

Well most of you might have heard about a well know kite flyer and his little mishap if you guess who it is send email to andrew@tug.com and wish him all the best.

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

ANOTHER ANOTHER GREAT GREAT YEAR DAY

After a busy Christmas visiting all those relatives and a fun new year there is nothing better than getting out in the fresh air. So we got up early and headed up to a windy Devil's dyke for the annual gathering. We where not the first to arrive by any means as there were several people already parked up in our usual muddy corner. Once we had parked we got out and joined in with the fun.

It was good to see friends again who we tend to see almost every weekend in the summer but not so regularly at this time of year. So soon we were all catching up on each others news and making plans for the year ahead. At the same time we were dusting of kites that had been in hibernation and flying them high above the Sussex Downs on a cold but dry day. Some were old favorites and the lucky ones amongst us had new toys delivered by Santa to play with. We amused the public who were also out & about on a windy New years day and even got some of them to join in. A few new recruits I hope & maybe we will see some of them at the Festival later this year. It always cheers me up that whenever you talk to a group of people around Brighton there is always someone who has heard of or attended our Festival. They have only good things to say about it and that in itself makes the hard work that

goes in to the festival worthwhile. Anyway back to New Year.

Marion was there with her tin of cakes, always appreciated, always yummy. Thanks Marion! Les "bloke from the smoke" brought along a bag of Chestnuts which he proceeded to cook on his mini cadac, which he had set up by his van, and then share them with all the kite flyers. Kevin & Linda had brought along some soup which they cooked up so no one went hungry, somebody even bought a tin of Chocolates! It just goes to show what a generous and friendly bunch the Brighton Kite Flyers are.

I think the team spirit award that was won at Portsmouth last year shows that other people also see that in the Brighton Kite Flyers, and the award was one of the best memories of 2007 for me, and sums up what it is

all be about as well as kite flying.

After a good days flying it was finally time to pack away for another day and look forward to the long days of summer, hoping that they will be just as good as the day we had just had.

Corinne Hennessey



A QUICK GUIDE FOR 2008 AND WHAT COULD BE IN STORE FOR THE BKF

With all the old favorites and quite a few new events and the resurrection on a couple of long lost ones as well, 2008 looks like a busy year. The first festival of the year would have been and gone by the time this goes to press and hopefully be written up in the next issue of Aerodyne. That is the Brenzett Aeronautical Museum Kite event over the Easter weekend. This is followed shortly after by Streatham Common Kite Festival on the 13th April 2008. A one day event where lots of public come along and not only marvel at the kites flown by clubs and teams, but fill the common up with kites of all shapes and sizes themselves.

Then we have a bit of the gap before the season starts in earnest, with Weymouth and Horton Farm Vintage Weekend over the bank holiday 3rd – 5th May. Weymouth is a long standing festival Horton one of the new ones, for kite flying, it is a steam rally that wants to add kite flying to the spectacle.

Then the following weekend its Swindon, for those that made last year hope it will be a little dryer, but just as much fun. (Note that this year it is at Lydiard Park not the science museum). I guess Marler may well be there so your will need plenty of cash for the raffle.

Suffolk follows on with a great event and lots of room to fly and camp. There is lots of space for all types of kite both large and small, buggies and boarders.

Next could be a weekend off to cut the lawns, trim the hedge and do all the things that you need to do around the house before the June onslaught comes, or you could head down to

Tewkesbury Kite Fun Weekend of you fancy some more kite flying.

Then comes Bedford or Exmouth both events have had great write ups in the past and could be fun. The 7th -8th June then bring along Basingstoke Kite Festival. Last year the winds were a little light but we had good fun and put on some fantastic impromptu arena displays of both club and personally owned kites.

The 1st Teston on the 14th - 15th June give you a chance to chill out a bit as you only seem able to do a Teston or you could head up to Blackheath for the re-launched Kite



Festival on the common if you fancy a more formal kite festival and more space to fly.

Southampton 21st – 22nd June seems ages away as I write this but after last year it is one I will try and do again although this year I may opt for staying over for both days. It's a little tight for space for big kites so one to

enjoy without the club kites maybe, but great for company a good festival to fly at.

Another week end to trim the Jungle as I am sure the grass will be very long by now and the weeds taking over the flowerbeds, and a bit of a relax before Brighton Kite Festival on the 12th – 13th July. It's hard to believe it's the 30th year of the club running a festival in Brighton. We hope to make it one of the best ever and have a few Interesting arena displays planned for the weekend. So please come along and have fun.

We then move on to Hereford or Eastbourne Extreme on the 19th – 20th July or Dunstable Downs on the 20th all great events all quite relaxing compared to the work of the previous weekend. Not sure if there will be any camping a Dunstable if you wanted to arrive on the Saturday rather than drive up early on Sunday morning. I do know that with Hereford there is camping as with most festivals and with Eastbourne the arrangements will be the same arraignment as last year with camping from Friday night through to Monday for BKF club members only.

On the 26th - 27th there is another new Festival in Dover (not on the cliffs) not too far to travel I know there is camping available but very little else about the event.

More information on all these and other festivals will be available on the BKF website and through other kite related websites.

A few usefull links to help find events near you:-

- <http://www.brightonkiteflyers.co.uk>
- <http://www.thekitesociety.org.uk>
- <http://www.kitecalendar.co.uk>

BRIGHTON KITE FESTIVAL 2008

JULY 12TH & 13TH 2008

Stanmer Park, Brighton

Celebrating 30 Years of the Brighton Kite Festival

SWANNING AROUND ON A COLD FEBRUARY WEEKEND

Well back in October last year I put a call in to one of the UK leading kite makers to ask if he would be interested in doing a workshop for Brighton Kite Flyers. He mentioned to me that he had been asked the same question from White Horse Kite Flyers and had come up with a swan



designed specially for the workshop. Soon after my telephone conversation an e-mail arrived with a photo of Karl Longbottom holding a 2m swan. I took one look at it and phoned him back saying that it was wonderful and if White Horse Kite Flyers did not do the workshop I am sure we could arrange it for Brighton. The White Horse Kite Flyers October workshop was two weeks away but I had other things on that weekend so had opted not to do it but I knew Karl was heading down to show them the swan.

Two weeks passed and I got a phone call from Karl saying that the White Horse Kite Flyers had said yes to the workshop. I made a call to Dave Robinson that night booking my place on the workshop. (As so many of the Brighton Kite Flyers do the White Horse Kite Flyers workshops it did not seem a good idea to have both clubs run the same workshop, but if after people see the kite we get enough interest in doing the swan in the autumn I could book Karl up for it still.)

The day soon came round where we headed off to Swindon for the workshop, every time I book a workshop I wonder "what have I let myself in for". Karl had on this

occasion promised me that this would not be a hard workshop and as I sat down all I could see were roles of fabric and some templates. There were three colours to choose from white, grey and black; I opted for black as it fits well with most of my other kites. This was the first workshop where the kits had not been cut out. So that was daunting to start with, but I had no need to worry as the cutting out was much simpler than I feared and was soon done. It was then that Karl said that black was the hardest colour as you can not see through it and would need to mark very clearly the points shown. This was duly done which meant the sewing came next. Corinne had allowed me to use her Phaff as I had given away my old machine, what a treat it was. The machine runs so smoothly and has a slow start up speed and a very smooth action. I was soon hemming the wings and body with for me quite neat hems. Once these were all done and the two extra hems I had put in were unpicked lunch was served.

Next on the agenda, the wings tips needed to be joined to the lower wing sections. Although I have done quite a few workshops this is something that I have never done, panel joins,



but under the guidance of Karl I was soon joining the second wing tip and lower together and getting ready to join both wings to the body. This done and most people seeing the end in sight we called it a day and headed back to our digs for a fun evening with friends.

Sunday soon came and an early start saw Corinne and I heading back to the workshop, after we had cleared of a lot of ice from the car. Arriving at the school just before the gates opened and then heading in and picking up

where we left off the previous day. I was soon adding the beak to the head and the head to the body. The swan was at last beginning to look like a swan and not just lots of bits of fabric sewn together. It amazes me as to how these designers come up with the designs and build the first kites.

All that was left by lunchtime on the Sunday was the sparring and bridling. So I was felling a lot better and enjoyed a really great Shepherds Pie and a bit of a relax before



heading back in for the last half hour to spar and bridle the kite. Another great weekend, great company a great workshop and a fantastic kite to boot.

I must say a big thank you Karl Longbottom, the White Horse Kite Flyers and our friends who so kindly put us up for the weekend and looked after the girls while Corinne and I were off playing.

Simon Hennessey

Pictures taken from the White Horse Kite Flyers website.



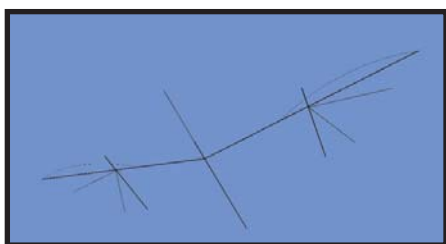
NO IT IS NOT A DRAGON

The story of my Wyvern kite is one of happenstance and the discovery of a (relatively) straight forward way of creating patterns for inflatable and semi-rigid kites and line laundry.

Early last summer I found myself with a 7m remnant of lightweight green ripstop due to a slight miscalculation when ordering the fabric for a 7m inflatable Octopus. With no idea what to make, I had a scan through

the Kite Plan

Base where I was inspired by Geert Donker Duyvis' Dragon Kite, not to build another dragon but a more evolutionarily feasible Wyvern. Within a couple of hours, using the wings an torso of a giant fruit bat, and the head, neck, rear legs and tail of a lizard, I had a series of 2D and 3D designs including a spar layout based on a modified Genki. Unfortunately and mainly because of the complexity of



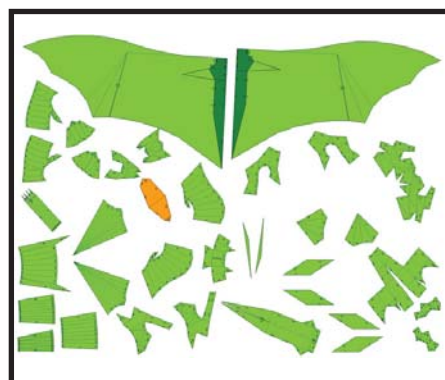
converting the designs into patterns that's were the project stalled.

A couple of months later whilst searching for a folded paper mask for a fancy dress costume I stumbled upon PePaKuRa Designer2 . This polished shareware package takes 3D digital models and converts them into 2D designs that can be printed, cut out and folded into 3D models. Not only that but it is capable of reading native output from the freeware MetasequoiaLE 3D modelling package. So I had the tools to convert the designs patterns, and the project was on the go again.

Using Metasquia's layer functionality, first the spars were input using the tube primitive, these are 10mm Carbon Fibre Tubes for the spine, wings spars and main longerons, 6mm Carbon Fibre Tubes for the supplemental wing

spars and the neck spare and 4mm Carbon Fibre Rod for the leading edges. Next the 4m span wing sails were input using a series of triangles and quadrilateral faces to give the flat surfaces and curved edges. Finally the body was input using standard primitives (spheres, cones, rods and cubes) stretching, modifying and joining them to suit.

With the 3D model complete the design file was imported into PePaKuRa Designer where it was promptly converted into several hundred individual triangular and quadrilateral pieces; not the ideal situation if you are going to sew the kite. With a little bit of time, a few modifications to the original model and manipulation in PePaKuRa Designer the individual faces were connected together to form about thirty large pieces and the edges automatically identified with their join

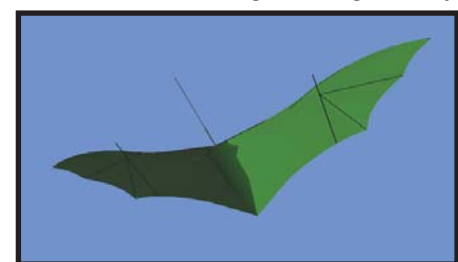


number. Once satisfied with the design it was saved in DXF format for portability.

The final stage of the production of the patterns was to import the DXF file into Microsoft Visio and enlarge to

actual size, add seam and hem allowances and then print it out. I used MS Visio mainly because I have it on my PC, but you could use any 2D drafting package that has the capability of printing large sheets across a series of smaller ones.

Having transferred the edge numbers from the pattern to the seam allowances of the cut pieces of fabric assembly was surprising straight forward with all the edges fitting exactly



together, however flying has been a different matter. The kite was originally bridled in a similar manner to a Wolf-Genki, but has proven to need a wholly different angle of attack. Four neck spars later and with a change from Carbon Fibre Tube to GRP Rod (it tends to bend rather than shatter on impact), a nose job (Carbon Fibre Tube can be an effective hole punch) and a reconfigured bridle, it flies well, and is regularly in receipt of positive comments such: "Wow, I like your Dragon", "Where did you get your dragon from."

Batchoy.



Kite Plan Base:
<http://www.vientocero.com/kpb/en.html>
PePaKuRa Designer2:
<http://www.tamasoft.co.jp/pepakura-en/>
MetasequoiaLE:
<http://www.metaseq.net/english/index.html>

GO ON FREE THE FIELDS

While looking on the web I was interested in finding a website with a petition to help kite buggying and boarding.

(<http://freethefields.blogspot.com>)

Although the clubs main interest is not power kiting some members do fly power kites and board. I am sure that even those that don't can see the benefits for helping as the rule if followed to the letter applies to all kites not just power kites

technical detail:-

Currently under the regulations Farmers are entitled (we believe rightly so) to classify fields as "Permanent Pasture". Under the Cross Compliance Regulations Guidelines certain activities are permitted either "Without Restriction" or "Permitted with Restrictions".

In a letter that their received from

DEFRA, kitesports are classified as a "Motorsport" or Class B activity permitted with restrictions. The activity is therefore permitted for a maximum of 28 days which fall within the farmers stipulated 2 month period.

The interesting part is that Paragliders and Hang gliders are classified in Class A which means those sports can use the fields without restriction all year round. What's so confusing is that kites are essentially small Paragliders, ie people with cloth wings above their heads.

The Aim:-

To get kitesports classed the same as Paragliders which will allow farmers to permit flying on their field all year round.

The Benefits:-

To have Kitesports expressly listed in the Single Payment Scheme, Cross Compliance Guidance list for Permitted Activities as a Group A (Permitted Without Restriction.) activity.

Reduce the pressure on Popular Kiting Beaches, Parks and Sporting fields, thereby improving public relations and the sports reputation.

Broaden the geographical spread and the sports visibility and thereby attract more participants.

Provide an ethical, environmentally sound and healthy utilisation of under utilised rural space.

It seems that if you sign you can do nothing but help our sport and hobby so please look and if you feel it is correct help by signing up.

PROFILE CORNER PROFILE CORNER PROFILE CORNER

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

THE CAT IN THE HAT



This kite is not a production line kite and took New Zealander Robert Van Weers about two months to complete including the design and production. It all started when Robert purchased a small stuffed toy version of this cat, he was intrigued so pulled it apart and scaled it up. To achieve the result he also had to make some changes which enable it to fly but you would never notice the slight differences. The "Cat in the Hat" is 18 meters long from the tip of his ears to his pointed toes and used over 120 meters of fabric.

Although it is just about possible to fly "The Cat in the Hat" you would need a very strong wind and even so he has problem keeping his shape, so he is best flown as a large windsock. As with all large windsocks "The Cat in the Hat" generates a lot of drag, and needs a pilot kite to give it some extra lift and the club has, also by Robert, a colour coordinated lifter specially designed for him.

Robert only flew the kite once in New Zealand before bringing it over to Europe for the festival season, where he was flown in Holland and France before being brought over to the UK. Brighton Kite Flyers first saw "The Cat in the Hat" when it was flown at Portsmouth Kite Festival in 2004 The winds were very strong and he broke loose ending up in some trees. Having helped Robert retrieve it from the tree with quite a lot of damage it was with great joy we saw it flying again at Bristol the following weekend. It was at Bristol that we asked if it was for sale, but were no way too much love and hard work went into him which you can understand. It was next seen at

Dieppe the following weekend, the final weekend of Robert's trip to Europe, we got chatting about kites, his designs, and what is the best beer you can get in France (we tested a few). We were flying with Robert on the Sunday when he looked at us and said he had no idea how he was going to get all his kites home, the rest is history and we became the proud owners of "The Cat in the Hat" Although we almost had to give him back when the Dr Suess copyright people found out we now owned him as they had only given permission for it to be flown by Robert. After many phone calls, letter and e-mails it was agreed that we could continue to fly him as we were not doing it for profit, they even allowed us to use the image on our 2005 Brighton Kite Festival poster.

Robert will not be making any more kites of like "The Cat in the Hat" yhis is to comply with copyright laws that have been laid down for the product. So this I a fantastic additions to the club kite collection and a unique display kite loved by both young and old alike.

DIRECTORATE OF AIRSPACE POLICY AIRSPACE UTILISATION SECTION

I remember some years ago at a BKF AGM that Danny Steer mentioned Perspicuity Markers on kites flying above the legal limit of 60 metres.

There were a lot of blank looks at the time from the assembled kite flyers, so I thought an article in Aerodyne would be appropriate and it's taken about three years to get round to it!

I celebrate 20 years of membership of BKF and kite flying this year and in all that time I have never seen perspicuity markers flown on kite lines anywhere - not even at festivals. Yet you are breaking the law if you fly above 60 metres without them. So this is what it's all about:-

Ray Oakhill

Below extract on the subject

KITE FLYING LEGISLATION

Currently, Civil Aviation legislation applicable to kite flying is contained in the Air Navigation Order 2000 (Statutory Instrument No 2000/1562) and the Rules of the Air Regulations 1996 (Statutory Instrument No 1996/1393).

The constraints contained in the Air Navigation Order 2000 and the Rules of the Air Regulations 1996 with regard to the flying of kites (kites are classified as "aircraft" in Schedule 1 of the Order) are as follows:-

Article 86(1)

The provisions of this Article shall apply only to or in relation to aircraft within the United Kingdom.

Article 86(2) (b) (iv)

A kite shall not be flown at a height of more than 30 metres above ground level within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of that aerodrome.

Article 86(2) (b) (v)

A kite shall not be flown at a height of more than 60 metres above ground level.

The foregoing provisions may not take place without the permission in writing of the Authority and in accordance with any conditions subject to which that permission may have been granted. The application to be made NOT LESS than 28 days prior to the event

Article 63

Of the Order requires that a person shall not recklessly or negligently act in a manner likely to endanger an aircraft, or any person therein.

Article 64

Of the Order requires that a person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Article 129 (1)

In this Order, unless the context otherwise requires:

'Aerodrome traffic zone' means the airspace specified below, being airspace in the vicinity of an aerodrome which is notified for the purposes of Rule 39 of the Rules of the Air 1996:

(a) in relation to such an aerodrome other than one which is an offshore installation:

(i) at which the length of the longest runway is notified as 1850 metres or less:

(aa) subject to sub-paragraph (bb), the airspace extending from the surface to a height of 2000ft above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of two nautical miles;

(bb) where such an aerodrome traffic zone would extend less than one and a half nautical miles beyond the end of any runway at the aerodrome and this sub-paragraph is notified as being applicable, sub-paragraph (ii) shall apply as though the length of the longest runway is notified as greater than

1850 metres;

(ii) at which the length of the longest runway is notified as greater than 1850 metres, the airspace extending from the surface to a height of 2000ft above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of two and a half nautical miles;

(b) in relation to such an aerodrome which is on an offshore installation, the airspace extending from mean sea level to 2000ft above mean sea level and within one and a half nautical miles of the offshore installation;

except any part of that airspace which is within the aerodrome traffic zone of another aerodrome which is notified for the for the purposes of this Order as being the controlling aerodrome;

'Controlled airspace' means airspace which has been notified as Class A, Class B, Class C, Class D or Class E airspace;

'Control area' means controlled airspace which has been further notified as a control area and which extends upwards from a notified altitude or flight level;

'Control zone' means controlled airspace which has been further notified as a control zone and which extends upwards from the surface;

'Notified' means set forth in document published by the Authority and entitled 'United Kingdom Notam' or 'United Kingdom Air Pilot' and for the time being in force;

Rule 14 The Rules of the Air

A kite while flying at night at a height exceeding 60 metres above the surface shall display lights as follows:

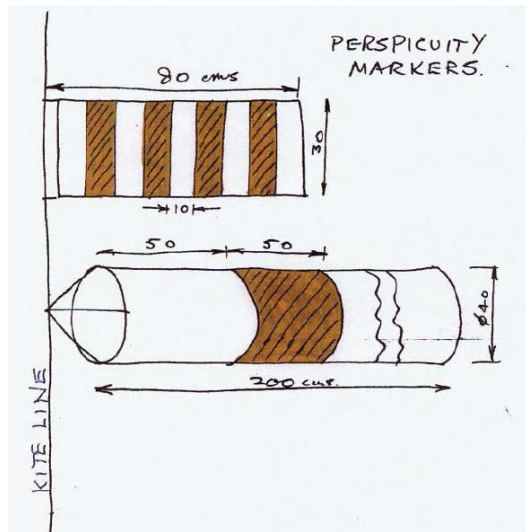
(a) a group of two steady lights consisting of a white light placed 4 metres above a red light, both being of at least five candela and showing in all directions, the white light being

placed not less than 5 metres or more than 10 metres below the lowest part of the kite;

(b) on the mooring cable, at intervals of not more than 300 metres measured from the group of lights referred to in sub-paragraph (a), groups of two lights of the colour and power and in the relative positions specified in that sub-paragraph, and, if the lowest group of lights is obscured by cloud, an additional group below the cloudbase; and

(c) on the surface, a group of three flashing lights arranged in a horizontal plane at the apexes of a triangle, approximately equilateral, each side of which measures at least 25 metres; one side of the triangle shall be approximately at right angles to the horizontal projection of the cable and shall be delimited by two red lights; the third light shall be a green light so placed that the triangle encloses the object on the surface to which the kite is moored.

A kite while flying by day at a height exceeding 60 metres above the surface shall have attached to its mooring cable at intervals of not more than 200 metres measured from the lowest part of the kite, tubular streamers not less than 40 centimetres in diameter and 2 metres in length, and marked with alternate bands of red and white 50 centimetres wide, or at intervals of not more than 100 metres measured from the lowest part of the kite, streamers not less than 80 centimetres long and 30 centimetres wide at their widest point and marked with alternate bands of red and white 10 centimetres wide



Permissions for flight are normally only granted for three month periods, to ensure that any airspace changes can be incorporated. Normally, a telephone request for renewal will be accepted; please give sufficient notice for renewal, especially during the spring / summer period.

There is no charge for issue of a Permission.

Please note that these rules may be out of date as I started the article several years ago. You should always check with the CAA and other governing for the latest update, amendments and changes.

Ray Oakhill

BRIGHTON KITE FESTIVAL 2008 JULY 12TH & 13TH 2008

This year we will be having some arena displays by some of the UK's top display flyers and clubs, we are also planning some themed arena displays giving all kite flyers the opportunity to fly and display their kites in the arena a few ideas for this are, the spectacular Martin Lester Spirit fly, bird kites, lizard / geckoes and finally aeroplane kites.

If you have any other ideas or things you would like to see just let the club know and you never know it might happen

Extract From Rule 39 Rules of the Air

Notified aerodromes and notified hours of operation

(a)	A Government aerodrome	at such times as are notified
(b)	An aerodrome having an air traffic control unit or an aerodrome flight information unit	during the notified hours of watch of the air traffic control unit or the aerodrome flight information unit
(c)	A licensed aerodrome having a means of two-way radio communication with aircraft	during the notified hours of watch of the air/ground radio station

APRIL 2008 BRIGHTON KITE FLYERS AERODYNE

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(BKF members only):
Paul Hill
T 01273 421286
E paul@BKF.org.uk

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(BKF members only):
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E Membership@BKF.org.uk

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Alan Outram
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Pins/Cloth Badges:

Simon Hennessey
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E simon@BKF.org.uk

B K F A G M 2 0 0 8

The Brighton Kite Flyers 2008 AGM will be taking place on the 6th April 2008 at Telscombe Civic Centre, South Coast Road, Telscombe Cliffs. All members are welcome. We will hold the monthly fly-in on Telscombe Tye before the AGM at 3.30pm. The normal fantastic cakes and nibbles will be supplied by the clubs amazing cooks. We will be holding a raffle to help with the costs of the food and hall hire so if you would like to bring along some prizes all will be appreciated.

The final agenda will be added to the BKF website, where members can find it.

The committee would like to thank all of you for your support last year in keeping the club going and hope the it will continue this year.

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

L I F E B O A T R E S C U E S A F O R M E R C R E W M E M B E R

Have you ever had an embarrassing experience involving a kite and if so was it as bad as poor Robin Deakin's adventures.

A FORMER volunteer crew member of the Newhaven lifeboat had to be rescued by his old colleagues when he got into trouble in Seaford Bay on Sunday. Robin Deakin, of Brighton Road, Newhaven, was kite surfing when he became separated from his board. He said: 'I was signaling to my fellow kite surfers when the Newhaven Lifeboat was called out. 'There was a fair bit of ribbing and it was a very jocular mood when they pulled me on to the boat. 'They managed to save my board which I was very grateful for as those things are quite expensive.' Newhaven lifeboat had been in attendance at the Brighton Lifeboat open day when it was called at 2.30pm. Despite his experience Mr Deakin who was not injured and said it would not put him off the sport. He said: 'I'll be out there again as soon as the wind is right.'

The full article appears in Sussex Express Series newspaper.

Dated: 07 September 2007 10:21 AM



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.

**brighton
Kite
flyers**

Thank you to all that made this issue possible

I would like to say thank you to all those who made this issue of Aerodyne possible, Batchoy, Corinne Hennessey, Paul Hill & Ray Oakhill for some of the photo's. who have helped to make this edition possible. I must also say a very big thank you to those who have edited parts of Aerodyne this month in one form or another.

Simon Hennessey

