soon as the line of these two kites contacted each other, the fight had began. The fight would last from a split second to up to 1/2 hour, depending on wind, the difference in quality of tar between the two parties and other undetermined factors. Generally the one with most experience and patience win the fight, given the same quality of the tar, kite and charkha gir. The general concept was to release line, and avoid pulling when in a kite fight. The faster you release the more likely one would win the fight. This theory is based on a complex dynamic relationship of the lines while in the air, which held true for the most part. Since larger kites had greater pull, greater release of line per second was anticipated and thus greater chance of winning with a larger kite. However this theory had it's limitations - larger kites have been known to lose to much smaller kites. The quality of tar was also an important factor in determining who was to go home with a kite. Some would preach that the smoother the line, the better it would cut the opponent, as it would be more fluid during the fight. Further, the line with more shisha (sharper) would get stuck easily and get cut. However, proponents would argue that sharper line would serve better specially during "kashak" (a fight where one of the parties go on offense and pull very hard under the opponent - this fight would last no more than a second usually) Though there are no randomized trial research to determine which method served best, somewhere in between is probably where one wants to be.

Azadi Rawast

Once the loser of the kite fight would lose the kite, the kite would be released into the air without guidance and would follow the direction of wind. This was a great opportunity for some one else to catch and own it.

The Sharti

Most Kocha's (A block of street) had their own Sharti (Kite fight Champion). Sharti title was given to the one who had the impeccable record of not losing a kite fight. Shartis generally had a good grasp of what they should do in a particu-

lar kite fight to win, or at least not lose. They also had a style and elegance that would capture audience throughout the neighbourhood. However, even sharti's would occasionally lose, and this was generally a big deal to many ko-chagis (neighbourhood).

The Hazards

Unfortunately kite flying in Afghanistan was a dangerous business. For the most part this was the game of boys. Flying kites in neighbourhoods meant one would climb the roof, where they had the best view and access to wind and skies. However, many unwary of their position and looking into the sky were victim of falls. Untold number of children would break bones or even lose their lives with this sport.

A Kite Flying Unit:

- Kite flyer (leader)
- Charkha gir - person holding the line
- Kite
- Line
- Charkha

Accessories—Kilkak—Finger protector - A tubular leather, usually worn around the right index finger to prevent trauma to the index finger from the sharp line

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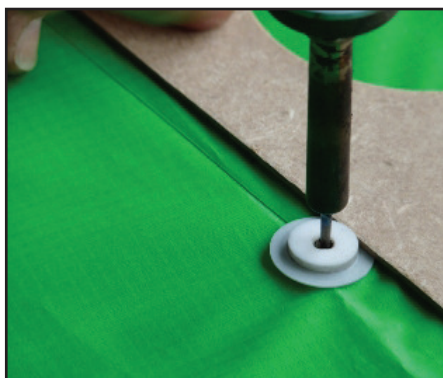
THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

HOW I BUILD A LIFTER

or Recipes from Alan's Sewing Table.

Since my spies tell me that there is a lot of unused space in this issue of Aerodyne, I thought I fill some of it with some notes on my technique for building lifters. This is, by no means, the only and may not even be the best way, but it is my way! These ideas can be applied to almost any type of ram-air inflated aerofoil kite, and if you think some of them are worth copying, and they get you building - go for it!

Even for one-offs I always make templates (or templets, if you're a traditionalist) It means that all parts that should be identical, will be and I can hot-cut. I like to make these from thin MDF, ideally 2.5mm if I can get it, otherwise 3mm. I can draw the design directly onto it, then cut with a craft knife and smooth with sandpaper. Where I need to mark positions onto the fabric, I drill a small hole through which I can mark with a pencil. If I want to mark the sewing line, but cut at the seam allowance (I always hot-cut because cutting with a knife ruins the cutting table, and I can't cut to a line with scissors for toffee) I use the gadget seen in the photo, which is turned up out of heatproof plastic (P.T.F.E)



The most recent lifters that I've built have no centre keel, and are designed to be the same width as the fabric, which means that there are only seven components, viz. top & bottom skins, two rib/flares, and three ribs. I cut any cross-ventilation holes in the rib templates, but you have to be careful not to cut them in the end ribs. I make the template for the skins as wide as two cells with small marking holes on the centreline, so that I can draw the sewing lines for the intermediate ribs in the right places. When all parts are cut out, I like to edge-bind the leading edges of the ribs and skins, plus all edges of the flares, using a Suisei tool, but a double-fold hem will serve just as well (provided you've left the necessary seam allowance on the fabric!)

I like to sew the bridle lines directly to the fabric, taking them right to the top of the ribs and across the flares. The sewing line for the bridles has been marked by dotting through the holes in the template, and drawing a line between the dots. This photo shows this being done on one of the rib/flare combinations, and



HOW I BUILD A LIFTER

CONTINUED

the sewing line for the bottom skin is just visible. (I hope)

The templates for the rib and flare are made separately, so that this can be drawn.

Each bridle line is measured, marked and cut, leaving an



adjustment and knot allowance, once it is sewn to the fabric.

Assembly starts with sewing the top skin to the left hand (looking from the front) rib/flare, right side to right side and starting at the leading edge. Each rib is then sewn to the top skin in order across the kite, except the last one - that comes later. Next, start again at the left hand side, sewing bottom skin to rib/flare, and then each rib to the skin working across the kite. Again, always start sewing at the leading edge. After the centre rib (with bridles sewn on) is attached, small holes are hot-cut to feed the bridles through the bottom skin.

Now for that last top skin seam - for this I recommend the "burrito roll".

To do this, you roll up the kite, starting from the closed side, so that the unsewn edges can be brought together right side to right side, and then sewn, as always, starting at the leading edge.

I have found that this sewing sequence means the least possible amount of fabric has to be manoeuvred through the sewing machine arm, and the more difficult seams are completed whilst there is the minimum fabric to wrangle.

When this seam is complete, the kite can be pulled inside out, and

the only sewing left is to close up the trailing edge.

To do this, I lay the kite on a flat surface and find the best straight line across the ends of the ribs. In an ideal world, all the rib ends would line up perfectly, but mine seldom do, so I choose a line that is as close as possible to the ends, but above all is parallel to the leading edge. I then cut the skins about an inch out from this line, hem each skin separately (on the inside), add any tail attachments, then sew the two skins together. I usually leave some gaps in this seam, say 1" at each end, not so much for venting, but to let out and sand etc. that finds its' way in.

Now for the bridles: I like to use four aluminium rings as it enables easy adjustment.

All the front bridles go to one ring, the centre ones to a second, and the back ones to a third, then



short lines go from these rings to a forth, which is the flying point. The short line for the first and third rings is one piece, larksheaded to the flying point in the centre so the easy changes to angle of attack can be made by moving the position of the larkshead. I always mark the line to the front bridles with a red mark, so that I can tell which is which when I'm trying to adjust them on the flying field.

The bridle lines are tied to the appropriate ring at the marks made when they were sewn and cut, and I tie a short loop to the flying point for easy connection to the flying line, and that's it.....Good Luck.

Alan Reynolds

YOUR CLUB

Thank you to all those that supported the club AGM and turned out. Thank to the outgoing committee for all, their hard work over the past year. Following on from the club AGM we have a new look to some of the committee.

CHAIRMAN.

Simon Hennessey.

SECRETARY

Tony Makepeice.

TREASURER.

Marian Reynolds.

MEMBERSHIP

Andrew Scott & Sandra Fletcher.

COMMITTEE

Alan & Dorethy Cragg

Alan Reynolds

Alan Outram

Corinne Hennessey

Dave McArthur

Matt Jones

There are a few events where the Club has been asked to fly at:-
Eastbourne Extreme 14-15th July 2012

Portsmouth Kite Festival over the August bank holiday 24-26th August 2012 please feel free to come along and help put on a good show. Camping is available by pre-booking through the KSGB.

Capstone Park Kite Festival 23rd September 2012 again please let me know if you would like to come along and fly and I will ensure that we get the relevant passes. Camping is available by pre-booking for the Saturday night

The Autumn Show held at Ardingly South of England Show Ground on the 6th - 7th October 2012. Passes for this event are for members only other people can turn up on the day and attend but will need to pay admission.

Please could you let the committee know if you wish to attend

JULY 2012 BRIGHTON KITE FLYERS AERODYNE

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E library@BKF.org.uk

Club Kites:

(BKF members only):
If you wish to borrow any of the club kites please just ask any member of the club committee.

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T-Shirts/Sweatshirts:

Alan & Marian Reynolds
E tshirts@BKF.org.uk

Pins/Badges/Pens:

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

Thank you

We would like to say thank you to all those who made this issue of Aerodyne possible, Marian & Alan Reynolds. We know we keep going on, but Aerodyne is only possible with your help with articles etc.

So please do write an article you will notice we have even printed an area for you to do this as we cannot keep the publication going without them. So thank you again to those who help and keep the articles coming and those that haven't if you want to keep aerodyne going put into action the good words said at each year's AGM please put pen to paper for the Autumn issue. Dates for future articles are detailed below.

Editor

NUMBER 9 WELSH CAKES

Ingredients:-

1 egg, beaten.
3 ozs. castor sugar.
8 ozs. S/R flour.
3 ozs. raisins.
2 ozs. butter.
2 ozs. lard.
½ tsp. ground nutmeg.

Method:-

Rub fats into flour, 'til it looks like breadcrumbs, add nutmeg, sugar and raisins and mix until all combined. Add beaten egg and maybe a little drop of milk until the mix just holds together (not claggy!)

Roll out on floured surface to ¼ inch thickness and cut out rounds with a 1¼" ish cutter.

Using a flat griddle or large frying pan, greased lightly with lard, at about medium heat, cook for about 2 mins on first side and about 3 on the second.

Exact timings depend on how hot you've got the pan, but judge by colour - you know "brown but not....."

Leave to cool on wire rack.
Last instruction: put in tin & bring to kite event, but beware, these are Andrew Scott's favourites!

Marian (aka cakelady)

All the best over the next few months Marian and may the cakes keep on coming as everyone enjoys them. Some of us a little too much

fly - in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. These are held on the 1st Sunday at Saltdean Vale, East Sussex. Remember that during the summer members may well be attending kites festivals, but the fly-ins are still on.

See you there



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

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.



Event Information

2012		
July 2012		
7-8	Brighton Kite Festival, Stanmer Park, Brighton	simon@BKF.org.uk
14-15	Barmouth Beach Kite Festival, Opposite the life boat station, Barmouth	Waine Hucker 07855 810636
14-15	Dunstable Downs Kite Festival, Whipsnade Road, Dunstable LU6 2GY	pat.redman@nationaltrust.org.uk
20-22	Kite Festival Bakel 2012, Kivitsbraak 1, Bakel, Netherlands	http://www.kitefestival.nl/
21-22	Leominster and Hereford Kite Festival, The National Trust, Berringham Hall, Leominster HR6 0DW	www.kitefestival.org.uk
28-29	Golden Valley Kite Fliers "Kite Kamp", Newlands Park, Bishops Cleeve, Nr Cheltenham. GL52 3PE	www.gvkf.org.uk
August 2012		
4-5	Jolly Up 11, Cliddeston, near Basingstoke	Kites Up
11-12	Teston Kite "Big Weekend", Maidstone, Kent	malcolmf@kentkiteflyers.org.uk
18-19	Shropshire Kite Festival, Lacon Childe School, Love Lane, Cleobury Mortimer DY14 8PE	Mail: kites@skybums.com
25-27	Portsmouth International Kite Festival, Southsea Common, Portsmouth	The Kite Society
September 2012		
29-30	Mascotte International Kite Festival, Scheveningen, Holland	lia.scheveningenbad@gmail.com
8-16	Dieppe International Kite Festival, France	infos@dieppe-cerf-volant.org
October 2012		
27-28	Frejus International Kite Festival, France.	

Shropshire Kite Festival 18th & 19th August

The all new Shropshire Kite Festival 2012 18th and 19th August situated at the Lacon Childe School, Love Lane, Cleobury Mortimer DY14 8PE.

Cleobury Mortimer is a quaint little village with a host of excellent cafes, Hotels, B&Bs, takeaways, restaurants, Butchers and shops not to mention the excellent views.

At last we have managed to find a excellent site which is situated next to all the above amenities and next to the Hobsons Brewery and a sports social club.

The site has three fields available to us, excellent facilities ie showers, toilets, breakfasts at £5. Camping from Friday Lunch time to Monday morning for the very reasonable price of £20 for campers and caravans for the duration as above and £15 for tents for the duration. This is truly a site not to miss we look forward to seeing every body there.

Contact Paul or Helen at Skybums for more information kites@skybums.com

Margate Kite Festival—September.

We recently heard from the Margate Town Partnership who have been the co-organisers of this event.

So sorry not to have been in touch about the Margate festival. We only received a decision on our funding from Thanet council this week (mid May).

I'm afraid that we only received limited funds and that is to provide a music and arts weekend. I wish that I could have had more positive news but the decision on funding was not ours. I am sure that you will appreciate that Thanet council had to cut its funding back and that has had a knock-on effect.

I would like to thank you, the association and all the kite fliers for your tremendous support for Margate over the years. We have all enjoyed the spectacle of kites on our beach and will miss it very much this year.

I have not given up hope of securing a private sponsor, but that will not be for this year.

Once again thank you for everything. Do keep in touch. If we can bring a kite festival back to Margate we will call.

Rebecca Smith
Vice chairman Margate Town Partnership