

# THE

# KITE

NEWSLETTER

WINTER EDITION 2005



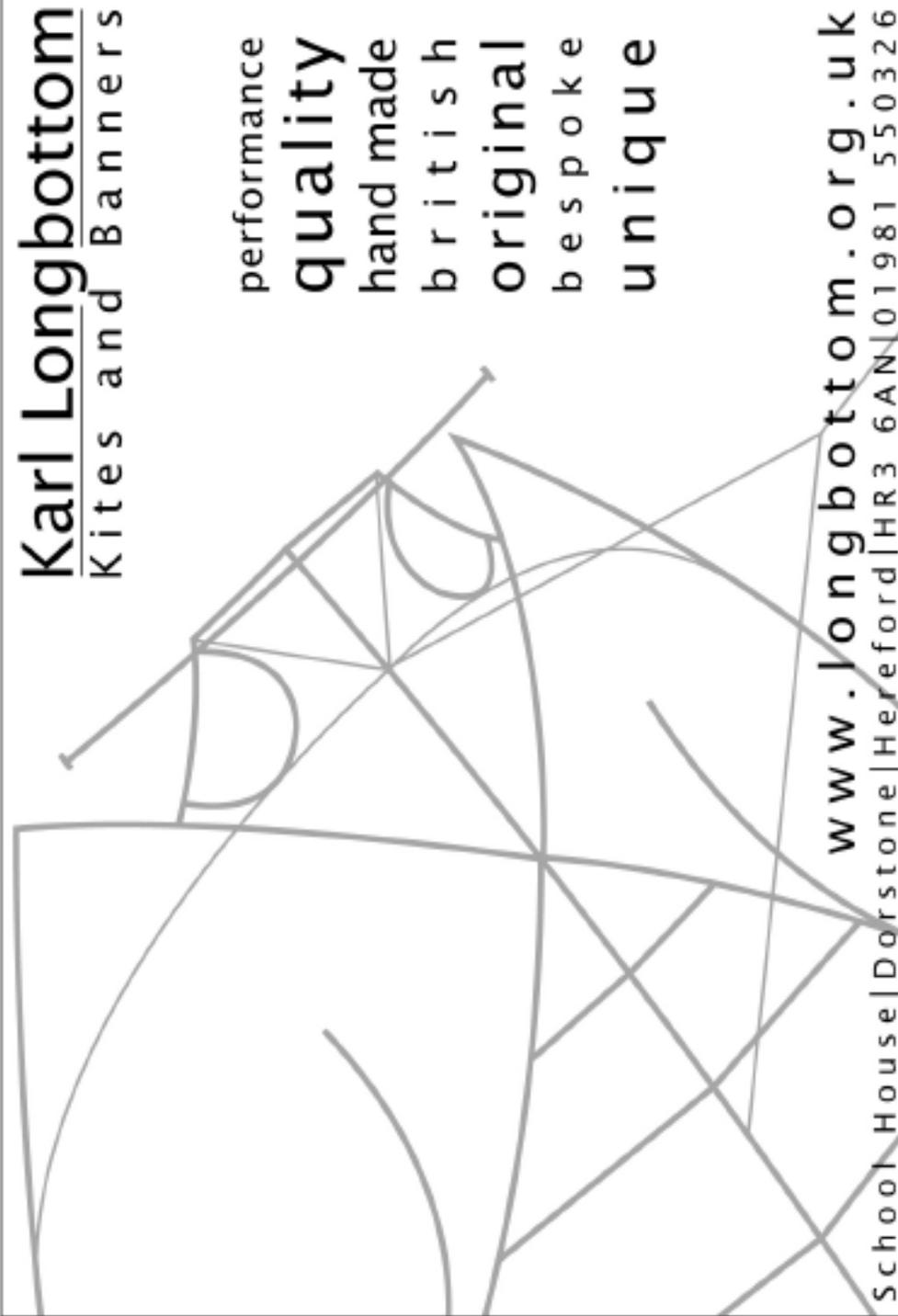
NORTHERN  
KITE GROUP

[www.nkg.org.uk](http://www.nkg.org.uk)

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## A NOTE FROM YOUR CHAIRMAN

I hope you all had a good Christmas and New Year. As I look back over 2004 there are many special memories to be stored away. I've had a smashing time, it's kept me busy, and that's how I like it. Then there were the Festivals I went to with Rodger Dawson my partner, they were Great Fun. Getting the Beacon and Chester up and running, with help from my friends in the N.K.G. Camping for the first time in my life!!! with hints and tips from all and sundry. Arriving at Llandysul (Nr Aberystwyth) for a Kite and Vintage Vehicle Rally with only three poles for the awning of our Trailer Tent!!! the air wasn't just Blue, it was Sky Blue Pink with Dots on!!! but we managed, then all had a good laugh about it.

Remembering the Auction at the Beacon, the best I've ever attended, and aren't our auctioneers wonderful. The Teddy Bear and Sweet drop at Chester. Watching the N.K.G. Flying Colours Team blossom. Our Graham, 1 man 3 kites. Jim Potts and Phil Howden with their large display kites and Vanessa's Birds. Dave Holt ( AND the GIRLS ) with the big aeroplanes among other things. Light Up The Sky for Children in Need is a wonderful event, all the kites



**ENID KNOWLES**  
Chairman

Tel: 01704 894166



**JOHN WELBORN**  
Group Secretary

E-mail: [welbornkk@aol.com](mailto:welbornkk@aol.com)

Tel: 01904 489771



**MARY JONES**  
Treasurer

E-mail: [Mary@kitefliers.net](mailto:Mary@kitefliers.net)

Tel: 01942 201265



**DAZZZ**  
Editor

E-mail: [Dazzz@dsl.pipex.com](mailto:Dazzz@dsl.pipex.com)

Tel: 01254 776819

twinkling in the sky with their lights on is pure child like magic for me. The Stack U.K Team who Neil Edwards and Peter Fisher persuaded to come UP NORTH to treat us to a day of Coaching and Competition in Precision, Trick and Team Flying. The Indoor Fly in's at Chorley, PHEW!!! which looks very interesting. The day we had a mass Circoflex Fly. Watching the Indian Fighter Kite flyers amongst us. Aled and Fionas Creations (Round Objects) and large Rok's. Getting to know our new members who just blended in with us, as though they had always been part of the N.K.G. family. Seeing Paul Newsome sitting outside his Caravan at Beverly, enjoying just being there. Kenny Cains cooking. The humour of Super Ray (Smith).

Seeing the Children of the group making friends with each other. Watching Liam Waring, who has excelled himself this year, and just want's to fly kites all of the time. Reading Mary and Jack C's article "The Survivors " it was Brilliant... Let me not forget Dave Green who was always there to give me words of kiting wisdom. Our Webmaster Peter Bindon, and Malcolm Pitcher who work so hard for us in the background.

Now we look forward to 2005, and the joys it will bring to us. The first thing we must do is to hold our AGM in February. Please will you all try to remember, The Northern Kite Group, belongs to it's Members, the Committee are only there to represent the membership, so we do need to know what you think, (no rotten eggs or tomato throwing, thank you). If you have any questions, suggestions, ideas, complaints or anything else you would like the group to know about or discuss, would you please write it down before you come to the AGM and bring it with you. We will have quite a large Agenda to get through, so it would help if the members could be as concise as possible. Don't get the idea it's going to be a no fun day, but we as a group really do have to sort a few things out. So I'll look forward to seeing you at the AGM.

Your little Rocker Enid Knowles

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## WELCOME TO ALL NEW MEMBERS

Allan & Oriel Bloom, Jan & Aaron Turnbull, Dave Bleasdale, Fred Kaz & Helen Bentley, John Hunter, Tina McKay, Amy Hunter, John Mason, J Losh, Joan Forster, John & Joan Dearden, Beryl Black, Ray Smith, Harry Douglas, Rita Owen, Suzanne & Asa Taylor

A warm kiting welcome to you all, it's lovely to have you in our group.  
(Apologies to those who were missed during the change of editor)

### EDITOR'S CORNER

Welcome to the Winter issue of the Kite newsletter, many thanks once more to all those who contributed articles for this issue, remember the newsletter is run for the members benefit and if there is something you don't see in here let me know and I will do my best to add it in future issues. I hope to see many of you at this years AGM, there are quite a few issues to be discussed that affect the clubs future, like changes to the flying sites we use and membership of the BKFA as well as how the newsletter should be produced. The kite building competition is on again and Neil Edwards is planning to show footage from his trip to Dieppe for all those who are interested in one of europe's major festivals.

For those interested in Kite building there is a Workshop being run by Karl Longbottom at Dorstone in Herefordshire on 26th & 27th February. Karl is planning to make the Basket & Ball kite and the Papillon by Didier Ferment which can be flown as a single liner or a quadline kite. If you didn't see details in the last MKF magazine I have put the details up on-line at <http://www.dazzz.dsl.pipex.com/Karl/> or you can contact Karl directly by the phone number in his advert here in the newsletter.

We have also persuaded Karl to do a Workshop here in the north on the 3rd April and you can find more information on page 15 about this. Although this workshop is for those who have some kite building experience, we are also considering a beginners workshop for those who haven't yet taken the plunge into the world of kitemaking, so if you would be interested in learning how to make a kite please contact me and we will try to get a date and location together if enough people express an interest. Currently we are planning to build a simple Dunton Delta which is great for altitude sprints and not too daunting for a first time builder, we will also be asking other experienced NKG kite builders to come along and help teach the class so that there will be plenty of people to help.

Last issue Karen offered a bottle of wine for the submitter of the best hint or tip but after spending so much time writing out the plan for the roller she drank it herself! So I have had to go out and get a bottle myself and the winner is... Neil Edwards for his guide to buying your first sport kite. Congratulations Neil.

The deadline for submissions for the next issue is the 15th March, so I'd like to see some photos of those winter projects that I'm sure some people have been working on, and some more hints and tips as well.

## “Kites, Volcanoes and Surf in Oregon” (A Trip to the AKA Convention)

A couple of years ago when we heard that the 2004 American Kite Association (AKA) Convention was to be held in Seaside, Oregon we thought it would be an ideal opportunity to visit a beautiful part of the United States of America and combine it with kite flying. And so October 2004 found us in Oregon.

We had 3 weeks - the first two were spent touring the state - both north and south, inland and along the coast. We travelled along the Columbia River Gorge and visited the Portland Saturday market where we had our first taste of ‘elephant ears!’ A journey along the Cascade mountains took us across lava fields and extinct volcanoes culminating in the awe inspiring Crater Lake. A quick foray into northern California found us taking a stroll through giant coastal redwood trees.

We had heard that the Oregon coast is both breathtakingly beautiful and at times wild and stormy - especially when the winter storms arrive. We spent a leisurely week travelling along the Pacific Ocean shores. Autumnal mists and ‘sea fret’ lapped the coast and with rocky and sandy bays and some glorious late summer sunshine and warmth it was a great place to explore. Sleeping to the sound of the sea lapping on the sands and pounding the rocks made for some restful nights.

Our kite adventures started with Lincoln City Kite Festival - a two day event that took place the weekend before the AKA Convention. As it was only 90 minutes drive south from Seaside many kite flyers combined a visit to both.

After travelling along the coast, arriving in Lincoln City to kites flying on the beach felt like we were on familiar territory especially when we saw familiar kites and familiar kite flyers - both Peter Lynn and Martin Lester were displaying their ‘big kites’. Aled was very surprised when his impromptu fighter kite flying between displays in the main arena was greeted by huge cheers and applause.

The AKA Convention is an annual gathering of kite flyers across the entire United States with a smattering of international visitors to complement. Whilst Aled had been to a previous convention in Ocean City, Maryland in 2002, this was my first taste of the American kite scene...and I was not to be disappointed!

The Convention ran from Monday to Saturday and almost every waking moment was taken up with kite related activities. At the Early Bird Reception on the first evening we met kite flyers that Aled had got to know a couple of years previously and before I had even had a chance to grab a drink a kite pin enthusiast had made an offer for my NKG (Northern Kite Group) pin!

Each morning was taken up with workshops - during the week I made an indoor fighter kite, was entertained by Mikio Toki talking about Japanese rokakau kites and learnt about artistic influences when designing kite trains. One morning we had a trip north along the coast to Long Beach, Washington - location of a large kite festival but also home of the World Kite Museum. The museum is currently in the process of relocating from its small and rather cramped location to larger and more suitable premises in which to display some of the larger kites in their collection.

Afternoons were for flying kites. The beach at Seaside was long and wide with plenty of space for all flyers. At 12.30 each day all registered kite flyers were invited to take part in a mass ascension in return for a kite pin. So each day we put up the themed kite for the day - be it deltas, stunt kites, roks and fighters, cellular kites or soft kites and so received our pins.

The rest of the afternoons were taken up with competitions...both taking part and watching. There were kite making competitions and many sport kite challenges taking part along the entire length of beach - with specific marked arenas for each event. There were so many sport kite competitions they had 3 arenas every afternoon devoted to this and by all accounts the competition was fierce.



Aled and I of course were interested in the fighter kite competitions. We were greeted and made to feel very welcome by the fighter kite gang and they looked after us very well. The first afternoon was spent tuning our flying skills, getting used to the Oregon coastal winds and sizing up the competition.

The fighter kite competitions consist of a 'skills' event and a 'touchline' event. There are two classes - novice and experienced.

The 'skills' competition consists of 3 parts. Firstly knocking cups off poles, secondly landing your kite in a circle on the ground at a distance of approximately 20 metres and thirdly pasting your kite on an upright circle (1 metre diameter) about 2 metres off the ground again about 20 metres away. The winds were very brisk for this event and it was very challenging to say the least.

For me the 'touchline' was more fun, if rather nerve racking! Two circles are placed next to each other on the ground and one flyer stands in each. Participants start flying their kites and when the call is made either 'top' or 'bottom', the first flyer to touch their opponents line 'top' or 'bottom' wins a point - the best of three wins the round. There were 9 flyers in the novice touchline competition and each had to fly against the other - this took 3 hours! When the scores were added up three flyers (including myself) had tied on the same points so there was a fly-off - this took a further 1/2 hour. At the end of the competition I came in third place - behind the President of the AKA - David Gomburg and Viano Reun a Canadian flyer. Both Viano and I were flying Stafford kites - whilst the majority of the Americans were flying kites specifically designed for touchline events. I was both emotionally and physically exhausted after this afternoon. It would be good to try touchline in Britain - anyone ready for the challenge?

Evening events included an Indoor Flying Competition - Aerial Experience a professional indoor kite flying team were excellent and combined acrobatics with kite flying. As with British kite flying events there were auctions - three in total - a silent auction, a Bag Raffle and the Great Kite Auction and Banquet. Americans are so crazy about their pin collections, that one evening was devoted to the 'pin challenge' !

The final night was reserved for the final dinner and awards presentation. The AKA go in for award giving on a grand scale - there were over 50 competitions and awards for 1st, 2nd and 3rd in each event. Each award was a sizable trophy and had to be collected in front of 500 whooping and cheering Americans - certainly a moment that will not fade



into the memory banks for some time to come.

Going to the convention was certainly an enjoyable and rewarding experience - not only for the kites but for making many new friends in the kite world and having a different type of kite experience.

It would be good if more British kite flyers could visit America and combine it with a trip to an AKA Convention. In 2005 it will be held from 26 September to 1 October in Ocean City on the East Coast only 5 hours flying time away! Register for the convention and you get a years free membership to the AKA - that includes four quarterly full colour magazines.

Fiona Lewis

## STACK COMPETITION/COACHING DAY - OTTERSPOOL

This was my first STACK event, so the two and a half hour trip up the M6 from the Midlands seemed to breeze by with the anticipation of not knowing what to expect. I was not to be disappointed in any way.

I have been flying regularly for three summers now, attending 'Midland Kite Flyers' festivals and happily whiling away Sunday afternoons trying to pull off some trick moves and perfect team flying with local fellow flyers. I have a competitive streak that needs satisfying however, and after researching, it quickly became apparent that STACK is the organisation to follow.

I arrived at the beautiful flying site by the river Mersey at 10.00 AM just as Andy Phelps was getting into an introductory speech detailing to the 15 or so flyers how the days' proceedings would progress. After which 8 team flyers split off with Doug (Surname?) to take advantage of his expertise, whilst the rest went along with Andy to hone our precision technique and learn some STACK manoeuvres.

There was a stiff breeze blowing making precision flying tough, but by the time lunch was served, (some fabulously warming soup courtesy of the NKG) we were starting to fly something resembling the 'Axels', 'Split Figure Eight' and 'Circle Over Diamond' figures Andy had been demonstrating with ridiculous ease.

After lunch, we had a brief session trying to pick up some advice on our freestyle and trick proficiency, but the wind was strengthening making slack line tricks difficult. Enthusiasm and spirits never dampened, it was soon time for the League Competition and 'Wild Thang' freestyle event to start.

This was the highlight for me and ultimately, on this occasion, the result was largely irrelevant as everyone involved had such a great time. A friend I had met earlier in the year at Tewkesbury won the precision element, so many congratulations to Neil Edwards, but I did top the field in the 'Wild Thang' thanks for the most part to a couple of sweet 540 flat spins right at the edge of a 20mph wind window.

I left soon after missing the rain and M6 Sunday evening traffic, but the grin on my face lasted pretty much all the way through to work the next day. The Otterspool flying site was a delight, the NKG hospitality outstanding, and the enthusiasm and expertise of Andy and Doug a pleasure to share. An excellent day, I'll be attending my second STACK event at the very next opportunity. Thanks.

Bryan Beasley

## A RAINY SUNDAY

It had to be one of the worst Sundays at Beacon Country Park for a fly in. All it did from beginning to end was rain ! but everyone in the group that managed to turn out were in high spirits. A few ardent flyers even managed to fly their kites ! wet they may have been but determined nevertheless.

Enid to her true form even managed to hand out a membership form to a member of the public who had visited our website and decided to drive up to Beacon to see us in action. Then just to end the day off nicely we all got invited back to Enid and Rodgers to dry off. Who said Rainy Sundays are for sitting at home, get flying those kites whatever the weather !!!

Julie Tebbutt



## OTTERSPOOL

In a recent telephone conversation with another NKG member I was referred to (rather jokingly I hope) as one of the ‘breakaway group who fly at Otterspool’.

Nothing could be further from the truth than this description of the group members who regularly turn up to fly at Liverpool, on Otterspool promenade. We are all members of the Northern Kite group. We fly the NKG banners. Most of us have stickers in the windscreen of our cars, advising all and sundry of our belonging to the NKG. Many of the kites we fly are emblazoned with the NKG logo.

It is just that we wish to fly more frequently than the once a month (every third Sunday) as used to be arranged for group members.

Otterspool is a good flying site, a level grassed area with good parking facilities, a city council who are interested in our activities. There is usually a good breeze coming in off the mighty Mersey, acres of space to fly and views across the river to the Wirral and the hills of North Wales beyond.

Because the area is so popular, there are plenty of family groups in the vicinity who will stand and gaze in wonder at the number and variety of kites being flown.

The people who fly there are a friendly lot and should you wish to come and join us, you will be made most welcome.

We are there most Sundays and often, some afternoons during the week. The occasions we are not there are when we attending NKG meetings at other locations, or have been invited to attend some other kiteflying event, usually to help raise funds for some charity or other. Even on these odd occasions, there will still be plenty of kite flying taking place at Otterspool.

Breakaway Group? No, we’re all NKG’ers. First and foremost.

Jack Cunningham

## ONE MAN, 3 KITES, 14 FESTIVALS

The transition from someone who turns up and flies at kite festivals to someone who gets invited to fly at kite festival came very suddenly and left me in a position that I was not quite prepared for.

When I first saw people flying routines as a team to music and then saw individuals flying two or even three kites at once then I knew that is what I wanted to do. I can remember the first time I saw Mark Coventry flying a routine to Fleetwood Mac's "Albatross" at Washington and being enthralled at the skill and artistry that Mark put into the choreography so that his kites echoed the rhythm of the music. "I'm going to do that one day I heard a voice say inside my head", not really believing that one day it would turn into reality. I had an interesting conversation with Mark later on in the day resulting in me spending what I thought then was an incredible amount of money on three second hand kites, well if they were good enough for Mark then they would certainly be good enough for me.

It took a lot of time and practice before I could keep two kites in the air, it's not a natural gift, it has to be worked at constantly. Women probably have a valid point when they say men can't do two things at once. I spent weeks and weeks trying to keep them in the air, if I concentrated on the right kite the left one would hit the ground, if I concentrated on the left one the right would hit the ground and if I tried to watch them both at once they both hit the ground. Broken spars, lost stand offs, ripped sails and knots that you would not believe are all part of the game of multiple flying. Eventually I kept them off the ground for more than thirty seconds and then it became easier and easier. Learning how to fly three kites was a little bit easier than expected but, having said that, keeping them in the air is one thing but synchronizing them into a routine and using intricate manoeuvres to correspond with a musical rhythm is something else and a skill I shall be striving to achieve for a long time to come. ( Hopefully )

When asked to write a piece for the magazine I was taken aback by the description that I was given as to why I was asked to write this particular piece. "Using your perspective as a well travelled and invited flyer to many festivals and fly-ins, what are the enjoyable and not so enjoyable aspects of flying?"

"A well travelled invited flyer" took me by surprise but in reality that is what I have become having been invited to fourteen festivals this season and sixteen different venues so far.

As I said at the beginning I was hopeful that someday I would have enough skills to perform in the arena and would be well prepared if that day ever came my way. In reality I still considered myself an apprentice when asked to fly in the arena at Washington with no real routine and not many intricate maneuvers to boast about but people were appreciative and they kept asking me back which is great. So over the last three years I suppose I have become "A well travelled invited flyer".

So! Back to the purpose of this piece. What makes an enjoyable festival? As a teacher of design I have a stock answer for this kind of question when posed to me by one of my pupils ... "how long is a piece of string?" I would reply and the pupils would look at me as though I am trying to wind them up but really the answer is down to each individual. What makes a good festival for me is one where I fly well and that means a



constant wind. People who only fly one kite whether it be single, two or four lines may not realize the discrepancies that occur within a three hundred foot wind window. Many times I have had my left kite tearing my arm out whilst I have been fighting to prevent my right kite from stalling knowing that within seconds I could have a parcel of very expensive broken spars wrapped up neatly in shredded ripstop and bound by yards of knotted dynema. Constant winds are hard to come by especially up on the Pennines around Huddersfield where I come from. The hills and valleys make the wind very unpredictable so I always welcome a trip to the coast. Fylde, Morecambe, New Brighton, Barmouth, Cleethorpes are all venues where I enjoy flying because I know I can fly well there because of the constant pressure of the wind, five or twenty five mph doesn't really matter as long as its constant.

OOOppps! did I include Cleethorpes in that list, if there has to be a down side to flying for me it has to be Cleethorpes. To fly multiple kites an area the size of a football field is required if you wish to remain on friendly terms with the rest of the flyers and to prevent any collisions. Anyone who has been to Cleethorpes festival will know that space is an impossible luxury and my only solution is to fly out on the mud flats. For the last two years we have vowed not to fly there again but Hey! what a great festival who would miss it. Two more seasons and I will have developed permanently webbed feet. Talking about the down side of flying I can't really say that I have not enjoyed any of the festivals that I have attended although Wakefield came close just a few weeks back with a total lack of control towards the public who were allowed to wander all over the site with no regards to other flyers or their own safety but being in the company of other flyers always makes an enjoyable event.

Two years ago I was invited down to Bedford and found that the arena was surrounded by trees. This is always a bad sign as this obviously restricts ground wind and without ground wind it is very difficult to get a clean launch. As it turned out there was almost no wind that entire weekend and I was unable to put on any sort of display at all. Now that was rather disappointing considering that I should have followed the Robertshaw Brothers into the arena after they had just put on a flawless routine and I could not get my kites off the ground. This incident prompted me to invest in a set of three new super duper ultra lightweight kites, in fact I bought two sets and if I thought that Mark Coventry's second hand kites were expensive the cost of these two sets were grounds for divorce and on top of that I'm sure the wind hasn't dropped below twenty miles an hour for the past eighteen months and I've had very little opportunity to fly them. Flying the right kites for the right conditions is one aspect that is always a problem. When I arrive at a site it takes me quite a while to set up three sets of lines and kites, try them



out, then decide to fly a different set only to find the first set was better anyway and then to see Dazzz coming across the arena to ask if I can do a demo in the next five minutes.

I started off by saying that I was not quite prepared when asked to give a demo in the arena for the first time and now three years later I'm not much better but things are slowly improving. I have a greater range of kites and skills and my wife Marina has become an indispensable part of the team as ground crew or "Gopher" as she likes to call herself.

If I had to list my favourite festivals in order of preference, then Sunderland or Washington, as we know

it, has to be at the top. The marquees, the foreign visitors, the crowds, friends only seen at this festival, the Retailers, the Street Artists and the flyer's camping village all add to a magical week-end. Where else would you see people flying kites at 10.30pm in the dark or when you stick your head out of the tent at 6.30 am to check the weather see someone flying a fighter kite in the rain wearing a rain cape and shorts. As a true flying venue then St Annes has to be second on my list as the wide open spaces and wind conditions are superb. The magnificent scenery at High Force along with the evening socializing in Middleton in Teesdale. Each and every Festival has some memorable aspect that could keep me at the computer for hours and in view that I was asked to "do a small piece for the mag" "I think the length of this article and the length of time I have sat here writing is far too long.



Happy Flying

Graham Lockwood

## THE DISCOVERY

It all began with a simple enough request, "Grandad", my ten year old grandson exclaimed, one bright and sunny Sunday morning last March. "yes Matthew". I replied, "Will you make us a kite"?

We stood with his eight year old sister on the open field at Otterspool, looking skyward, as many different and colourful kites were being flown by who looked as if they knew exactly what they were doing. Unknowingly, we had arrived on a special occasion, that of 'One Sky One World'. One gentleman, who I know now to be Jack Cunningham, invited us to try our hand at holding one of his kites. Jack explained the purpose of the event and requested we sign a form he handed to us.

Well that was it, I'd discovered a new interest. Arriving home an hour or so later my thoughts were focused on my grandsons request. The days passed, and the bright colourful event stayed foremost in my mind, accompanied by unfolding plans for the building of the forthcoming Kite.

Childhood memories returned, the last time I'd built a kite was when I was about ten or eleven years of age. The main materials in those days were brown paper, for the sail, bamboo garden canes, thin string, and fish glue, this was bought from a local hardware store in a solid block, placed in a tin or old pan, and heated on the stove until melted. "Obviously", I thought, "I can't make it out of brown paper". I pondered this question for days, not being at that time aware of Ripstop. Eventually nylon came to mind, and as if by magic I spotted a discarded golf umbrella the very next day and started work.

My umbrella kite flew exceptionally well at New Brighton in June when I met again Jack Cunningham who introduced me to his friends and members of the NKG. I am now a full member and are frequently accompanied by my wife Oriel who is now a joint member. As for my grandchildren, sadly they were not able to maintain their initial interest.

However, I now know what delta's are, and am becoming familiar with other mystical words such as Dyneema, Ripstop, tyvek, Dacron, Mylar, and many more. I have now been bitten by this kite flying bug and both my wife and I now look forward to may years of being part of the Northern Kite Group, never again to have the kite building problem, and to continue on our voyage of discovery.

Allan J Bloom

## PROFILE: DAVE HOLT

Location: Chorley, Lancashire, NW England

Age: 44 and a bit

Favourite Food: curry

Favourite Beverage: My favourite drink is Bacardi and Coke

Favourite Music: The band Enigma. I also like to listen to west end musicals while I am building my kites.

Favourite Kite Books: *Making and Flying Kites* by Wolfgang Schimmelpfennig, *Kiteworks* by Maxwell Eden: *Kites* by Ron Moulton & Pat Lloyd.

Web Site: <http://dh.kites.8m.com>



### Personal Background

I have lived in Chorley all my life, when I was 10 years old my parents divorced and my 2 brothers and I lived with my mother at my grandmother's.

I was a fork-lift truck driver but now I stay at home and look after our 4 children which I enjoy, but it is by no means easy. My wife Linda is a ward manager in a psychiatric unit.

### Other Hobbies and Interests

I like snooker, reading, and drawing

I have been interested in kites since the age of 10. We used to go to the local park a lot in my early days and a kite was always something I would take with me. I bought myself a Peter Powell stunt kite after seeing one of my friends with one.

I have been building kites seriously, for the past 15 years. I first got started in making kites by having to keep repairing that first stunter, I quickly learned that to make my own would cost considerably less. After leaving school I took to making R/C model aeroplanes but was always crashing them so I turned back to kite making; it was just as gratifying to complete a kite and not as hard on the wallet if it hit the ground.

**The type of kites I make now are mainly soft kites, inflatable figures, though if I like an idea and it needs spars I will sometimes go ahead and build it. I tend to specialize in steerable figure kites like the aeroplanes or the dragon.**



I build as a hobby mainly, but have allowed myself to take on commissions at times. Sometimes I will sell a kite to help buy materials for my next project or to fund my travelling to the next festival. My kites can be obtained through me directly, if I choose to sell one.

I use mostly soft ripstop, not that crispy stuff, “Balloon Quality ripstop” as it’s referred to as it’s better for inflatables. For sewing I use any good quality polyester thread. Materials I get from material warehouses or kite shops that do mail order.

I have 2 sewing machines I use at the moment, both are made by Brother. I only sew with a straight stitch except when applying appliqué where I use zig zag. If I hot cut I use a soldering iron which I don’t use very often as most of my edges are hemmed anyway.

The length of time it takes to make a kite can be anywhere between a week up to 3 months, it depends on how much design work is involved. For instance when I built the Wallace and Gromit aeroplane kite the figure of Wallace took longer than the aeroplane itself. The aeroplanes I make use the same patterns, but if I’m to make a figure to go with them then I have to start that figure from scratch using things like plastic figurines as guides. A lot of time is spent making models from card from which I can make my patterns.

The most gratifying kite I have made has got to be the Wallace and Gromit aeroplane. I am a big fan of these characters and I love hearing people’s comments as they see it flying over their heads, especially the children.

My favourite kite people have got to be the inflatable kite makers: Martin Lester, Peter Lynn, Joel Scholz, and of course Rolf Sturm;

My favourite festival has to be the Bristol festival my wife and I attended in 1997, as it was also our honeymoon weekend, though the Washington festival held here in the North East of England in the first week of July is my idea of what a kite festival should be, a fun family day out with plenty of other things to do if the weather doesn’t allow you to fly. I’m not really into the competition side of kiting though I do sometimes enjoy seeing teams fly to music.



**Kite designing, making and flying personally gives me a great feeling of satisfaction, I like to challenge myself to see if I can make an idea into reality, and when the hard work is done and that is achieved, it’s nice to lay back and enjoy seeing your creation up there in the sky. There is also the family involvement; my four children Kathryn, Georgia, Jessica and Lydia all like to join me at the beach to fly their favourite kite, though my wife Linda does not like sand and only joins us at field events.**

Next year I intend to attend as many festivals up and down the country as I can. Maybe even a few abroad, like Fano and Dieppe.

Dave Holt

# ROLLER PLAN

## Background

The roller is a classic dihedral-bowed kite for light winds, much favoured for its ease of launch, stability and high angle of flight.

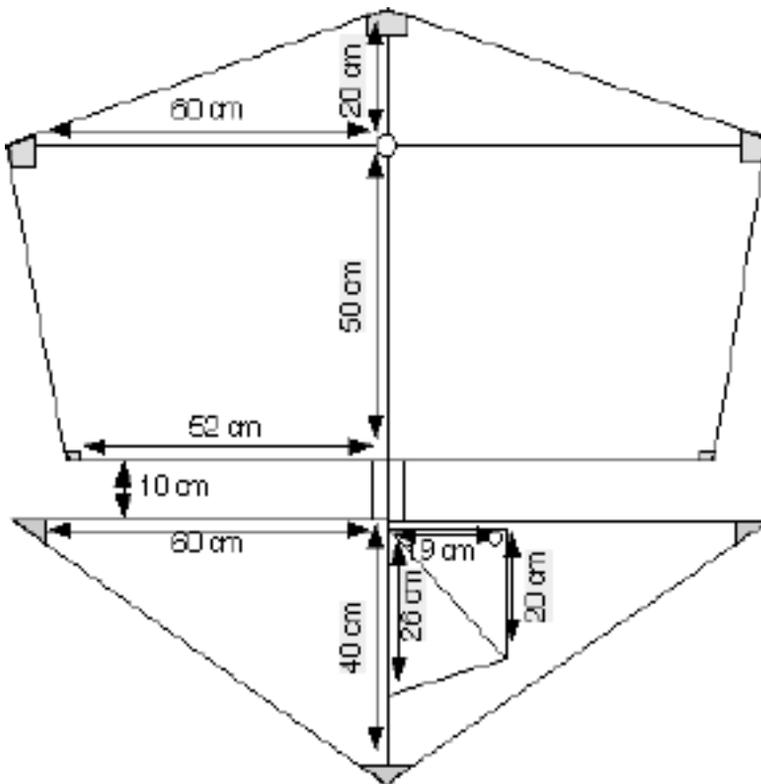
Built by Steiff, a German toy manufacturer (the Bear people), out of bamboo and porous cotton, under its original name of Roloplan the roller started out in the early part of the 20<sup>th</sup> century. The name had become anglicized to roller by the early 1940's.

Kite flyers have always built and modified their own kites and rollers are no exception. The original roloplan relied on tensioning lines to keep its sails taut and a multiple-legged bridle for flight stability. In the early 1970's Alick Pearson of the Round Pound flyers famously simplified this into what we now think of as the traditional roller, with its simple bridle and single keel. Development, however, hasn't stopped there, and kite flyers continue to tweak a bit here and there, and variants now include the Hexagon roller, the Diamond roller, the vented roller and the Dopero.

## The Plan

This plan is the one I use when I make a roller, it is adapted from a plan on the internet by Thomas-Michael Rudolph which can be found at [http://www.kites.org/tmr/pears\\_eng.htm](http://www.kites.org/tmr/pears_eng.htm). You can find other roller plans on the Internet and in 'The Penguin Book of Kites' by David Pelham and 'The Magnificent Book of Kites' by Maxwell Eden.

This is aimed at beginners, and, as such, explains each basic step in making the kite with diagrams where possible. **The more experienced kite builders among you will be able to build the kite from the diagram using your own acquired skills and preferred techniques.** Rollers have a reputation of being easy to build but a bit of devil to get to fly properly - fortunately no one told me this before I build my first one and I have never had any problems getting one to fly. I think this is due more to modern materials and pre-manufactured parts than it is to any skill on my part.



□ Reinforcement/Pocket

○ Bridle Point Bridle 183 cm

## Kitemaking Essentials

Sewing machines:

Decent Thread

Good pair of scissors

1 metre ruler

Large Set Square

Pins

Means of marking cloth

Large table or floor space

Soldering Iron

Junior Hacksaw

Superglue

One that has a reverse button and does both straight and zigzag stitch is best

I use Güttermann polyester thread

I don't use mine for anything else, especially not for cutting paper

Glass headed ones are easiest to use

I use tailors chalk because it comes in different colours and is easy to rub out, but you can use a soft pencil. Do not use pen, felt tip or permanent marker!

The bigger the better!

For making holes for bridle line etc, you can use a large darning needle but this is quicker and easier on the fingers

For cutting spars

### For the kite itself

1.5m sq apr ripstop

3 x 1.2m apx of 6mm carbon tube

2 x 6mm dihedrals

2 x 6mm end caps

4 x 6mm arrow nocks

4 x 6mm C Clips

28cm apr 2 or 3mm carbon

30cm apx Dacron reinforcement

2.8m apx 150lb flying line

10cm bungee or heavy duty elastic

1 ring for the tow point

This needs to be a fairly decent quality, the spinnaker you can get from Chalkies or your favourite kite retailer for £3.00 a metre is fine and is 1.5m wide

Be careful what length you buy as there will be some wastage, you can buy either 3 x 1.5 m lengths or 2 x 2m lengths

If you haven't got any and your retailer hasn't got any suitable offcuts don't buy a whole length, give me a ring, I've got quite a few short lengths left over from other projects

For bridle and tensioning lines etc Never bridle a kite with line you would not fly on!

### Step 1 Drawing and Cutting out the sail

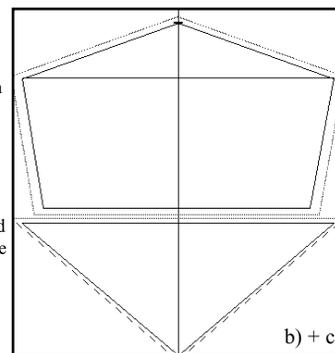
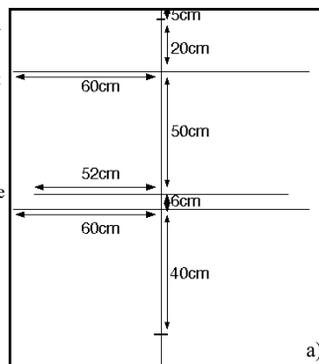
a) Lay the cloth face down on your table or floor. (Some ripstop is different on each side, if yours is then the shiniest side is the face.) Draw a line all the way up the centre of the back of the cloth. Make a mark on this line 5cm from one edge of the cloth. (Mark this edge the top to avoid any confusion later). 20cm further down from the mark you have just made draw a line at a right angle to the centre line, 60cm long on either side (120cm total length). A further 50cm down your center line, (That's 75cm from the top edge) draw a second line at right angles to the centre line, this time 52cm long on either side (104cm total). A further 6cm down the centre line (81cm from the top edge) draw a third line at right angles to the centre line, this one 60cm long on either side (120cm total length). Make a final mark on the centre line a further 40cm down (131cm from the top edge).

b) Join the marks and the ends of the lines together so you have two shapes like in the plan.

c) Many people feel happier if they have a separate line to cut to, so the next step is to draw a second parallel line 3cm outside the original all around your plan, preferably in a different colour. 3cm is a nice hem allowance for a beginner and it is also, conveniently, the width of most 1 metre metal rulers.

d) In the bottom left corner of the cloth outside the sail area there will be enough room to make the keel. Starting at the bottom, draw a 34cm line parallel to the left hand edge, 5cm away from the edge. Mark this line 3cm from the top of the line and again a further 26cm down (29cm from the top). Draw a second line parallel to this first line, 24cm away from the edge. Mark this second line 3cm from the top of the line again and a further 20cm down (23cm from the top of the line). Join these marks together so you have an irregular polygon shape for the keel. As with step "c" draw around this for a 3cm hem allowance.

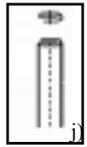
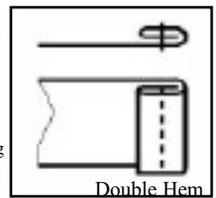
f) Lastly, in the bottom right hand corner draw a rectangle measuring 3cm x 25cm. This will be used to connect the two sails together.



Now for the scary part. My dad was an engineer and he always told me "measure twice and cut once", and that goes for kite building too. Check your measurements, in particular make sure that each side of the centre line is the same and then cut out the sails and keel along the outer cutting lines, cut the long rectangle out as it is.

### Step 2 Sewing the Sail

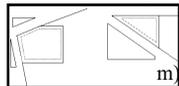
- g) Sew a double hem all the way around the top sail first as it's the easiest. Set your sewing machine for a straight stitch with a stitch length of about 8 stitches an inch. Lay the sail face down and along one edge fold the fabric up half way between the edge and the drawn line. Fold it up again along the drawn line. This tucks the raw edge of the fabric into the hem and is much harder to describe than it is to actually do. Pin the hem as you go. Once you have pinned up one edge then sew it up on your machine before folding and pinning another edge. This is easier than trying to manage a sail full of pins. When starting or finishing a line of stitches always sew a few stitches forward, a few stitches backward and then a more few forward, this "locks" the stitches and prevents them from unraveling. Remove the pins as you are sewing, don't try to sew over them, your machine doesn't like it.
- h) Sew a double hem all the way around the bottom sail. To make the wing tip corners easier, fold in the points before folding the double hem.
- i) Double hem the shortest three sides of the keel.
- j) Fold the long rectangle into three lengthways and sew.



### Step 3 Pockets and Reinforcements

To attach the spars to the sail we are going to use pockets for the spine and arrow nocks for the cross spars.

- k) Cut two pieces of dacron reinforcement for the spine pockets, approx 3cm x 5cm and fold them not quite in half.
- l) Pin these into position on the back of the sail, sew and cut away the corner that extrude beyond the sail area.

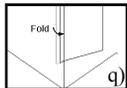
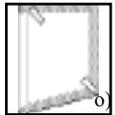


- m) Cut 4 pieces of dacron for the wingtips, approx 4cm by 3cm, pin into position on the back of the sail, sew and cut away the excess.

- n) Cut 2 pieces of dacron for the tensioning line reinforcement at the bottom corners of the top sail, approx 2cm by 2cm, pin into position of the back of the sail, sew and cut away the excess.

- o) Cut 2 pieces of dacron for the keel spar pockets, approx 2cm by 3cm, fold not quite in half as per step "k", pin into position on the keel and sew.

- p) Cut two pieces of dacron for the bridle points approx 2cm by 2cm, pin into position and sew.

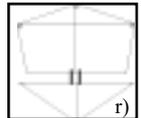


### Step 4 Attaching the Keel to the Bottom Sail

- q) Draw a line down the centre on the front of the bottom sail. Align the plan line of the keel with this centre line, 5cm from the top. Pin into position and sew. Fold the excess material under into a hem, pin into position and sew.

### Step 5 Attaching the Sails together

- r) Cut the strip into two equal lengths. Lay the sails out face down, 10cm apart. Position the strips 5cm either side of the centre line, pin and sew.



### Step 6 Making Holes for the Bridle Lines, Tensioning Lines and Spar Fixings

- s) Heat up your soldering iron and make holes in the dacron reinforcement. Take care – it will also melt holes in your sail, fingers and carpets – **Soldering Irons get very hot and take a while to cool down!!!** You will need to make two holes for each of the spar fixings and one hole for each of the bridle points and tensioning lines.

The sail is now complete

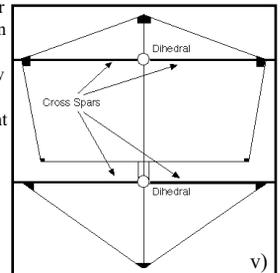
### Step 7 Cutting and Attaching the Spars

Another scary bit. Remember, measure twice – cut once. If in doubt always cut the spar longer than you think you need because you can always cut it again a bit shorter, you can't stick bits on to make it longer!

- t) Keel Spar - as it is not under tension it does not really need end caps. Put one end of the 2mm or 3mm carbon or fibreglass in one of the keel pockets, line it up against the other keel pocket to measure it and cut to the right length with a junior hacksaw. When cutting carbon or fibreglass spars always rotate the spars as you cut them, this helps prevent the end splintering. Sand off any rough edges and fit the spar into both pockets.

- u) Spine – the spine is under tension and will need end caps. End caps also help prevent the spar from piercing holes in the pockets during those unintentional hard landings. Lay the sail out flat on your table/floor, face down. Put an end cap on one of the 6mm carbon tubes and put this end into the spine pocket on the top sail. Line this up with the pocket on the bottom sail to measure it, allow a few millimetres for the bottom end cap and cut it to length. Sand off any rough edges. Slide on both dihedral fittings, put on the bottom end cap and fit the spar into both pockets. It will be a tight fit but once in position it doesn't have to come out again.

- v) Cross spars – these fit between the spine and the wing tips. All four should be the same length. Slide the dihedrals into the correct position on the spine. Glue a C clip onto the spine, either side of the dihedral to keep it in place. Make sure the spine is lying central on the sail. Put one end of a 6mm carbon tube in the top left dihedral and align it with the top left wing tip, mark it 2cm past the edge of the wing tip. Put this spar in the other three positions to check they will all be about the same and then cut the four cross spars. If there is more than a small variation cut all the spars to the longest length. Insert all four of these into the dihedrals and put an arrow nock on each end.

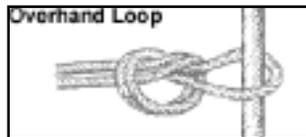


- w) Cut 4 pieces of 150lb flying line into 10cm lengths. Always melt the ends of flying line to stop it unraveling. Thread one through

each of the wing tip reinforcements starting at the back of the sail, thread through one hole, across the front of the sail and back through the other hole. Tie this into an overhand loop so that all the loops fit over the arrow nock and hold the sail quite tightly.

#### Step 8 Bridle and Tensioning Lines

x) Tie an overhand knot in one end of the bungee or elastic and thread it through the keel reinforcement, then tie another overhand knot in the other end leaving 5cm between the knots. Cut 198cm of 150lb flying line and mark it 10cm from each end. Thread one end through the top sail reinforcement point, around the spine and back through the reinforcement. With the mark at the back of the spine tie an overhand loop in front of the sail. At the other end of the line fold the line on the mark and tie another overhand loop. Attach this to the bungee using a larkshead knot.

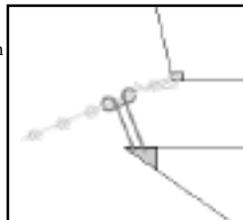


y) Attach the tow point ring to the bridle using a larkshead knot about a third of the way down from the top. This is only an approximation and will have to be adjusted on its test flight.



z) The corners of the top and bottom sail need to be attached together in such a way as their tension can be adjusted. You can use tensioning bars like those on tent guy ropes but I've found the easiest way is to use a larkshead and a series of overhand knots. Cut two pieces of line 10cm long and tread one through one of the holes on the lower wing tip and tie into an overhand loop. Cut another two pieces of line 30cm long, thread one through each of

the hole in the reinforcement on the bottom corners of the top sail and tie an overhand loop leaving a long tail on one side of the knot. Tie overhand knots every 1cm down this tail. Lay the kite on its front and larkshead the each of the loops on the bottom sail over the tail with the knots in so that the whole sail is held just taut. This is only an approximation and will have to be adjusted on its test flight.



#### Step 9 Flying your Kite

This is a kite for light winds and only needs 100lb line. The first time you fly the kite you will need to adjust the bridle and tensioning lines so that the kite flies straight. Adjustment of the tensioning lines is, unfortunately, by trial and error, you move up or down a knot and see if it improves the flight but after that – Enjoy!

Karen George

## NKG KITE BUILDING WORKSHOP - 3RD APRIL 2005

NKG has invited Karl Longbottom, one of Britain's leading kite makers, to run a kite building workshop in the north of England. The kite we propose to make will be either a light wind, small Patchwork Edo or the Papillion or Ball & Basket kite, depending on the majority preference. If the numbers are sufficient then we could do the three at the same time.



Date: Sunday 3rd April 2005 starting at 10am

Venue: ERYCA Hall, Queen Street, Hoddlesden, Darwen, Lancashire, BB3 3LY (10 minutes from junction 5 on the M65)

Cost: £40.00 per person based on a minimum of 10 people - includes kite, tea/coffee and sandwiches.



Participants would need sewing machine, extension lead, pencil, ruler, scissors, thread, and preferably a cutting mat and knife and the class should take about 4-5 hours. Some kite building experience is required.

Places are limited so please send a £10 deposit per person and your contact details and kite preference to reserve your place, (make cheques payable to NKG) to Dazzz, 39 Blacksnape Road, Hoddlesden, Darwen, Lancashire BB3 3PN or telephone 01254 776819 for more information. Closing date is 28th Feb 2005.

Once we have sufficient numbers we shall send out confirmation of the kite to be built together with directions on how to find the hall.

## LIGHT UP THE (OTTERSPOOL) SKY

On Saturday 20<sup>th</sup> of November we left home at about noon to attend the **Light Up The Sky** event, planned to take place at Otterspool, on the banks of the River Mersey. At that time the weather was dry but with a cool breeze.

When we arrived at Liverpool, about an hour later, a few of the flyers had already started to assemble but the weather was decidedly colder. Fortunately, Neil Edwards had brought his large tent with him, which was hurriedly erected, the cooking stoves installed and lit and the various pans, pots and utensils containing different flavours of warming soups, were quickly put to heat-up.

The soups were generously provided by Sylvia Fowler, Ken Cain and Alan Rogers. Ample sized helpings were soon being distributed to all and sundry. All of which was helping to take the edge off the cold wind. Food was also available in abundance in the form of sandwiches from Flo Barnes, Gwen and Sally, Curry and baked potatoes from Sharon and Liam Waring. Sausage rolls, crisps, biscuits, tea and coffee and some super cakes and Flapjacks –my favourite. In fact, it was worth coming, just for the catering provided.

Wigsley Wings launched their big Manta Ray soft kite, very colourful and eye catching and drawing a lot of interest from the public. Later, as darkness descended (and the wind became even colder), the NKG Sports Kite Display Crew, '*Flying Colours*' flew one of their routine's with their kites illuminated with green lights. Jack Cunningham even had two large fireworks on his delta kite – very impressive. Alan and Selwyn flew their '*GHOST*' kites, made specially for the occasion, Delta style kites - but with long extended trailing edges in white ripstop . They looked really eerie in the gloom. Most flyers had lights on their kites and others had lights attached to their clothing. They all looked good.

Later, there was an auction of articles donated by the flyers. (I now know that Neil owns a thermal vest, bought in the auction *\_ I bet he needed that at St. Andrews*). We also had a P.A. system, provided and run by Dave Green, with music to fly to, or to have a dance. All good entertainment..

We left the site at about 7-45 P M . It was bitterly cold by then but some hardy souls were still flying. Everyone had a great time and it was more like a big family gathering.

Raising money for '*Children in Need*' made it even more worthwhile and I am thrilled to be able to report that the event raised (SO FAR) is;- £620-00. With one or two smaller amounts still waiting to be collected. Well Done N.K.G'ers!

Gina Bellis

### For Sale

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## DIEPPE - Get there if you can

Each alternate year Dieppe Kite Festival comes along and gives those with a passion for kites (not to mention a liking for good wine + cheese) a chance to travel to this historic port and be surrounded by more kites than you can shake a stick at.

Following a wonderful week in Paris, we drove up to Dieppe for our first visit with high expectations; we were not disappointed!

On the Sunday that we arrived we drove into town only to find approximately 80,000 people had beaten us to it. The crowds were akin to an F.A cup final taking place in your local town. A rather 'nifty' bit of parking (that would have made an Italian glow with pride) saw us 'plumb' in the centre of the main square with only a short dash by foot to the seafront. To put the size of this Festival into perspective - it is estimated that over 250,000 people visit this event within the seven days over which it is held.

What a site to behold when, for your first visit here you see a sky so full of so many different designs - some of which are beyond imagination, but not beyond being able to fly. My video camera was to hand so I've made a film of some of the sights we came across which will have it running at the next AGM for those that want to peruse it.

Neither Lindsey nor I envisaged coming to the Festival every day; the plan was to explore the region – but, the 'magic' of the Festival had 'cast its spell' and so it was that we 'snuggled in' for the week. I was really surprised how few 'traders' were present, four at the most!

Kiting countries from every corner of the World are in town, and each of them has a representative there to show their talents and skills with regard to all things kite related. It's difficult to pick a favourite but, if I were forced to choose a nation that gave more artistic suave and passion than any other, along with a display of 'Mastery of Kiting' that was equalled by no other.....it would be the French. That said, you will not leave here without feeling you have 'connected on a Global scale'. I refuse to tell you how many 'famous' kiting names from across our Planet came to talk to us, or we talk to them. No 'kite borders' here, no 'kite visas' required ... in fact, even language held no barrier for those who we're prepared to try.



Book your ticket now – here, borrow my car. I don't care how you get there, just get there if you can.

Neil Edwards



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Shirley, Dick and the Team  
would like to wish everyone a  
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# HINTS AND TIPS

## Beach tips

Rather than take sand bags on holiday to tether his kites on the beach John took a number of plastic picnic plates which he had previously drilled a hole through. He threaded about 18 inches of 100lb line through the hole, securing it on the underside. Using the plate to dig the hole he then buried the plate in the sand and secured his kite to the line. On the beach passers-by were mystified to see a kite line disappearing into the sand!

Barbara Baker

For heavier pulling kites always use a sand anchor on the beach, heavy cloth bags are good, but if you want to make one it only needs 1 metre of material (Doesn't need to be ripstop) and sew some webbing across it diagonally, if you haven't got webbing a visit to your local pound shop should enable you to find luggage straps which do the job just as well, just make sure you put lots of stitches in when you sew the straps onto your material, and sew loops onto the loose ends of the straps to attach your kite line.

Dazz

## Sports Kites

When setting up your kite, place a wing tip in each shoe to hold it steady if the winds a bit strong.

Dave Green

If you want to applique on to dark fabric you can buy an embroidery material called Heavy Aqua which allows you trace your pattern onto it, pin all your layers together and sew through and then when you have finished just run it under the hot tap and the Heavy Aqua disintegrates.

Karen George

If you leave a single line kite pegged out to fly always try to mark the line so its visible to members of the public, an easy way to is to tie the kite bag to the line a few feet from the ground, the most visible way is to make some markers from scraps in either triangles or oblongs and stitch them to a heavy line, around 6 feet should be fine. Or you can buy 100ft bunting ready made from a kite retailer for about £10 and cut it up into as many sections as you want.

Dazz



Kite-oons are Copyright Dr Mike Armstrong <http://www.spec.u-net.com/kite-oons.htm>

## BUYING YOUR FIRST SPORTS KITE

If you're going to take up sports kites / trick-flying, I wonder if I can give some advice that may save you both time and money. These are only my opinions but if I had my time again- these guidelines would have proved useful.

1. If you're a beginner, go for a fairly large sailed kite (6ft approx) and be prepared to spend up to £50. The large sail usually means a greater 'wind range' in terms of mph, and your paying for decent, but not top quality carbon rods that due to their low weight will also give you a greater wind range. On many occasions beginners spend up to £20 and then wonder why everyone else's kite is flying when there's isn't when the wind drops.

A few recommendations could include 'The Addiction' by Premier Kites or the 'Phoenix' by HQ Kites. Another suggestion would be the 'Big Bang' from New Tech Kites but to source this kite for approximately £50 you would have to order from the USA and take advantage of the current £ vs \$ rate.

2. Buy some good quality line, even if you're new to the sport. If your car means anything to you, you wouldn't drive it with the cheapest possible tyres that money could buy. For approx £10, get an 'average strength' set of roughly 80kg breaking strain that will provide you with good feedback and minimal stretch. Most lines of this strength are capable of coping with winds up-to 20mph – If you hear the lines 'whistling' you know you need a stronger set. There are many brands to choose from but minimal stretch and diameter are important. If you can afford it, buy a few sets of line; some stronger, and some weaker – if the wind is light, finer line produces less wind resistance, so your kite will fly easier. If the wind is strong and you want to slow your kite down, heavier line will do this, as it produces more wind resistance. Please don't forget to keep both lines the same length. Most sport kite fliers allow no more than 5mm difference between each line, and check them regularly.

3. Try and fly with fellow minded individuals who can teach you new 'moves' as you progress. Get in touch with us, but also consider joining STACK (Sport Team and Competitive Kiting) who have been promoting sports kiting in the UK since the 1980's.

4. During your first year or two, try to have a kite to suit each wind situation: a kite that will fly in winds as low as zero to 4mph approx, a 'standard' kite for average wind conditions, and a kite that will fly in 'higher winds' (usually vented). It is important to note that you should become competent with the 'standard' kite before progressing on to more specialist kites like Ultra Lights, but these kites do give you the advantage of being able to fly no matter what the wind conditions are.

When you think your ready to progress to a 'better kite' some suggestions should include the 'E2' from Prism kites, the 'Gemini' from Tim Benson, the 'Nirvana' from R-Sky, the 'Fury' from Carl Robertshaw and the 'Transfer' from L'atalier..... though the list is almost endless, it is important to note that these kites really are quality purchases that you would expect to pay anywhere between £130 and £200. If I were to use the 'car' analogy again it's like driving an old Fiat Uno compared to a bright and shiny new Mercedes Benz.

Any further information you need, don't hesitate to get in touch.

Neil Edwards. (Current STACK Northern Champion)

## STAINLAND

Sunday dawned bright and clear. At least it did at about 10.30 am. which is an early start for me. Had breakfast then fastened the Christmas tree to the base (sawing and filing to make the trunk fit a 2 ?" thread). Then decided what kites to take. Not a lot of wind so fighter kites and a new rok and my parasled and washing, plus Sheila's 6 or so kites, then the reels etc. into the car and off we jolly well go.

It's now 11.50.

Forgot my new hearing device but I'm not going back for it now, so onwards and into the car park at Stainland and bundle everything round my neck and under my arm and down the path we go. I can see someone flying a trick kite on the cricket pitch but not who as yet, and some fighter kites as well. Past the pavilion and yes we can see Fiona and Aled Lewis flying fighters (what else). He had also got about 50 wooden fighter reels and yoyo line holders which he has made. Down at the lower end of the field were Simon & Julie and Dazzz & Karen.

Sheila went to say hello and then Graham and Marina arrived. John Baker has Bronchitis, so had rung to say he wouldn't be flying but would see us in the pub at 3.00.

So the sun is shining it is quite warmish but not a lot of wind. But with a bit of jiggle and pulling on the lines we had in the air, a double parasled a roller and a genki plus a few fighters and Grahams 3 kites. Then Sheila's Brother Ian arrived with the hot Gluhwein. That went down a treat. At 2.50 We packed up and went to the Duke of York. After a beautiful Sunday Roast lunch, good company and a glass or two, we eventually set off to our various homes at about 6.00. That was much better than flying till 6.00 and getting frozen stiff. Must try it again next year.

Ray Smith

## OTTERSPOOL

Well we had our party at the Otterspool pub, Much enjoyed by all 36 members and family who attended. Well done to Flo, Gwen and Sally for organising things with the pub manager, It all ran very well, It must have been the biggest gathering of club members in its history, Correct me if anyones knows different. The whole day was a day to remember.

Dave Green

Thanks to the members who helped organise the party.

Thanks to the judges of the kite competition for their expertise and skills.

Thanks to Dave for the bottle of wine, presented to me for doing something I enjoy doing anyway.

A Memorable day, cold, light wind but the sun never stopped shining until it slid down behind the Welsh hills.

A good meal in jovial company.

Perfect.

THANKS.

Jack Cunningham

## **AGM Location 20th February 2005**

The Community Hall All Saints Church, Culceth Lane, Old Church Street, Newton Heath, Manchester.

From M60 junction 22 follow A62 Oldham road towards Manchester. Old Church Street is half a mile past the junction with A663.

Old Church Street is off Oldham Road near to Carpet World which is at the junction of Oldham Road and Droylsden Road.

Old Church Street changes to Culceth Lane near All Saints church.

The Community Hall is just past the junction with Briscoe Lane and is behind some terrace houses and is approached by a short unmade road. Please do not park on the short unmade road. There is parking available in the School playground accessible from Droylsden Road.

You can access a map online by going to <http://www.nkg.org.uk/FlyingSites.htm>

There will be a £1 charge towards the cost of the meal provided (Meat and potato pie and Veg option)

## **BKFA Membership**

The BKFA has ten members but only four have ratified so far MKF (ratified ); Lyme Park KF (ratified ); Great Ouse KF (ratified ); White Horse KF (ratified ); North East KF; Brighton KF; ELF; Thorpe KF; Solent KF; and STACK.

The number of Council members for each Club varies but totals 15 people.

Lyme Park and ELF are very small clubs with little if any funds.

The BKFA funds amount to £375 that is £25 per council member.

The main aim is to represent all kite flyers and codes of kite flying in the UK.

In its present form there is a financial risk for its member clubs if things go wrong. They all have unlimited liability for its debts, and depending on how each member club is set up, the liability could extend to every member of a participating club. The BKFA does not carry any form of insurance to cover its members or its officers.

Although the committee supports the aims of the BKFA we believe that NKG should not join until it has changed its form into a Company Limited by Guarantee.

## **Amendment to constitution:-**

12 Failure to achieve a quorum at a General Meeting

12.1 If a General Meeting does not have a quorum at the start of the meeting, the Chairman of the meeting must put the following motion to those present:-"The number of members present shall be the quorum." The meeting shall be deemed to have a quorum if three quarters of the members present vote in favour of the motion.

If the motion is not passed, the Chairman must adjourn the meeting for no more than twenty eight days, to a time and place to be advised to members by the Secretary. At least seven days notice of the meeting shall be given.

## PROPOSED FLY-INS FOR 2005

2005	Date	NKG	Other Events	Date	NKG	Other Events
Mar	5/6			Oct	1/2	
	<b>12/13</b>	Indoor			8/9	OSOW Otterspool/ Pontefract
	<b>19/20</b>	Haslingden			<b>15/16</b>	Baildon Moor
	26/27				22/23	
					29/30	
Apr	2		Euxton	Nov	5/6	
	3	Workshop			12/13	
	9/10				19	LUTS Otterspool
	<b>16/17</b>	Roundhay Park			<b>20</b>	Pontefract
	23/24		Halewood		26/27	
	30		Beverley	Dec	3/4	
May	1/2		Beverley		10/11	
	7/8				17/18	Stainlands
	<b>14/15</b>	Otterspool	Cleethorpes		24/25	
	21/22			2006		
	28/29/30		Chipping	Jan	31/1	
June	4/5	Beacon			7/8	
	11/12	Wirral (With Flying Circus)			<b>14/15</b>	Bowlee
	<b>18/19</b>	Fylde			21/22	
	25/26		Bedford		28/29	
July	2/3		Sunderland	Feb	4/5	
	9/10		Barmouth?		11/12	
	<b>16/17</b>	Bolton le Sands			<b>18/19</b>	AGM
	23/24				25/26	
	30/31			Mar	4/5	
Aug	6/7		Woodvale		11/12	
	13/14				<b>18/19</b>	York Racecourse ?
	<b>20/21</b>	Oldham (With Flying Circus)?	Highforce		25/26	
	27/28			(Need to check the dates, etc for events marked with ? )		
Sept	3/4		Bristol			
	10/11		Hartlepool			
	<b>17/18</b>	Chester				
	24/25	Wakefield ?				

As you can see we have put together a proposed list of fly-ins to be discussed at the AGM, and it is only a proposal. We have tried to balance the regular fly-ins so that east, west and central locations have been catered for, but, since we havent been to all the fly-in locations, some of them may not be usable at certain times of the year or due to other events such as racing at the racecourses picked out so we expect a lively debate at the AGM.

We have also listed other events some local and some not so local that we know many members like to attend to help you plan out your travels for the year ahead. If you know of any other events that need publicising in the magazine or that you want to let other members of the group know about just write, telephone or email me and I will be glad to put them in the next issue for you.

Dazzz

## **NKG Events**

- 8 Jan Indoor Fly-In Clayton Green Leisure Centre, Clayton-le-Woods, Chorley, Lancashire PR6 7TL
- 16 Jan Fly-In Birchwood Forest Park, Off the M62 at junction11. The Car Park is opposite the end of Gorse Covert Road ( white patch on map) at the mini roundabout. A height restriction applies to anything taller than a private car or small van.
- 13 Jan Indoor Fly-In Clayton Green Leisure Centre, Clayton-le-Woods, Chorley, Lancashire PR6 7TL
- 20 Feb AGM The Church Hall, Culcheth Lane, Newton Heath, Manchester
- 20 Mar Fly-In Haslingden Sports Centre, Helmshore Road, Haslingden BB4 4DN
- 3 Apr Kite Workshope ERYCA Hall, Huddlesden, Darwen, Lancashire

## **Kite Calendar (WWW.KITECALENDAR.CO.UK)**

### **JANUARY 2005**

- 1 Brighton Kite Flyers Fly-in, Devils Dyke, Brighton, East Sussex
- 2 MKF fly-in, Coombe Abbey Country Park, Brinklow, near Coventry, Warwickshire
- 8 Irish PKA Winter Series, Benone Strand, north of Limavady, County Londonderry, Northern Ireland
- 9 Boldmere Kitefliers Fly-in, Sutton Park, Boldmere Gate entrance, Sutton Coldfield, near Birmingham
- 11 – 14 Makrasanti Kite Festival, Ahmedabad, Gujarat, India
- 21 & 22 Nelson Kite Festival, Neale Park, Nelson, New Zealand
- 29 & 30 Hawkes Bay Kite Festival, Tareha Park, Napier, New Zealand

### **FEBRUARY**

- 5 & 6 Rotorua Art in the Sky Kite Festival 2005, Arawa Park Racecourse, Rotorua, New Zealand
- 5 Irish PKA Winter Series, Benone Strand, north of Limavady, County Londonderry, Northern Ireland
- 6 MKF fly-in, Evesham Country Park, Evesham, Worcestershire
- 12 & 13 Winter Kite Festival, Festi-vent sur glace, Saint-Placide, Québec, Canada
- 13 Boldmere Kitefliers Fly-in, Sutton Park, Boldmere Gate entrance, Sutton Coldfield, near Birmingham

### **MARCH**

- 13 Boldmere Kitefliers Fly-in, Sutton Park, Boldmere Gate entrance, Sutton Coldfield, near Birmingham
- 20 MKF Fighter & Rokkaku kite fly-in, Hatton Country World, Hatton, near Warwick, Warwickshire
- 26 & 27 Irish Supercup racing, Benone Strand, north of Limavady, County Londonderry, Northern Ireland

### **APRIL**

- 9-17 18th International Berck sur mer Kite Festival, Berck sur Mer, France
- 10 Boldmere Kitefliers Fly-in, Sutton Park, Boldmere Gate entrance, Sutton Coldfield, near Birmingham
- 17 Calke Abbey Kite Day, Calke Abbey, Ticknall, near Melbourne, Derbyshire
- 23 & 24 North Coast IPKA Challenge, Benone Strand, north of Limavady, County Londonderry, Northern Ireland

# Fuertaventura 2004



Photos courtesy of Ray Smith and John Baker