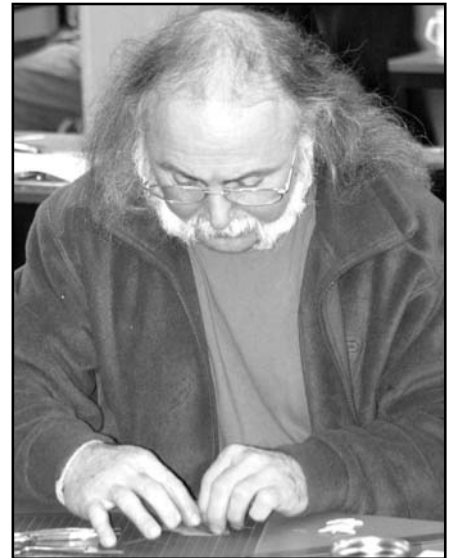
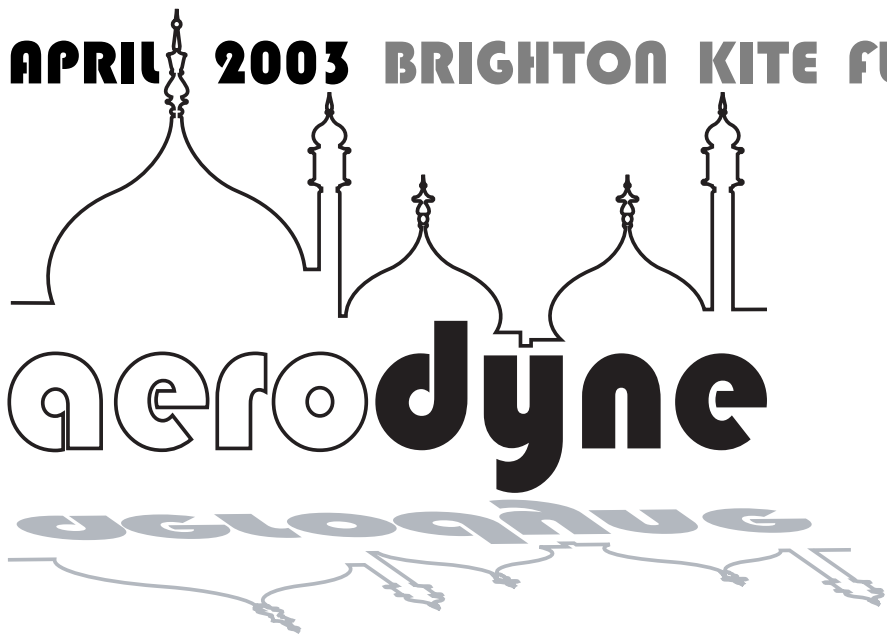


APRIL 2003 BRIGHTON KITE FLYERS APRIL 2003



Keith Boxall trying to work out if he's making kites or about to play the piano.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

# A VIEW FROM FLYING THE BEACHES HIGH

The end of January, Heathrow Airport: '...and what's in the long carry-on bag?' 'Kites, they're very fragile'. 'Hm, OK, but if the cabin staff aren't happy they'll have to be checked'. And that was the nearest we had to any difficulty taking kites into the cabin for a 16 hour flight,



leaving the freezing cold of London for the steamy 30° C+ of Bali in the rainy season. Not the best time to go if your main recreation is kite flying, as before midday there is virtually no wind, and it is very gentle thereafter, but, given the heat, a couple of hours flying daily sees you retiring at 5pm

for 'happy-hour' - it's a constant fight against dehydration! The almost deserted beaches gave me a chance to (attempt to) fly the Rev I bought from those nice people at the Highwayman last November. Inclement weather/lack of wind on the weekends had made it impossible to fly before, so for it's inaugural flight the sands of Sanur Beach provided a soft landing for the inevitable crashes, and the South China sea the site of its first immersion. The best time to visit Bali is July, when the kite festival takes place. Constant wind, and kites absolutely everywhere. If BKF were interested in a 'field-trip' sometime I for one would be interested in going.

For a description of last year's Bali Kite Festival visit:

[www.balitravel-insider.com/kites](http://www.balitravel-insider.com/kites)

with some excellent photos of the local 'layang kreasi' by Bruce Briscoe

Terry Golding

A kite enthusiast has been banned from his hobby after forcing aircraft to swerve to avoid hitting his high-flying object.

Paul Wong, 47, was grounded by police after flying kites at over 2,000 metres.

Mr Wong, a Chinese take-away owner in Worksop, Notts, said : "I wanted to break the world record but noticed some aircraft had to swerve to avoid my kite." The police said I had to get permission from the civil aviation authority." Mr Wong still hopes to break the highest kite flight record, set in 1898 in America when a kite flew at over 3,800 metres.

The CAA said : "anything above 60 meters could distract a pilot. But we're happy to advise on where kites can be flown.

Article taken from  
The Mirror Feb 7th 2003

**DON'T FORGET  
BRIGHTONS KITE FESTIVAL  
25TH YEAR  
12TH & 13TH JULY 2003**

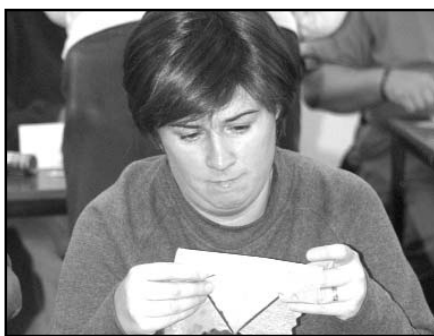


# S M A L L B U T I T F L I E S

Well another workshop run by the WHKF, this time with Charlie Sotich as the teacher. Those who do not know Charlie's kites these are large power kites able to lift the largest of Pot Bellied Pigs, we at Brighton Kite flyers have done this to prove it can be done. But before any of you put pen to paper to the Flying Pig division of the RSPCA or even the Kiteflyer, I am only joking.

Charlie's kites are in the fact most unique miniature kites I have ever seen. The largest of his kites would not even cover a child's hand. Several years ago, when invited to Fort Warden Kitemakers retreat in the USA, I opted for Charlie's workshop and loved it. So when I heard he was going to do one in the UK I signed up. Along with Paul Hill, Alan Outram, Danny Steer and Keith Boxall.

As always it was an early start to get to Swindon for 9.00am, I left my house to get to Paul's at about 5.30am and then left Paul's at 5.40am to pick up Alan and Danny at Redhill. We tested Alan's heart on arrival and it worked fine, (he had left his door on the latch so when we arrived we would not have to ring the bell. We walked in and Alan was sitting in the kitchen have a bowl of cornflakes with his back to us and did not hear us arrive, when I touched him on the shoulder, did he jump). Next job was to remove Alan from the ceiling and head to Epsom to pick up Keith and the journey down to Swindon. With no problems just the normal bad jokes etc. all the way. On arrival at Swindon we had to do the normal thing and get lost, it's a rule of going to Swindon workshops, someone has to get lost. As the school is close to a pub called The Moonraker, this is the landmark you look for. Well we asked the 1st Local and were told keep going straight you can't miss it, guess what, we did. So we asked another local, and got the same answer keep going straight (but not the same direction as the 1st local said) you can't miss it,



we did. So a 3rd local was asked, time a lady, again we were told keep going straight you can't miss it, but having counted on her fingers, she added you needed to go over 3 roundabouts. So off we went and we all counted 1-2-3 and guess what it was not there, so on we went the counting 4-5-6-7-8-9-10 and sure enough we did not miss it this time only it was over 10 roundabouts not 3.

We entered the classroom at Headlands school to see Mick and Norma House there already as they had done the Saturday as well. So all in all the BKF had 7 members at the workshop (good show maybe we should look at doing our own mini workshop). The first kite we made was a sparred kite, I picked a shield shape but others picked diamond, squares etc. These all flew very well and having seen these we made some more different sizes and shapes. Then came the star kite which involved origami paper folding and sparring.

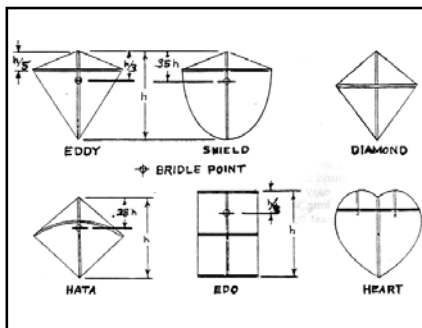
But back to the classroom for the next round of kite making after lunch, this time the postage stamp kite. The plans for this will be in the next issue of Aerodyne. The hardest thing about this kite was rubbing the paper off the back to make it thinner without damaging the stamp it self. No spars on this kite just light paper and folding. The raffle was drawn and the day ended with everyone going away happy.

Another great workshop by the WHKF.

Simon Hennessey

Each year we look for something new on the Kite events calendar. This year has started early for us with a FANTASTIC weekend organised by

WHKF at a "small kite workshop" with Charlie Sotich from Chicago. Day 1



The morning of the 15th February 2003 armed with a craft knife, cutting mat and a pair of tweezers we left Brighton at 6am arriving 2hrs later in Swindon.

We signed in at Headlands

School, Swindon. Awaiting us on desks were pieces of cardboard, cutting mats, two types of cocktail sticks (posh with turned ends and plain ones) thinned PVA glue and two A4 sheets of General Rules for successful small kite making. Spot on 0900hrs the lesson began. Charlie insisted throughout we all worked at the same pace to avoid mistakes, as he had seen mistakes happen even when no one else was around.

Charlie came equipped with everything we needed in a large suitcase. The contents consisted of bargains found in the \$1 shop in Chicago. 5pkts of napkins for a \$1, 250 straight cocktail sticks for a \$1 and 200 fancy sticks for a \$1 etc (Chicago here we come!!).

First we needed to learn how to make the kite reels. Posh ended cocktail sticks were glued onto small pieces of shaped cardboard, known as floss bobbins in America, ready to wind on multi-coloured sewing thread. We had to be sure to use the plain cocktail sticks for applying the glue as you got more for your \$.

Next, splitting of bamboo for the spars. Charlie instructed his sister to hand out bamboo "give out one piece of bamboo per table and let them fight over it!" Fight we did, but to hunt for plasters for those who couldn't master the single edged razor blades for cutting bamboo. When you thought you had got it Charlie would say split it down in 1/2 again. "But I can't see it now!" This is where Mick was at an advantage with his magnifier, as useful tool for anyone having not been to the opticians!! An alternative is to use monofilament fish line.

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# S M A L L D A Y S W I T H B U T I T D O D D F L I E S D O D D

continues

We were then introduced to an alternative use for napkins. Stripping the napkin left us with several mesh layers and a patterned top layer. This top layer was used to make the Kite. (The mesh layers were saved and used to mop up any mess, glue blood etc.) We then had to choose a shape, Eddy, diamond etc for the design of the Kite. Tails were essential on this type Kite and choices of Christmas tinsel, cotton thread and streamers remnants were to hand "to add sparkle".

By 11:30 the first test flights took place with lines and reels attached to an alligator clip on the end of a telescopic radio antenna. Teacher (Charlie) gave them the once over making minor or major adjustments. Charlie even provided us with temporary safe storage for the kites by using a zip lock (freezer) bag, putting the kite inside and inflating it. The basics had now been covered. After a fabulous lunch (Mick only went back a few times!), socialising and of course purchasing of raffle tickets, we returned to class.

By 4 pm we had made a Napkin (cocktail) kite, Chinese paper kite and Tissue paper kite.

Day 2

New pupils joined the class including a good turn out from BKF. Charlie had difficulty holding the experts of us back whilst the new pupils learnt the basics.

This day followed similar lines as day 1. We made a Japanese tissue kite, a 5-pointed star and a Postage stamp kite.

We learnt new skills of Origami and how to get adhesive off the back of stamps. Some of the stamps ended up with unplanned vent holes due to the over enthusiasm to get the glue off to reduce the weight.

To sum up our weekend, what can we say, except that we are both looking forward to the next one and "Thank you Charlie" "Thank you WHKF" and "Thank you to All that attended".

Norma & Mick House

I first became hooked on kite flying with a Brookite two line on a Dorset heath. I soon upgraded from that first, excellent value but basic, small kite. Then, at Christmas, my wife gave me my first kite videotape. The tape, Ill "Tricks", is one of the Flight School series and introduced me to the skill of Dodd Gross. That tape was a revelation to me and has given me hours of pleasure as I try to fly the manoeuvres he demonstrated. Since then I have acquired all Dodd's tapes and any other instructional videos I have come across. But, good as they are, I was still unable to master some of the kite aerobatics shown. I wanted to know if there were elements of flying that were not easy to capture on video or if I was just too ham fisted to master them.

So for that reason, I was on the M1 at 6.30 on a Saturday morning last July travelling to Shipley Country Park in Derbyshire to see a Dodd Gross Flight School live. The weather was good, the wind not bad and it was fascinating to see Dodd demonstrating and teaching flyers of all levels of ability. I was impressed not only with his skill but also his friendly and persuasive teaching style. Later on I was able to meet Dodd and he signed the copy of his new video, which I had just bought. As I left the park at the end of an exhilarating day I was determined that I would take instruction from Dodd as soon as possible.

My next encounter with Dodd was at the Portsmouth Festival. He was flying two line ballet in the arena with immaculate timing and crisp control, just brilliant. Now Simon Hennessey, who never misses an opportunity to rib me about my two line obsession, was arena manager that day and he asked Dodd if he could give me a few tips. I was pleased that Dodd came over, had a chat and was prepared to do some flying with me. But it was very crowded and we could not find enough space. He told me he was running a Flight School at the Bristol Festival and that confirmed my intention to go there.

In what was considered to be a bad summer, I think we were lucky that so many of the festivals had good weather and so it was at Bristol. Having arrived on Friday afternoon, my tent pitched at a campsite just south of the airport, I was on the road to the festival in bright sunshine early on Saturday morning. As I reached the airport I could see Andy Beattie's manta ray flying high above the park several miles away. At the festival I found Dodd and signed in for the Flight School, I was in for a very interesting and productive two days.

A Flight School is very practical. Dodd started by talking with the participants to get a feel for the skill levels we had and what we wanted to learn. Then he did some demonstration flying and got each student to fly for him so he could begin to assess his or her ability. He then worked individually with everybody on whatever aspect of flying they wanted to improve. When Dodd was with me he got me to fly while he sat on the grass and watched. Having analysed my style he demonstrated ways of improving my technique and left me to practice. In just a short time I was given a lot of information and much to work on. During the two days I had several sessions of this individual tuition. Another aspect of Flight School is the interaction with the other flyers, talking about their flying experiences and hearing and seeing Dodd work with them I found very beneficial.

For me the two days were a very relaxing, often humorous and useful experience; I did learn vital information that I had not been able to pick up from video. My flying has improved and I am now able to fly manoeuvres I had been trying to master in vain.

So thanks Dodd, I think we are very lucky as kite flyers to be able to see and talk to the world's best exponents. How many golfers, I wonder, could even contemplate individual tuition from Montgomerie or Woods.

Dave McArthur

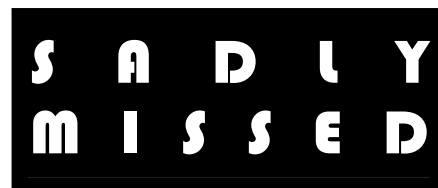


In the last issue of "Aerodyne" I posted a picture with the question "have any of you seen one of these on the flying field" with the comment that a "full story" would be reported in this issue, well here it is, you must make up your own minds as to the feasibility of such a project. It is in fact doubtful that any of you have seen these "flying systems" on a UK flying field (yet) as they are the invention of an Australian academic. These new "hybrid" kites, have been developed by Professor Bryan Roberts from the University of Western Sydney, to me they look a bit like a cross between a helicopter and a kite. Bryan Roberts hopes this odd-looking craft will help to meet future energy needs, particularly in remote areas. The first thing to resolve is what kind of flying machine the pictures relate to, broadly speaking and simply because these devices are tethered I am of the personal opinion that they are predominantly kites but add the precursor that as they also have the ability of powered flight they are partly auto-gyros. On the flying field we have seen the development of the basic tethered "power" kite and at the point that these tethered kites become a flying system in their own right is, so far as I am concerned the point when there is no direct connection to terra firma. Bryan Roberts has called his invention "Gyromills" which are in fact flying wind turbines but as they are tethered, my interpretation must be that they are also true kites. However, if need be and to lift them to the altitude required to make them a

functional unit they may also use the built-in rotors to climb into the sky, when they reach the desired altitude they then sit back in the wind as a true kite and those same rotors turn to generate electrical energy. He plans to fly several of these kites in clusters at an altitude of around 4.5 kilometres, which sounds to me, that he must have been taking altitude lessons from Pete Linnell. At this altitude they will be slap bang in the middle of the 120 Mph plus and near constant airflow of the global jet stream. He also believes that by operating the kites in the jet stream the constant air speed will enable his Gyromills to reliably produce significant quantities of electricity, at this height they will also be above the more turbulent winds associated with those found at or near ground level. The project has been under development for just over 20 years and now that the concepts have been established it is now ready to put into practice. The first test site is planned to take place near Woomera in South Australia. One of the major issues yet to be resolved is to convince the aviation authorities that this project is a safe one. Aircraft would need to be kept well clear of the Gyromills and their trailing cables. These cables are essential to the success of the project as they connect to the ground, providing the ground station with energy from the rotors when conditions are right and also to supply electricity from the ground station to spin the rotors in the helicopter mode to give them additional lift until they hit the jet stream. To me I would think that the biggest hurdle would be the weight of the line itself, even if stranded aluminium cable were to be used, 4.5 kilometres of the stuff must weigh more than these kites are able to lift but as I cannot find out how big these Gyromills are and it is only a point for consideration. Some years

ago I was involved with a similar project, not with kites but with a similar objective of producing electricity, this project employed many square miles of reflective material, launched into space by rocket and deployed in a geostationary orbit, which in effect became a huge solar furnace. Cable was out of the question for this project and my contribution and area of responsibility was to come up with a method of getting the energy down to earth. Sadly the only method I could see working at all was to convert the energy collected by the panel into ultra high frequency radio waves and then transmit these waves to a ground station, once there they would then be converted into conventional electricity – again the main issue was other airborne traffic, as anything that crossed the path of such an intensive beam of energy would be instantly fried.

Dr John Dimmock



You always seem to remember your first real kite and what happened to it, well mine got broken while learning to fly it, as most seem to. That was my first visit to Kitability and in turn my first meeting with Pat and Ron Dell. As my interests in kiting grew so did my visits to Kitability at kite festivals, initially for spares, but as time went by for those little things that make kite flying more fun, and bits to build your own kites. I got to know both Pat and Ron much better. As time went by, I started to help with repairs and advice on two line kites, as both Pat and Ron's main expertise was single line kites. One thing led to another and I spent more time at festivals on Kitability's stall than flying kites.

The death of Pat Dell earlier this year will leave a large hole in my life and that of my family.

If one broken kite started a very rewarding friendship, may all the kites in my kite bag be broken.

Simon Hennessey

**BRIGHTONS KITE FESTIVAL  
FOR MORE INFORMATION  
SEE**

**WWW.BRIGHTONKITEFESTIVAL.CO.UK**

JAN 2003 JAN 2003 JAN 2003 JAN 2003 JAN 2003

# 21 YEARS OF CATTLE LONG BEACH AND KITES

Ray Bethell did it again at the famous Long Beach International kite festival flying 13 8ft 2in custom Pizazz 324 Kites, designed and made by Dick Barnes at Pizazz Kite Works Whidbey Island USA, 4 from each hand and 5 off the waist, flying all the required maneuvers, the mandatory



time required is 5 minutes Ray flew 12 minutes 54 seconds before doing a 1-2-3 perfect landing witnessed and enjoyed by the hundreds of spectators that came to watch Ray do his magic, which is no easy task as the power from 13 of these full size sport kites is enormous, I can vouch for that personally as I flew just a stack of 4 with both hands and I was just about pulled of my feet, This was not the number of kites Ray was trying to achieve for this years record but alas as soon as we added more kites to the stacks, some thing would happen to start them to wobble uncontrollably, the designer worked for days trying to work out the problem but was unable to before the end of the festival, but none the less Dick Barnes was very pleased with the results.

Ray flew a total of 21 of Prism 5ft Fanatic sport kites for a world record in 2000 which was another huge success. It has been heard on the Kite grape Vine that Ray has all ready been practicing to do some thing very special and spectacular to achieve a New world record in Aug 2003 at Long Beach International Kite Festival. That has never been done by one person before; His crew Team and I have been sworn to secrecy even under the pain of torture and death. Not to reveal what it is. (Man this will also be a world record for me if I can keep my mouth shut until next August).

Ray was one of the featured flyers at Long Beach this year, and once again

the Long Beach organizers gave Ray his own arena on the beach where he gave all day Multiple Kite demonstrations from 8 am until 6pm, I have heard so many times from spectators that they come to this festival every year just to watch Ray do his kite magic, it is with out any doubt that he is one of the main attractions to this World renowned kite festival, it also gives me great pleasure to mention that Ray won the people choice award again for the 11th year in a row, I would definitely say this alone must speak for its self. I always enjoy this festival especially this year as being part of Rays team was a great experience and indeed pure pleasure for me, some of the days were more foggy than other years as I remember, but no problem with the wind, which was a little light in the mornings but by noon each day the sky over the festival was a mass of color, and kites of every description from flowing giant octopuses, Whales, Cats, Teddy Bears plus any thing else that could that could be put in the air, there were more kite flyers



in the Mass Ascensions then ever this year, it was a wonder that they never ran out of pins that they give away to every participant.

I would like to mention Ray has a great official Team set up crew Fred and Gerri Adler from Davis California who has been good friends of his for many years, a great husband and wife Pairs Team whom this year gave up flying in competitions and now just flies for the pure fun and enjoyment of flying together. Plus giving demonstrations at all the festivals they attend.

I have already made plans to return to Long Beach in Aug 2003 so keep practicing and good luck Ray for what you have in mind, which I am sure will again (sort the men from the boys.):

Tony Cousins  
Seattle WA USA.

Well let's start with a bit of background, never a bad place to start, for those that don't know the Tye, it is a large area of common land halfway between Brighton and Newhaven on the A259, often used by kite flyers and others-a-like.

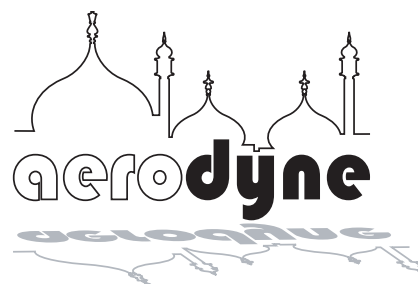
As it was the 1st Sunday of February, which is a BKF fly-in, Paul Hill, Alan & Dorathy Cragg and myself turned up. We got to Telscombe Tye and it was very cold and the wind howling, it was also evident that the farmer had been grazing his cattle up there, so you needed to watch where you stepped. We put up a few small kites as any thing bigger would have been uncontrollable in the strong wind.

We saw another car pull up and out got two lads with what seemed to be a kite. Sure enough it was a flexifoil blade. The lads continued to walk to the middle of the Tye and laid out the kite and lines. One of them then launched the kite in the middle of the wind. Up went the kite and over he went flat on his face and away across the Tye for some 100m. We all watched and wondered what would happen. After his slide, we saw him get up and his mate running over to check he was OK. The kite was then put away in a hurry and the two lads quickly return to their car and drove off.

As they passed we checked that all was OK and had a quiet giggle to ourselves. I will not go in to detail here, but remember what the farmer had been doing in the field, need I say more.

No one was injured in this incident, but it does go to show, care must be taken when flying kites, that you choose the right kite for the wind conditions

Simon Hennessey



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## Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible, Terry Golding, Tony Cousins, Dr John Dimmock, Mick & Norma House, Dave McArthur and Simon Hennessey for articles, design and putting up with me as editor. Also thank you to the Mirror newspaper for the article.

Corinne Hennessey

## Next Issue

As so much fun was had at Charlie's workshop with his permission we will be publishing his plans for the postage stamp kite. So start saving you postage stamps.

## fly-in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. This is held on the 1st Sunday of the month on Telscombe Tye, East Sussex from 11.00am. Next to the A259 coast road between Saltdean and Peacehaven.

This is an all year round event and as the winter approaches it is a good time to meet up with club members that you normally only see at festivals.

See you there

## Brighton's 25th Kite Festival 12th-13th July

Don't forget that this year is the 25th Brighton Kite Festival to be held on July 12th & 13th. It will be held at Stanmer Park as in previous years with all the usual fun and games for all the family. Simon Hennessey and Alan Outram will be doing the honours again. To keep up to date on what is happening and information about the festival visit the website:

[brightonkitefestival.co.uk](http://brightonkitefestival.co.uk)

Corinne Hennessey

## finally

As the kite festival season is about to start we look forward to seeing you all. Members please come up and introduce yourselves if you see us flying. Don't forget to send in your articles throughout the year however small. This is your magazine and it is there to share experiences, pass on advice and keep up to date with all that is going on in the kiting world.



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

Contributions should be sent to:

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

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.

