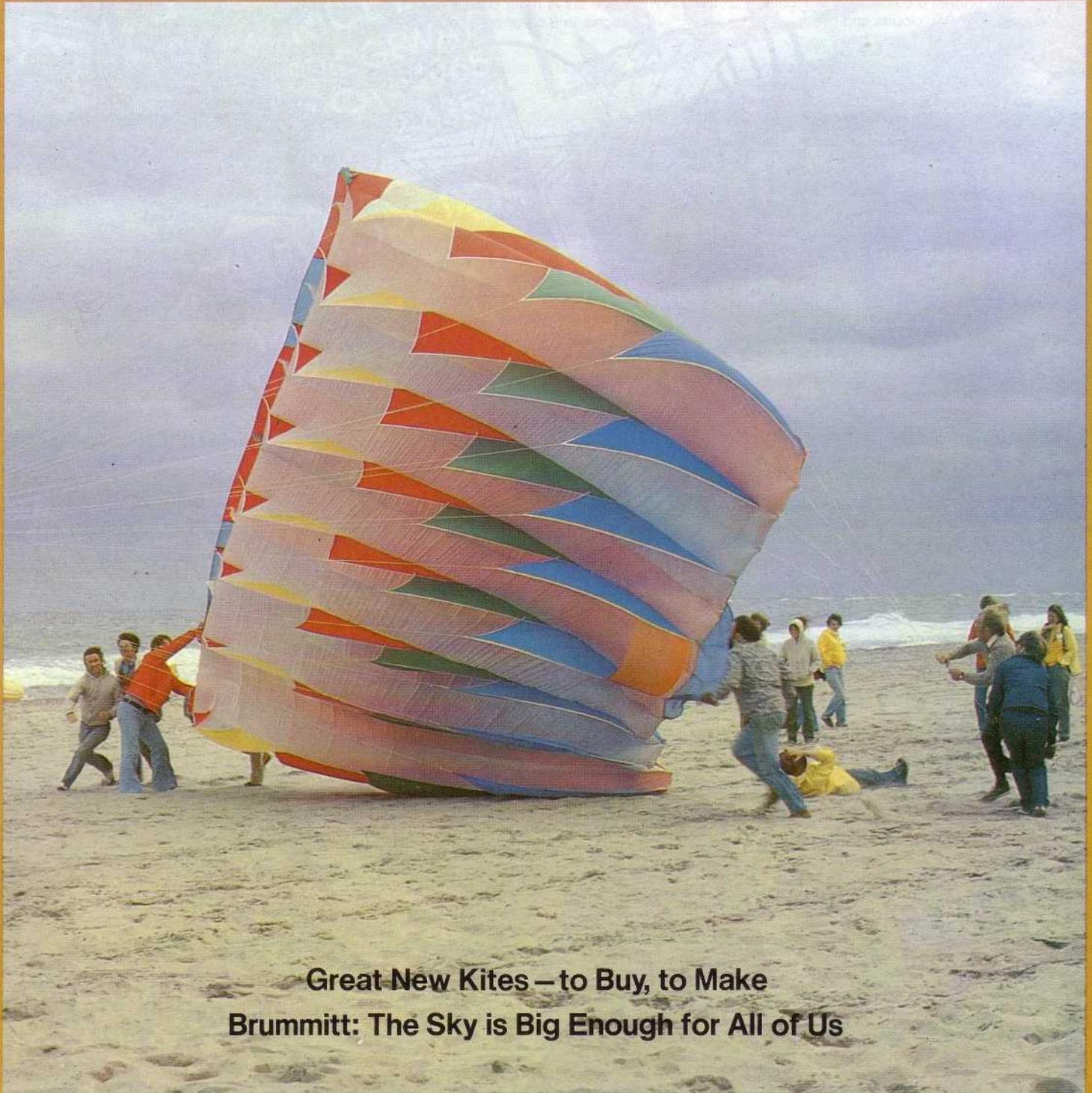


KiteLines

\$ 2.50
SUMMER 1979



quarterly journal of the American Kitefliers Association



**Great New Kites – to Buy, to Make
Brummitt: The Sky is Big Enough for All of Us**

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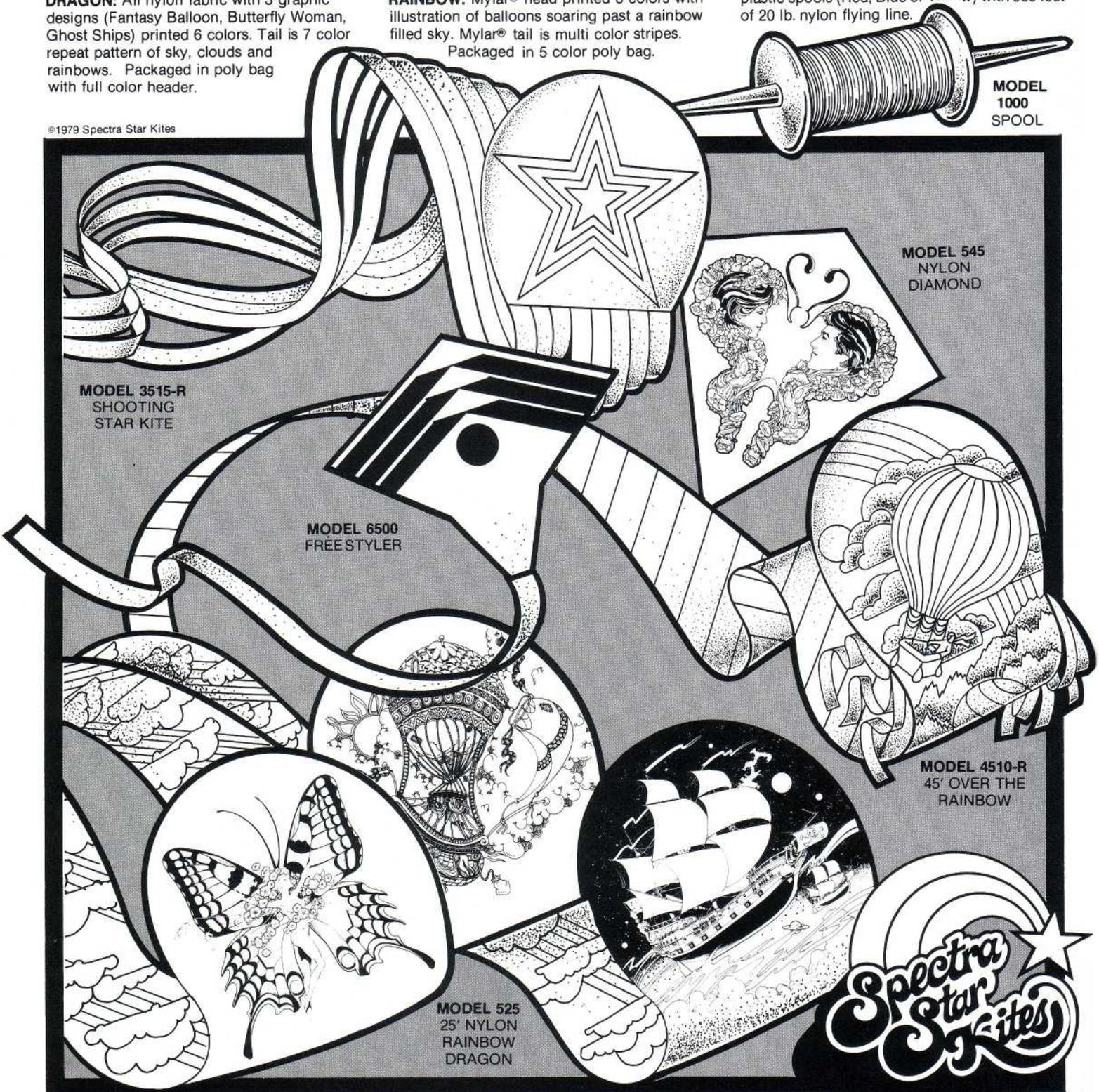
MODEL 545/ NYLON DIAMOND: Four different graphics printed 6 colors on nylon fabric (Lovers Butterfly, Pegasus, Hot Air Balloons, Doves). Ten foot Mylar® rainbow striped tail. Packaged in poly bag with full color header.

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MODEL 1000 SPOOL

MODEL 545 NYLON DIAMOND

MODEL 3515-R SHOOTING STAR KITE

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News from Here and There: International / 36

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Cover

Jalbert's biggest, a 20 x 20-foot Parafoil, powered by 25-knot winds in Ocean City, MD. It tosses men about like toys, but a careful crew led by G. William Tyrrell, Jr., of Willow Grove, PA, manages to control the kite with everything short of whips and chairs. Tied to a 6000-lb. truck, parked sideways, it drags the truck. Tracks are carved in the sand. The kite wins the \$200 prize for Strongest Pulling Kite—and wins the hearts of spectators and participants as well. The Parafoil was only one of the breathtaking spectacles at Ocean City, as seen in further detail on pages 22-23. Photograph by Theodore L. Manekin.

Kite Lines

 (USPS 363-090)
succeeding *Kite Tales*

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Kite associations and clubs and chapters of AKA are located around the U.S. and the world. *Kite Lines* works for and with all of them and maintains an updated file on them. Write for information about your nearest group.

Subscriptions to *Kite Lines*: One year (4 issues), \$9.00; two years (8 issues), \$17.00. Single copies of current or back issues are available @ \$2.50 (\$3.00 overseas) from America's finest kite shops or the journal offices. Postage outside the U.S., its possessions and Canada is \$1.00 per year additional. Air mail rates for foreign mailings are \$3.00 per year additional for Latin America; \$5.00 per year additional for Europe and Israel; and \$7.00 per year additional for all other countries. All foreign drafts must be in U.S. dollars through a U.S. bank or the post office.

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Contributions and correspondence are always invited. Enthusiasts who contemplate sending substantial material should request our guidelines for writers and photographers. Return of unsolicited material cannot be guaranteed unless accompanied by ample stamps and envelope, self-addressed. Accuracy of contents of *Kite Lines* is the responsibility of individual contributors. Diverse views presented in *Kite Lines* are not necessarily those of the editor or of the American Kitefliers Association.

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Total					

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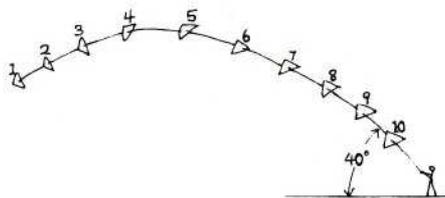
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Letters

FLAK FOR STEVE FLACK

I am writing about the article on altitude flying by Steven Flack [Spring 1979 *Kite Lines*]. I personally for the past eight years have been experimenting with same type kites and lines, and I would like to point out: where the kites Mr. Flack tied to the main line at 1½ miles apart (round numbers 7800 feet), my findings have been that after 1000 feet of line the kite would go out more than up, and at 1500 feet I would have to add another kite.

I also found that it didn't mean that the first kite was the highest; I have had 10 kites at 1000-foot intervals (nylon line) where #1 kite was lower than #5.



Another one of my findings is: don't tie into monofilament; it may seem to hold, but when there is any break it surely will be at the knot. Also if I tie three four-foot deltas on a main monofilament line in an eight mile-per-hour breeze, they will surely break 25-lb. test line at the knot.

I also doubt that one could see a four-foot delta 12 miles away. I use my 7x-15x zoom binoculars and have difficulty spotting them at 7000 feet. (Perhaps my eyes are getting too old.)

I doubt very much that this altitude [37,908 feet was claimed] was reached. I am not doubting that the trigonometry formula figures are correct.

John Mattesini
Lakeland, FL

To Steve Flack: An article in *Kite Lines* [Summer 1977, page 19] reads as follows:

PROPOSED STANDARDS FOR MULTIKITEFLYING, WORLD RECORD CLASS [Proposal 3]: All kites must be retrieved. Kites lost or impaired in flight do not count.

Your line snapped. All seven kites and miles of line were lost. Count this as an attempt, not a new record. Next time use stronger line, graduated in strength.

Henry H. Boutwell
New Orleans, LA

Ed: Both of the above letters raise some important points, but we believe that Mr. Flack's methods were at least as well docu-

mented as any previously printed in the Guinness Book of World Records. The standards that were proposed in this journal have yet to be officially adopted by any authoritative body. Also those standards applied to multikiteflying, a quantity effort, rather than to a performance effort which might be achieved by a train or a single kite. We hope publication of Mr. Flack's attempt will stimulate further debate and help evolve the definitive standards that are needed in the complex area of kiteflying records.

REVIEW DISPUTED

Thank you, Curtis Marshall, for your high and lengthy praise of the Flexifoil [Spring-Summer 1978 *Kite Lines*].

I was pleased to meet the unstoppable Mr. Marshall and family while visiting the Nags Head (NC) kite fly in July, 1978.

Curtis and family have made some remarkably powerful and very airworthy compound delta-Conyne kites and also a number of their own "Flexifoils," some displaying beautifully colorful use of spinner nylon. Please note, however, that the undesirable "flapping motion" which Curtis describes in his review I think must be a trait peculiar to his own designs as the genuine Flexifoils do not do this except perhaps when very wet.

Curtis has discovered how difficult it is to reproduce the smooth characteristics of the production Flexifoil, and, biased though my point of view may be, I feel I should warn enthusiasts that to achieve these characteristics, the design of both the envelope and the spar are critical.

This said, I am sure nothing will daunt you, Curtis. Thank you, and keep flying the foils; you're a great advertisement for us!

Andrew W. Jones
Co-Designer of the Flexifoil
Hertfordshire, England

Curtis Marshall answers:

Just to keep it all straight: the tests and observations reported by me in *Kite Lines* were made using Flexifoil kites manufactured by your company and carrying the Flexifoil name. Yes, they were early ones, and it would appear that more recent samples do have less tendency to flap than the earlier ones did.

I want to thank you for awakening my interest in your Flexifoil design. Since that time I have had the pleasure of con-

structing a number of variations and modifications on the one-stick format and, as I suggested previously, a whole family of designs appears to be in gestation in widely scattered areas.

Curtis Marshall
Baltimore, MD

IT'S AGELESS

For what it is worth—here is a photograph of my parents, Mr. and Mrs. Arthur M. Lowenthal, flying one of Mr. Rogallo's Corner Kites. They are, from left to right, 85 and 91 years young.

Arthur E. Lowenthal
Rochester, NY



LET'S HEAR IT FOR TISSUE PAPER!

I would like to compliment you on a wonderful publication.

But you have in my opinion neglected the most versatile and least expensive kite material of all, tissue paper. If one is on a limited budget and cannot afford Tyvek® or nylon, tissue paper just can't be beat. As to strength, some of the kites I have made of this material are the parachute kite, the Bullet and the Parafoil, all of which pull very hard. Usually the only way that I lose a tissue paper kite is if the string breaks. To illustrate, I recently flew a tissue paper Bullet in a 35-mile-per-hour wind with no trouble at all.

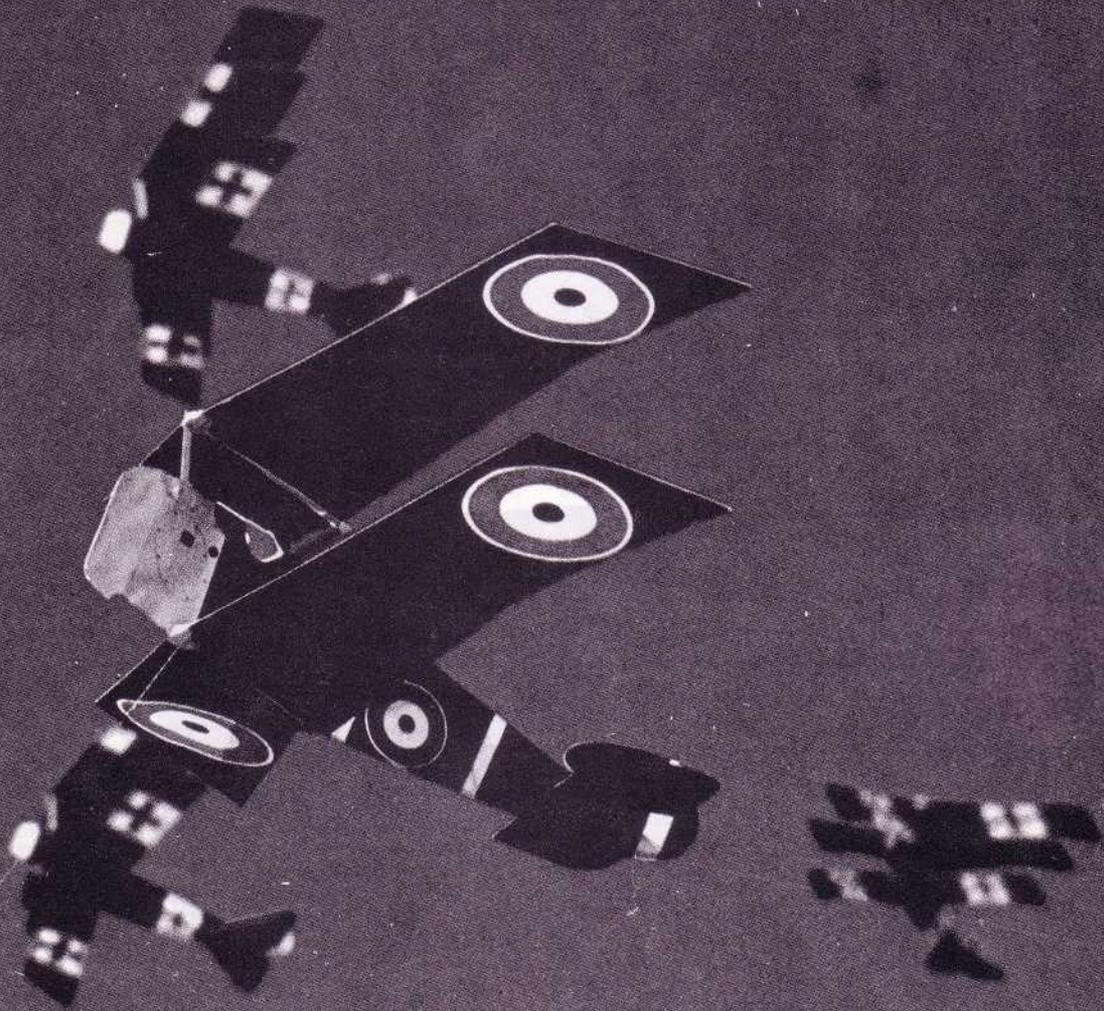
One of my favorite aspects of this material is the ease of repair. For example, while flying a parachute kite my 30-lb.-test line broke and the kite was torn in half by a tree limb. Upon freeing the kite only five minutes passed before it was taped back together and flying again. Let's see any cloth kite do that. Also if the string breaks you can stand by calmly instead of running around like a maniac because you have \$20 tied up in fabric. On the average the largest tissue kites only cost about 25¢ for material.

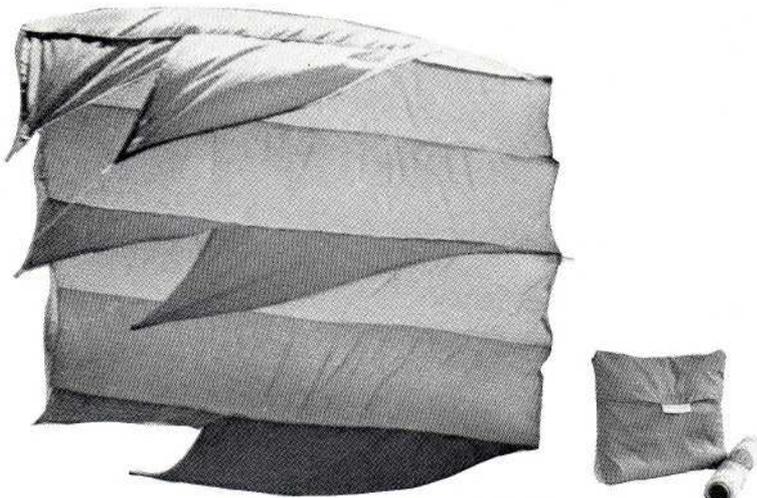
For safety, if a tissue paper kite is fouled in power lines or any other danger-

**TAKE
TO
THE
SKY**

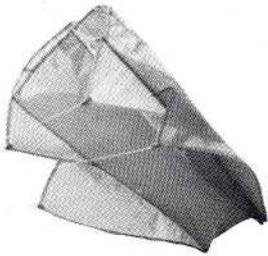


FLYING DELIGHTS by

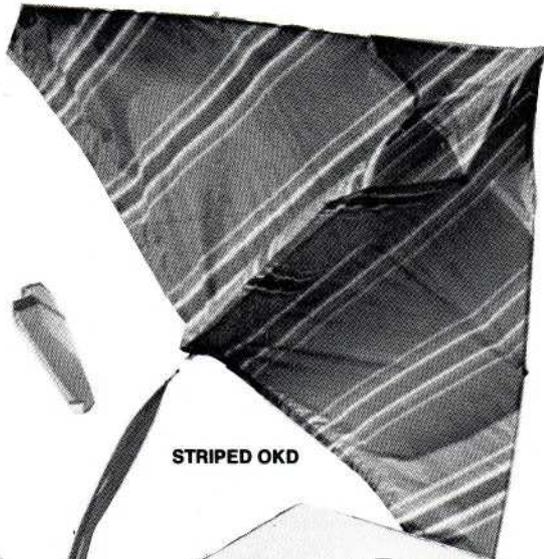




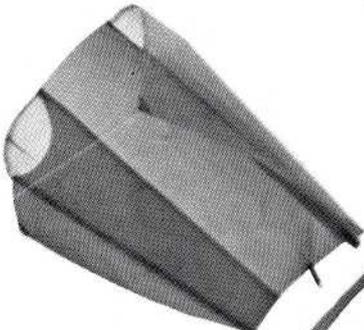
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Optional drogue for Jalbert Parafoil **4.00**

DISTRESS SIGNAL KITE for boaters and hikers, special parafoil in solid-color international orange ripstop nylon, with matching pouch and kiteline **40.00**

Optional drogue for Distress Signal Kite **4.00**

MINIFOIL, vest pocket version of the "soft" kite, packed with line in its own drogue/pouch. Ideal for back-packers and sailors. Kite itself weighs less than an ounce, folds to 7" x 2," made of orange spinnaker cloth, line included **17.50**

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with 500 feet of twisted nylon kiteline **25.50**

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Letters . . . Continued from page 6

ous place, the kite will tear itself apart before causing any damage. This also prevents youngsters from injury or possible death from trying to save a kite that stayed in one piece.

So let's hear it for tissue paper. It's been around for a few thousand years. Let's make sure this unique material is around for a few thousand more.

Brad Hohenbrink
Delphos, OH

PINING FOR FELLOW FLIERS

Re: Organization of the Piney Mountain Air Force—are you an experimentally oriented kiteflier who lives in or conveniently near Charlottesville / Albemarle County, VA—"Mr. Jefferson's Country"? If so, would you enjoy participating in semi-monthly informal Saturday afternoon kiteflies from a privately owned kite-pad located in the Piney Mountain / Advance Mills/Ruckersville area? If interested, write and tell us about your kite interests and something about yourself. Include a *self-addressed, stamped envelope* (SASE) if you desire return information. Write to:

Guy D. Aydlett
P. O. Box 7304
Charlottesville, VA 22906

Jacksonville, FL, has some great places to fly, good weather and two kite specialty shops; the only thing that Jacksonville lacks is a place and time when kitefliers can get together to shoot the breeze. It must be great to have an active club where new people can be introduced, new ideas traded, group projects tried. I am working with others in Jacksonville who would like to see a local kite club formed. If other readers of *Kite Lines* would like to step forward, I would be very interested to hear from you. I would also be pleased to have any suggestions other clubs can make about how to get a club going. Please call or write to me.

Roger D. Curry
2321 Camden Avenue
Jacksonville, FL 32207
904-398-1335

In response to the recent proliferation of kite clubs (at least 35 are now active), Kite Lines has printed a compact leaflet, "On Forming a Kite Club," for people who want companionship in the field. The leaflet includes tips and ideas drawn from several kite clubs plus information about services available to clubs from Kite Lines. The leaflet is free (though we do appreciate those self-addressed stamped envelopes). Interested? Just ask.



D. E. Vanderhoof's Parafoil unfurls above the clouds of Mt. Shasta, California.



DOUBLE-HIGH FLYING

Enclosed are photos of my J-7.5 Parafoil on Mt. Shasta, California, at 11,000 feet.

D. E. Vanderhoof
Sacramento, CA

AIRING AIR RIGHTS

Recently local police reprimanded two boys for flying in a local park and allegedly interfering with light aircraft. I myself while flying a Jalbert J-15 at 2500 feet had the same experience. The skies of the Pacific Northwest are dotted with light aircraft and I can sympathize with the folks in Seattle! [Concern for safe kiting practices there produced over-reaction that boomeranged and risked a total ban.] Possibly *Kite Lines* could devote portions of an issue to defining the rights of kitefliers, before we get involved with a city attorney, since that may be like taking swimming lessons from a drowning man!

Marshal Sandler
Salem, OR

HIGH TIMES IN THE LOW COUNTRY

In summer '78 the Dutch Kite Society (Nederlands Vlieger Gezelschap) was founded. The Dutch Kite Society (DKS) wants to bring together real kite enthusiasts in Holland. DKS is going to organize kite-ins for relaxed kiteflying and meeting other kitefliers.

The DKS guiding principle is fun in kite-designing, -making and -flying. "Member" will be anybody attending kite meetings of DKS and who leaves his address. Addresses are collected and spread to stimulate local kite contacts.

The DKS will make up the Dutch kite calendar and arrange contacts with foreign kite organizations. We hope to send you our news in the future.

Ton Oostveen
Nijmegen, Holland

THE MISSING PAGES MYSTERY

Yesterday I was painting my front bedroom and when my wife mentioned to me that my Spring '79 *Kite Lines* journal arrived, I dropped my paint brush and started to read it from front cover to back. To my surprise, I found that several pages were missing and the story on the Tokyo Kite Museum kept me in suspense.

I wonder if you could do me a big favor by sending me another copy. I keep a complete file of all the copies received.

Warren Zane
Honolulu, HI

Several of our more alert readers inquired about those missing pages (31 through 34). Ready for a horror story? One of our advertisers, Llummar Star Kites, had sent us preprinted four-page color inserts to fill those pages. The entire magazine was printed and ready to be stapled and trimmed when the printer told us he had inadvertently destroyed the inserts! The printer was willing to reprint them, but we were unwilling to add extra days to the printing schedule. We preferred to leave that error in and get the magazine out sooner. Special thanks go to Frank Alonso, President of Llummar Star Kites, for subordinating his company's interests to the general welfare of this magazine.

P.S. The page 30 footnote referring to the Tokyo Kite Museum should have led to page 26, not page 34. (That slip was ours.)

Readers are encouraged to reply to letters, and we will route them to appropriate parties whenever possible. Address letters to Kite Lines, "Letters," 7106 Campfield Road, Baltimore, MD 21207. All letters become the property of Kite Lines. The editor may edit letters for publication.

What's New: Kites, Books, Sundries

Kites

By Curtis Marshall, Valerie Govig and Mel Govig, assisted by A. Pete Ianuzzi

FLYING LINES (RED, ET AL)

There are little kites and there are big kites; there are still kites and there are bubbly kites—yes, there are kites to match each liking. There are, however, a few basic concepts which are common to most successful commercial kites. Tal Streeter has designed for Skyworks® a kite of modest size which appears to answer those basic concepts better than most.

From the kite owner's viewpoint, a good kite should be easily transported; this one folds into a 10 x 12" envelope which can be packed readily into a suitcase or carried under an arm. There must be ease of assembly; this kite needs no assembly—one merely has to pull it from the envelope, attach a line and fly. The kite must be able to withstand physical insult from both humans and nature; this kite is almost indestructible—all rip-stop nylon, all hemmed, and the struts are resilient plastic—nothing to break. Finally, the price should be reasonable in relation to the quality; this one costs \$18.

It is the Flying Line's appearance that makes it unusual. The design is a derivative of the cobra or "dragon" kite, but it has a rectangular head, about 9 x 11", using a non-connected "I" type frame; the three struts slide into channels sewn into the head. The tail is a 10-foot long continuation of the same width as the head and has no taper. At the end of the tail is sewn a short section of the fabric in contrasting color, like an exclamation point at the end of a long, flowing statement.

This is a moderate-wind kite, good for the beach, and not for the lightest breezes. Even in a relatively steady air flow the kite is quite active, its flying stability due entirely to the weight and drag of the tail. As is pointed out by a slip of paper enclosed in the kite's bag, the Line can be stabilized for flying in stronger winds if the lower cross strut is removed. This will allow a dihedral to develop in the head and so provide more stability and a bit higher angle of elevation.

One senses that this kite is intended to delight on its own special terms. It has an extreme simplicity that offers at once elegance and innocence of effect. It suggests a new mood for kiteflying, that of sophis-

ticated play. Knowing the kite is designed by a well-known sculptor (whose Flying Red Lines are legend, though these kites come in a variety of colors), the kiteflier finds his or her perception of the kite altered. Streeter's intention seems not just to produce another kite, but to bring fine art to Everyman.

Nevertheless, it is only fair to alert *Kite Lines* readers, many of whom value performance above other features in a kite, that this kite is not outstanding in all respects, in particular as to its wind range and its angle of flight. It's a rather busy kite, too—not for stability lovers. Yet it has an engaging personality if not prejudged. It commands attention from both the flier and spectators as it writes its own special signature in the air.

This is a fine kite and should be well accepted by those enamored of long-tailed cobras and by those who are just in the process of expanding their kite horizons. Here is a well-designed, beautifully made, practical and durable kite to take along for the child in all of us.

C.M./V.G./M.G.

THE WINGED VICTORY

Warren O. (Stormy) Weathers is branching out from reels to kites. His efforts to get reliable models for kite fishing have resulted in a practical high-performance flier, the Winged Victory. It is aptly named, for the kite has already swept up prizes

impressively in several kite contests.

In flight the performance is similar to the Flare or the Bullet—except that the Winged Victory flies in winds up to 15 knots (at least) without a tail or drogue. Its surprising stability comes from the double dihedral formed by the wings and sled and the excellent leading edge design that eliminates the flapping characteristic of many sleds.

Since the introduction of the first models, a vertical spreader stick has been added which makes possible a high-start launch without assistance at those times when the wind is above the tree tops. It also does away with collapsing in light wind situations and allows very controlled "pumping" into the upper winds.

An ingenious touch is the "quiver" (fashioned from a golf bag liner) in which the kite is shipped, sold and finally carried to the field. We found the instructions and ease of assembly both excellent. The price is good, too, at about \$10 in the plastic version. A signed, applied rip-stop nylon model is about \$100 retail.

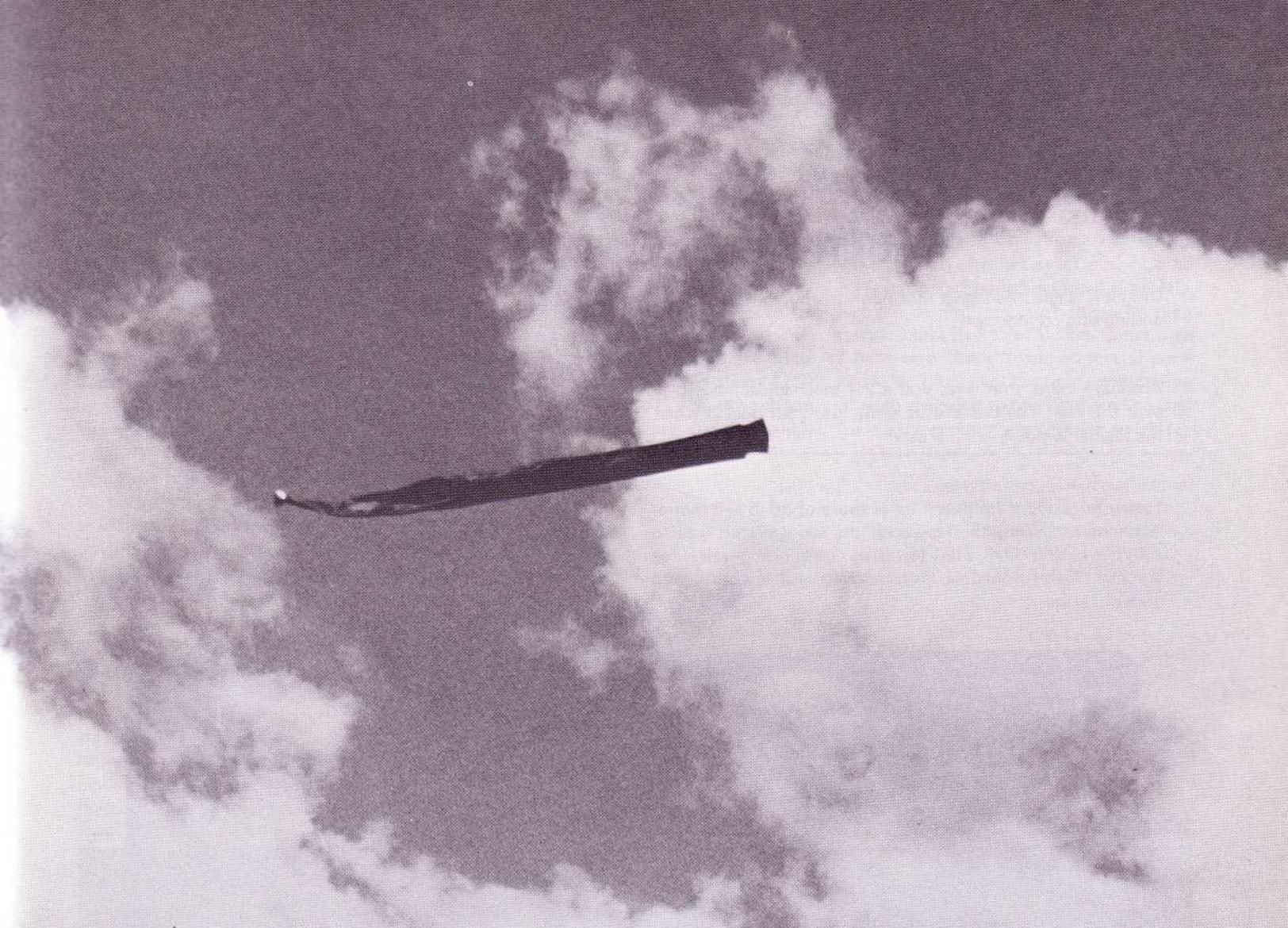
All in all, this kite, which looks a little like a WWII Corsair fighter plane, with its gull wings, is a fine addition to a kiter's bag. Its only drawback is its very homemade look resulting from the use of drab polyethylene and drabber tape. This makes it potentially a point-of-sale dud, as compared to the beautiful multicolor designs being packaged and marketed for

DATA CHART

	Dimensions	Weight	Materials	P	AT	ED	EWV	AF	SL
Delta (Cloud Pleasers)	64x120"	20.5 oz.	rip-stop nylon, fiberglass tube	E	3 min.	E	5-25	65-75 ^O	N
Delta-Conyne (Cloud Pleasers)	72x120"	40 oz.	rip-stop nylon, fiberglass tube	E	5 min.	E	7-25	60-80 ^O	N
Rainbow Stunter	24x25"	2 oz. ea.	rip-stop nylon, aluminum tube	E	3 min.	E	7-25	0-60 ^O	I
Winged Victory	28x48"	2.75 oz.	polyethylene, dowels	E	1 min.	G	3-20	65-75 ^O	N
Flying Line (Skyworks)	9x11" + 9"x10' tail	2 oz.	rip-stop nylon, plastic	E	0 min.	E	8-12*	30-45 ^O	N

*8-16 with lower stick removed

Code: P=Portability; AT=Assembly Time (on field); ED=Est. Durability; EWV=Est. Wind Velocity (min.-max. mph); AF=Angle of Flight; SL=Skill Level: N=Novice, I=Intermediate, S=Skilled
Ratings: P=Poor, F=Fair, G=Good, VG=Very Good, E=Excellent



New at Go Fly A Kite — Tal Streeter!!

Well-known sculptor/kite maker Tal Streeter has come out with a frisky new challenge in kite flying. Combining the dynamically active kite and the stability of the conventional dragon Tal has created a beautiful 11-foot ribbon of color to fit your changing fancy. Made of durable rip stop nylon it is available in bright kelly green, royal blue, buttery yellow, international orange, white, black and Streeter red—all with a contrasting color tail stripe.

\$18.00 plus \$2.00 shipping and handling. Flying line on spool, \$3.00. **Go Fly a Kite, Inc.** 1434 Third Avenue, New York City, New York, 10028. 212-988-8885. Please state first and second color choice. Allow 3-4 weeks for delivery.

Wholesale inquiries only: **SKYWORKS** Old Verbank Road, Millbrook, New York 12545.

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Before you buy a kite reel, decide on the features you want. Check the features and prices of the various makes. Compare them with the features and prices of the W. O. Weathers & Sons reels. When all comparisons have been made, ask yourself the following question: WHO OFFERS THE BEST REEL ALTERNATIVES?

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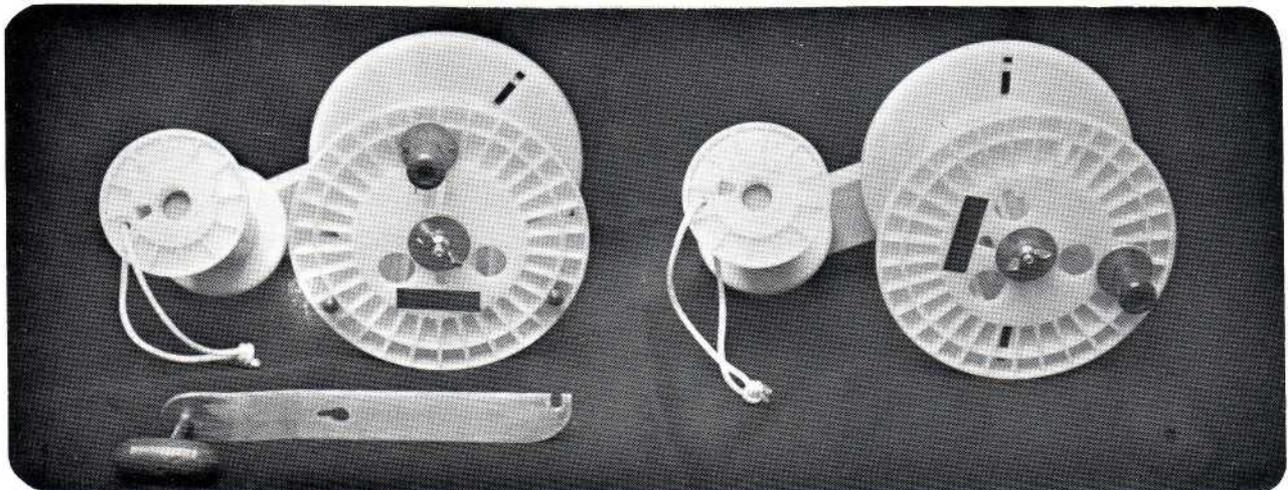
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What's New

...Continued from page 10

maximum eye-appeal in stores where personal sales effort cannot always be spared for each customer. The question is: can a homely but fine-flying kite from a small town in Oregon make it out into the big sky from the wall or shelf of a sophisticated kite shop? We hope so.

M.G./A.P.I.

CLOUD PLEASERS INDEED

The new company Cloud Pleasers, formed by John Rausch, began in a grand fashion, building the delta-Conyne design perfected by Curtis Marshall (with his permission). From the beginning these kites were built for performance, permanence and dramatic display. Models feature strong, lightweight fiberglass tube members, rip-stop nylon covers, leather spreader pockets and the finest workmanship I have seen in commercial kites of any size. In its first year of business, Cloud Pleasers has settled on two kites, a delta-Conyne of approximately 41 square feet in area, and a rainbow-sectioned delta of about 32 square feet in area—12-foot wing span, 5-foot chord. Both the delta-Conyne and the delta are made to roll up and store compactly in their own color-coordinated carrying bags,

included. The assembly instructions are clear and subsequent assemblies can be easily and quickly done without reference.

Flying a Cloud Pleaser kite is a little like driving a new Cadillac or Lincoln. Compared to other kites you have flown, the quality is immediately sensed in the ease of launching, the strong but not overpowering pull, the predictable response to wind changes and the almost disappointing stability. In a steady breeze, you can tie off your kite and step back to admire it.

All this quality is not without a price. At retail, the delta-Conyne is about \$150 and the delta is about \$120. In my opinion they are worth the ticket, for they could

only be duplicated by the best kite maker with many hours of study and labor and the costly materials that make these kites the value they are.

M.G./A.P.I.

THE RAINBOW STUNT KITES

These kites first caught my eye (and a whole bunch of other eyes) at the Grand National Kite Festival in Ocean City, MD, last fall, where they were flown by their talented maker, Steve Edeiken. Since then I have seen them flown on several occasions. We finally got the right combination of time and wind to test-fly them and find for ourselves that these stunters *are* differ-



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Best in the West



RAINBOW STUNT KITE

What's New

...Continued from page 13

ent. Since Peter Powell started the trend, a parade of stunter copies has come to market and not every example has been top quality. The Rainbow Stunters, though, are well made, of lightweight rip-stop nylon equipped with aluminum alloy tubes and fittings especially designed to connect the kites *in train*. Because of

their smaller size, lighter weight and precision construction, they can be flown in trains of 6 or 12 without dragging the flier across the field. In addition, their brilliant colors (flowing down their matching tails) and speedy response to the flier's commands (drawing perfect squares in the sky, for example) make these kites the equal to the most demanding skills.

Again, these kites cost. At about \$20

each, they aren't peanuts. Once you've plunged, however, and trained on one kite, you'll want more—as if they were peanuts. Your addiction could increase as you add more kites, then more skills, in an almost indefinite build-up of "tolerance." The cost in the long run might be considered slight in comparison to some undesirable addictions. In other words, gasping crowds are good for you.

M.G./A.P.I.

Books

By Valerie Govig

DINESH BAHADUR'S BOOK

Come Fight a Kite, by Dinesh Bahadur (Harvey House, Publishers, 1978), 56 pages, \$5.95; paperback \$3.95.

Anyone who knows Dinesh, the champion class kite fighter and successful kite retailer of San Francisco, will expect his book to exude some of the glamour of the man, along with in-depth information on fighting as a special aspect of kiting. But somehow this book misses the boat.

A slip attached to my review copy said, "Grades 5-up." In addition, the large size of the typeface gives away the publisher's intent to slant this book to children. Is kite fighting appropriate to that market?

The procrustean editing alots the first

third of the book to oversimplified history, aerodynamics and categories of kites (Dinesh comes up with four: box, keel-guided, frameless and flat). Finally the book gets to India's fighter kites, how to prepare them for flight and how to fly and fight them. Much of this I found thin and elementary. One feels sure Dinesh knows more. The many photographs used (all black-and-white except for the cover) are poorly selected—many are fuzzy, repetitious or posed-looking.

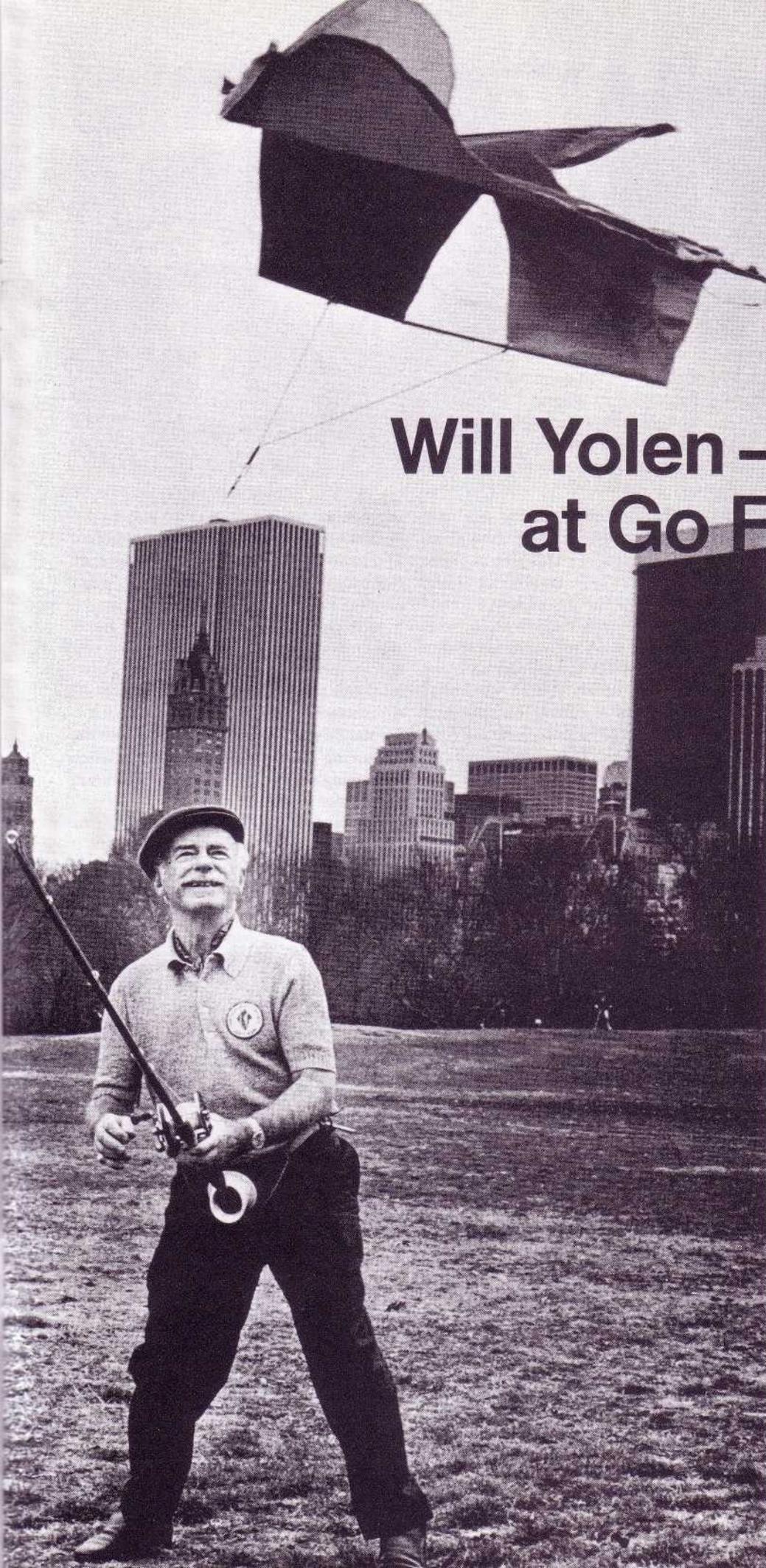
Here and there Dinesh's voice comes through with a sense of excitement: "You should fly your kite. It should not fly you." And: "The bridle is the kite's brain." But also: "Any balanced two-stick kite

can be flown without a tail and without wind." (This exaggerated standard seems especially heartless for a children's book.) Dinesh has some good rules for safe flying, though he fails to warn of the specific person-threatening nature of maneuverable kites. The appendix is out-of-date and full of errors. As the carelessness adds up, the book (the only one in print on kite fighting) becomes disappointing both as information and as an object of style. The subject needs more. A work with rich, probing observation of the sport's ethnic roots, illustrated with well-selected photos and presented with authoritative clarity to an adult audience could have been done. Maybe someday Dinesh will do it. ◇



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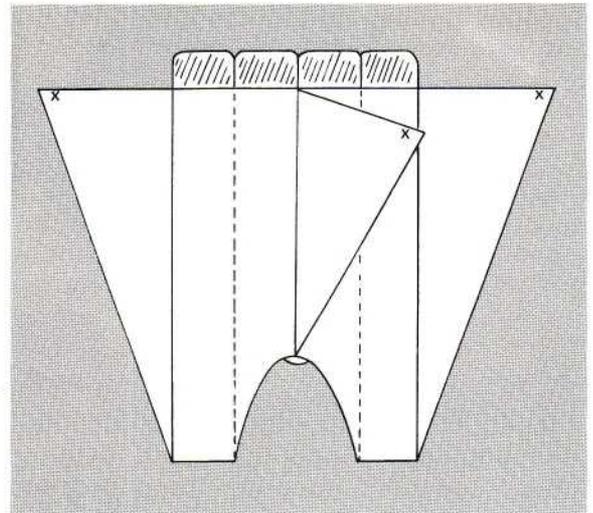
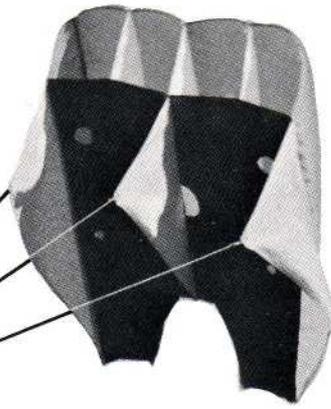
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Design Workshop

THE FLOW FORM KITE

By Ed Grauel
and Margaret Greger



If you have enjoyed making and/or flying Parafoils, the great originals by Domina Jalbert, you'll be interested to know about a variant of the kite which involves several changes, permitting it to fly in higher winds without a drogue. The changes were evolved by Steven Sutton of Toronto and are covered by a U.S. patent.

To make the kite is a fine exercise with a sewing machine and isn't recommended for anyone not familiar with sewing two pieces of material together so that they both come out exactly on pre-marked straight lines. In other words, this kite is for sewing machine mavens.

GENERAL TIPS

Lay all pattern pieces on the straight grain of the material. The top of the pieces in the layout will be at the top (leading edge) of the constructed kite.

Transfer pattern marks to the cut pieces. This makes it easier to follow seam and hem lines.

One-half inch is the seam allowance on all edges. All seams are double stitched.

The iron is the fabric kite maker's ally. Be sure to test *your* iron on scraps. It is very easy to melt synthetics. Try the lowest setting at which the iron will steam. White tissue paper is a good press cloth. Hems may be turned by pressing before stitching.

Keel tips should be reinforced before the grommets are set in. A bit of iron-on patch material or an extra layer of fabric firmly stitched in place will do it.

This kite is bulky to work on. Keep extra fabric out away from the needle when stitching or it may fold back on itself and get into a seam where it doesn't belong.

Tireless experimenter Ed Grauel drew up the first instructions for the Flow Form; then kite teacher Margaret Greger made the kite and suggested additions for the finished story. More Greger ideas appear in her books (see Classifieds).

CUTTING

Start by marking and cutting out ten pieces of lightweight rip-stop nylon, as shown in the diagrams. This step is time-consuming, but it must be done carefully and accurately or the pieces won't fit together properly. It is important to note that the back section is five inches longer than the front section, in order to form scoops at the top of the air channels.

The next step is cutting out the five circular vents in the front section and four in the back section. These can be marked with a compass and cut out with a hot knife or pencil soldering iron.

STITCHING

Sewing the pieces together must be done in the proper order or you'll find the sew-

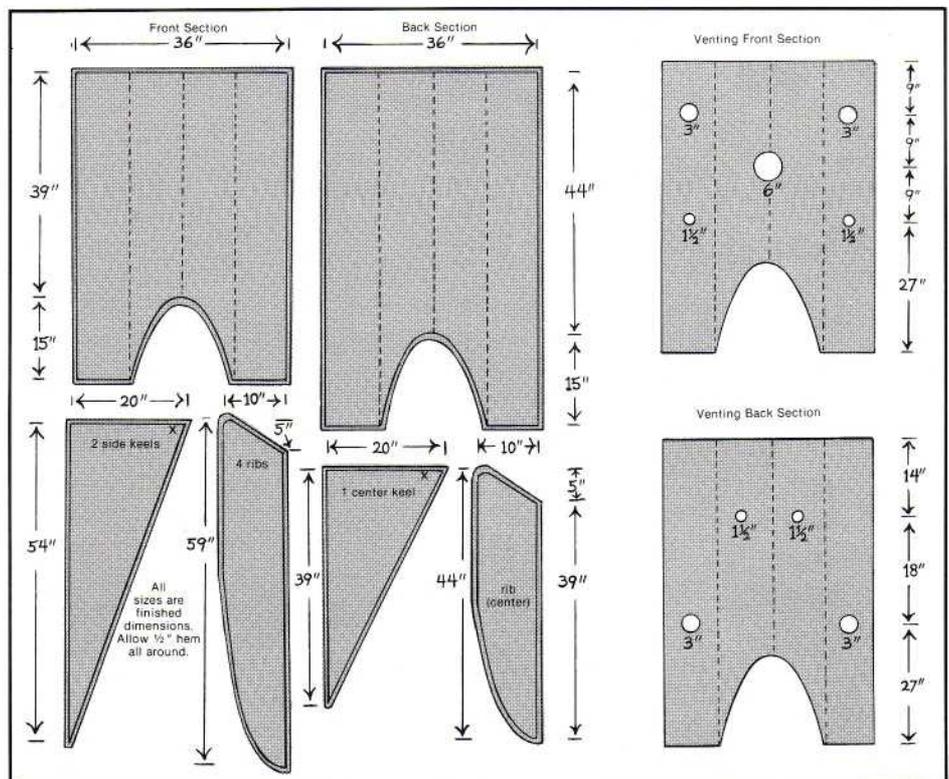
ing machine somewhere in the middle of the ten pieces and no way to get it out! Follow the eight numbered steps *in order*:

1. Hem: (a) top and bottom edges of front and back; (b) top and forward edge of three keels; (c) top of five ribs.

2. With right sides together, pin and stitch the long, curved edges of two of the ribs to the outside edges of the back. Stitch all seams from top to bottom through all thicknesses 1/4" from first stitching.

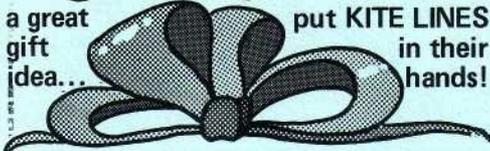
3. Match seam lines and pin and sew the remaining ribs to the back. Double stitch by sewing the outer raw edge of the seam to the kite.

4. Pin and stitch the center keel to the face, hemming the edge of the keel as it goes across the center vent. At this point, edge stitch the raw edge of the seam to



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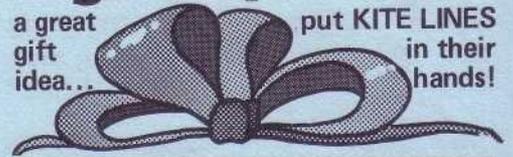
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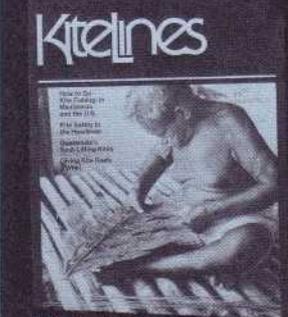
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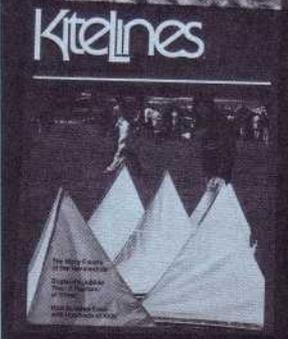
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NOTE: Sorry, the more recent issues of *Kite Lines* are SOLD OUT and presently unavailable through us. (Some copies may be obtainable through kite shops.)

*For foreign air mail, add estimated postage.

the face of the kite.

5. With right sides together, sandwich one side keel between the side rib and the kite face. Stitch. Stitch again $\frac{1}{4}$ " from the first stitching.

6. Match seam lines, pin and sew the second, third and fourth inside ribs to the face, double stitching each seam as in Step 3.

7. Pin the remaining keel to the outer rib, with right sides together. Wrap the free edge of the front around the kite so the right side of this edge meets the wrong side of the keel. (What you're doing is sewing up a tube, with the whole kite on the inside.) Pin all edges together, stitch and double stitch. Turn tube right side out. Voila!

8. Sew the bottoms of the front and back sections together, except for six inches at the center of the trailing edge which is left open as a vent.

BRIDLING AND FLYING

By now, if all has gone reasonably well, your Flow Form should have taken its proper shape and requires only bridling. Eyelets or grommets should be affixed to the three keels at the points marked "X." Bridles should measure at least five feet from each keel to the towing point.

A good way to bridle and allow leeway for adjustments is to attach each end of an 11-foot cord to the two outside keels. Hold the end points of the two keels together and extend the cord to find the exact center. Now tie an overhand knot into a loop an inch or two from this point. Attach another cord about six feet long to the center keel, extend it and tie a regular overhand knot to the end of the loop formed at the center of the cord connecting the side keels.

The length of the line to the center keel should be about two inches shorter than the lines to the side keels, to permit the side keels to billow out when filled with wind. This two-inch variation may differ somewhat with each kite, but can readily be adjusted since it is held only by a simple overhand knot.

If you have come this far, you should now have a most sophisticated kite which will perform stably and reliably in winds from 5 to 35 miles per hour without the need of a drogue.

VARIATIONS

The only trouble now that you've finished making your Flow Form is that you have only a few challenges left to demonstrate your kite sewing abilities. One of them, though, might be making another Flow Form in half size—which happens to be one of my favorites. ♦

Kitechnology Reports A New Nylon

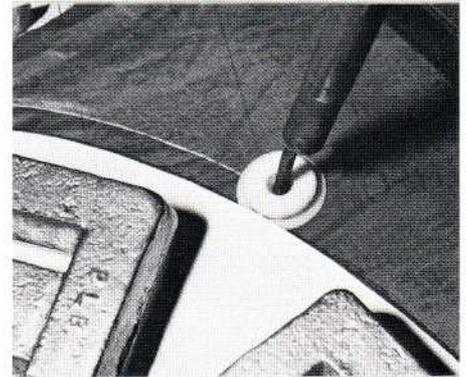
Cutting Technique

By Curtis Marshall

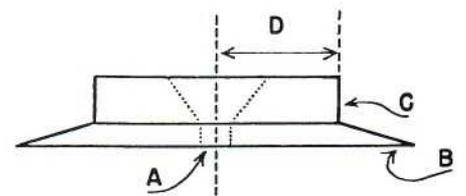
Among kite makers who use rip-stop nylon, it has long been known that "cutting" the material is most effectively done by using a small soldering iron of about 40 or 50 watts with a conical point. This procedure melts the nylon and so "seals" the cut edge and prevents raveling. However, metal patterns necessary for use with a hot iron are expensive while the cheap cardboard patterns have short lives as their edges are burned away. Our solution to this problem is relatively inexpensive while providing a neat, accurate and very fast job.

My sons and I make cardboard patterns to the dimensions which the finished piece will be after it has been hemmed. Along each edge of the pattern is noted the width of the hem needed for any further construction or finishing. On the paper-covered table, the pattern is held on the nylon cloth by many lead weights placed about $\frac{1}{2}$ -inch from the edges. The cardboard form is traced onto the nylon with a ballpoint pen to show the location of the fold of the hem. Then a Teflon® wheel, designed for the purpose, is used to guide the hot soldering iron along the edge of the cardboard pattern while spacing the hot cutting tip the desired distance from the pattern edge; thus, the material for the hem lies outside the traced pattern (see drawing). A set of wheels of graduated sizes allows one to select the hem width desired. Teflon is the material of choice because it does not become hot during this use and it will not deteriorate at the temperature used.

The wheels are made from $\frac{1}{4}$ -inch Teflon sheet. First, a rough disk is sawed to about the right shape and somewhat oversize and then is drilled and countersunk. This provides a funnel-shaped hole which is necessary to allow some freedom of movement of the soldering iron during use. The piece is then mounted in a small machine lathe and the outside is cut to size (i.e., twice the hem width), leaving a $\frac{1}{8}$ -inch thick flange which is then tapered at about 10° . The knife edge on the flange must be rounded to prevent it from catching on the pattern (see photo).



A Teflon wheel in use with a cardboard pattern held on rip-stop nylon by lead weights.



Side view drawing of the Teflon wheel. **A** is the hole through which the cone-shaped tip of the soldering iron fits to both guide the wheel and cut the rip-stop nylon. **B** is the flange which fits beneath the edge of the cardboard pattern. **C** is the vertical side of the wheel which rolls along the edge of the pattern. **D** is the radius of the wheel which determines the distance between the cut and the edge of the pattern and thus the hem width.

The soldering iron we use is an Ungar # 777 handle with the 50-watt metal heating element # 4035-S and a $\frac{1}{8}$ -inch tip. The table is covered with about six layers of newspaper although a metal table top would be much better.

We have used our first set of wheels actively for over a year and the wheels show no appreciable wear. Likewise, our cardboard patterns show only the wear occasioned by the tracing pen. The wheels also serve well when one wishes to draw one or more lines parallel to the pattern edge. Even when using a hot iron to cut nylon along a metal straightedge, irregularities in the tip of the iron are often snagged on the straightedge resulting in an imperfect cut. The use of the wheels with the straightedge eliminates this particular problem.

In addition to giving us the freedom to use inexpensive and easily made cardboard patterns, the main advantage in the use of the Teflon wheels is a marked increase in work speed with the associated saving of time which can then be used for kiteflying. ♦

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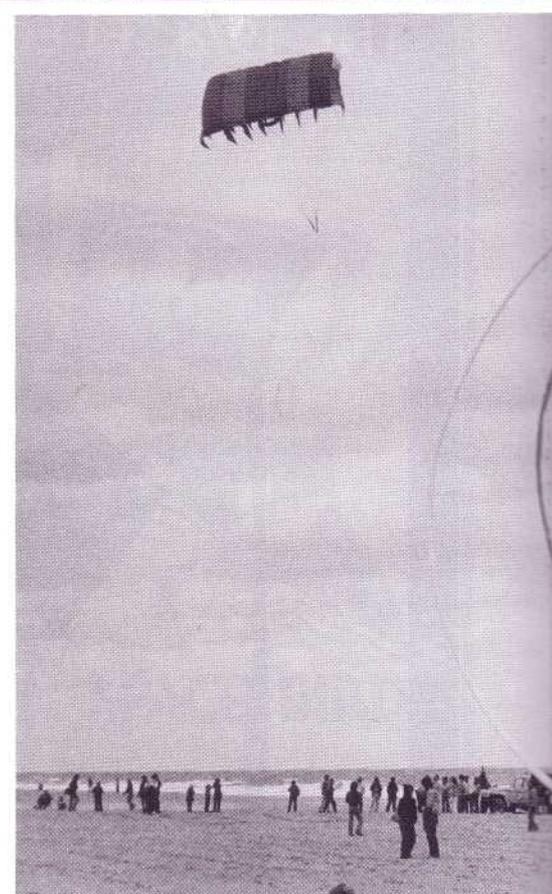
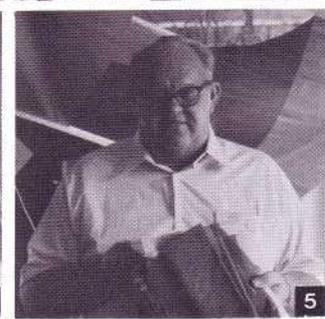
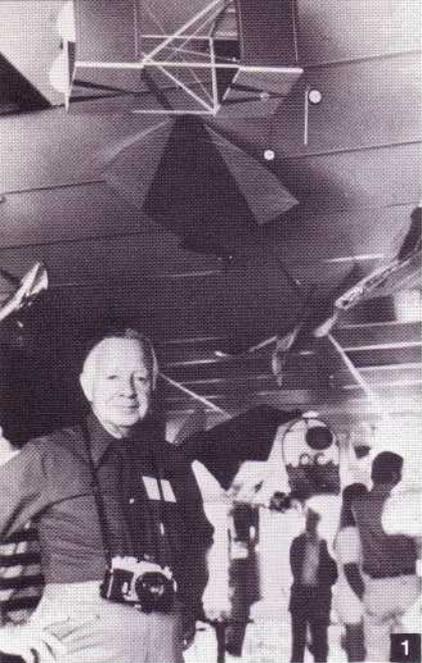


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Ocean City, Md.

PHOTOS: GEORGE CRAIG, BILL KOCHER, THEODORE

Center, Bill Tyrrell's Jalbert Parafoil on show while stunters swoop; 1. George Craig and his Jason Aerokite; 2. Bevan and Margo Brown on each side of Jack Van Gilder; 3. Tal Streeter and Francis Rogallo; 4. the Chinns of Seattle; 5. Red Braswell; 6. Mel Govig as auctioneer; 7. Peter Powell with Aylene Goddard, Mary Ames and John Stubbings; 8. the Woodcocks of Toronto; 9. Paul Garber; 10. AKA meeting in

It was a weekend of kite inspiration, bringing together 105 kites from all regions of the country and from Canada, England and New Zealand.

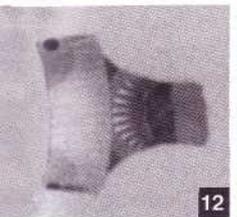
The first national meeting of the American Kitefliers Association, organized and underwritten by *Kite Lines* magazine, was held on September 22, 1978, at the Fenwick Inn. It was preceded by a mini trade show and included a great keynote speech

by Wyatt Brummitt and an inspiring talk from the Smithsonian's Paul Garber on the role of kites in the history of aviation. Interim bylaws were adopted and a board of directors and its officers were elected. The evening was filled with a jubilant kite auction, viewing of kite films and a tremendous flow of social and technical interchange.

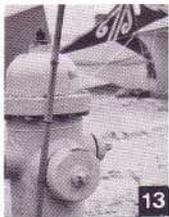
The next day was Ocean City's Grand



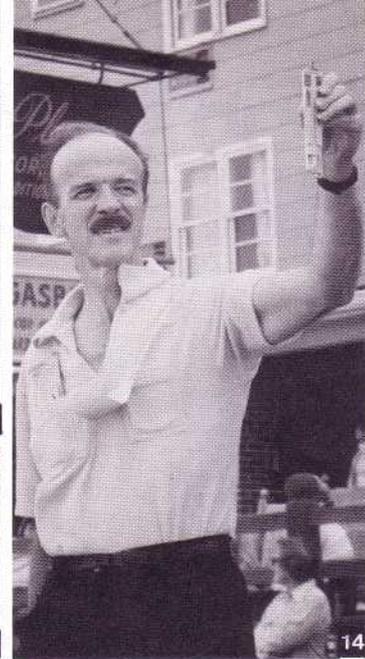
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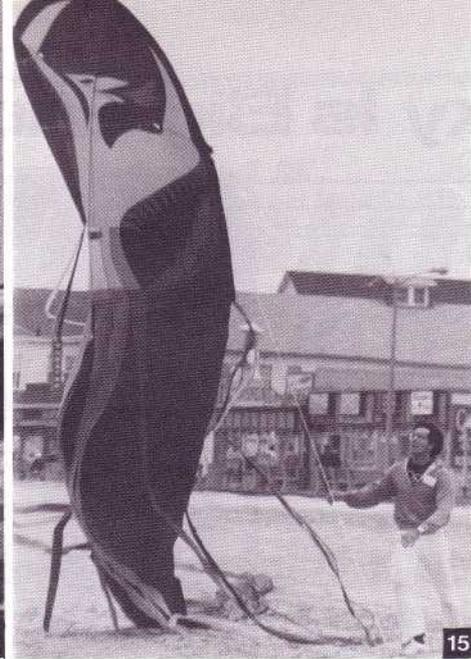
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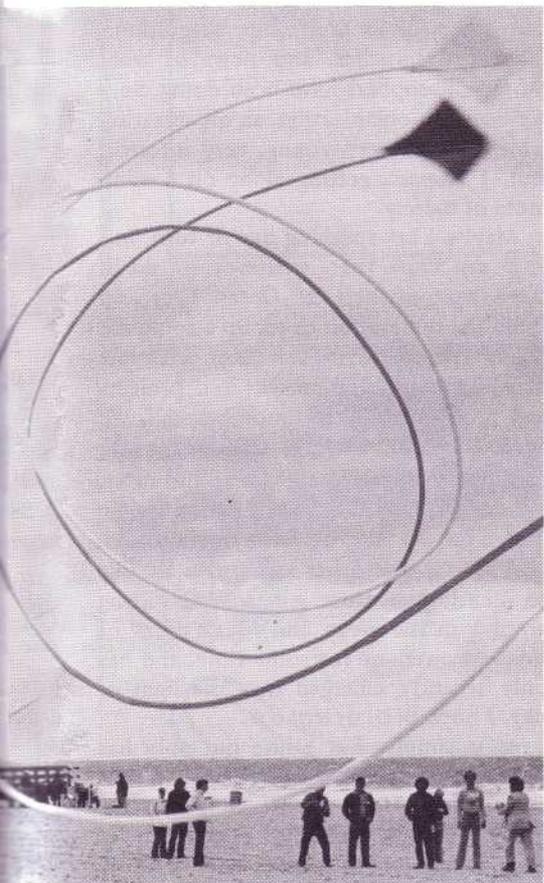
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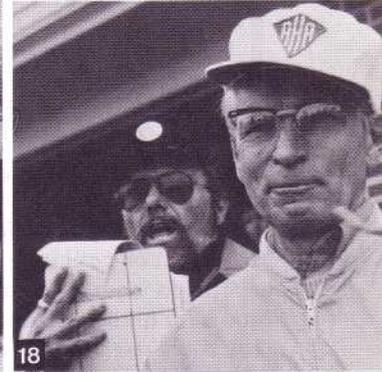
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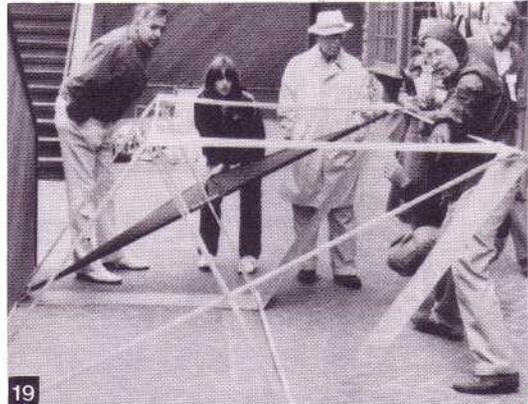
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Sept. 21-24, 1978

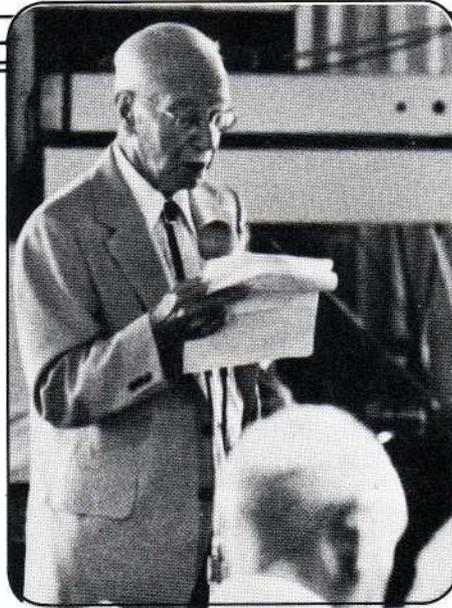
MANEKIN, TAL STREETER, JOHN VAN GILDER

National Kite Festival, which suffered from heavy winds, up to 25 miles per hour, and cold temperatures. Still, some incredible kites were flown to win the lavish cash prizes provided by Ocean City. Sunday morning brought beautiful, redeeming weather and with it most of the kites that had not flown Saturday. It was an indescribable spectacle and celebration, long to be vivid in memory.

AKA members are now looking forward to the Second Annual Meeting of AKA, to be held on October 5, 1979, at the Ramada Inn in Manassas, VA, followed by AKA's own kite competition on the adjacent Manassas Battlefield. Registration is being handled through AKA, c/o President W.D. (Red) Braswell, 10000 Lomond Drive, Manassas, VA 22110, and at the hotel before the meeting.

session; 11. Peter Waldron and his Prof. Waldof box kite; 12. Curtis Marshall's shark-modified Flexifoil; 13. kite anchorage; 14. Bill Bigge and his wind meter; 15. Steve Edeiken stunting a giant dragon; 16. Jack Van Gilder and his 100-kite train; 17. Peter Lynn's multicell craft from New Zealand; 18. Bob Ingraham in front of Bill Ochse, contest chairman; 19. Bob Price and his box kite; 20. Bevan Brown's carousel kite.

The Sky Is Big Enough for All of Us



Wyatt Brummitt

*Speech at the first annual meeting
of the American Kitefliers Association,
September 22, 1978, Ocean City, MD.*

My presence here this morning is something of an anomaly. I have been a kiter for many years and have had the good fortune to know a lot of other, similarly afflicted souls. And I have flown kites with many of them. But—and this is where the anomaly comes in—kiting has never been, for me, an organized sport. I am happiest when I am out in the open with two or three kindred spirits, flying for the sheer fun of it. I take no pleasure in knocking somebody else's kite out of the sky, and if Ed Grauel's kite is sitting, 'way up there, a hundred yards beyond mine, I do not mind in the least. The sky is big enough for both of us.

I cannot speak for others, but for me the joy of kiting lies in that fine sense of extension, in the fact that you have, almost literally, a hand reaching into the sky. Your kite may be four hundred yards up and away, but you know that it will respond when you twitch the line. But that is just one of kiting's pleasures.

There's another which was put into words for me by a headline in, of all places, *The Wall Street Journal* one day last June. The headline was over a small story on the op-ed page, a story dealing with kiting generally and with Messrs. Rogallo and Yolen particularly. And this was the headline: *The Quiet Elegance of a Kite in the Sky*. For me, that just about sums up my feeling about kites and kiting. For there is quiet, there is elegance, there is serenity... and there is, in the kites themselves and in the sky, much of what we call beauty.

For me, there is tremendous satisfaction in the sequence of noodling or sketching a kite design, of translating that sketch into a scale drawing, and then going through all the stages of construction, followed by the business of bridling the finished kite and preparing it for its first flight. And if, on that first flight, your newborn kite leaps joyfully into the blue—and revels in it—your cup may indeed runneth over so that everybody in the neighborhood gets a little bit sloshed.

I believe that most of us here today have gone through all of this and, having done so, are members in good standing of the Companionship of the Kite. There are

no dues, no officers, no committees...and certainly no talks like this.

But we live in a strange new world, a world so vast and complex that communication, even between kindred spirits, is increasingly difficult. We can no longer depend on our individual efforts to achieve the interchange of ideas which is essential to the cultivation of our art, or sport, or hobby, or cult—call it what you will.

We need a medium of exchange, and that medium has to be sufficiently well-organized so that it will do a job for all of

“...for me the joy of kiting lies in that fine sense of extension, in the fact that you have, almost literally, a hand reaching into the sky.”

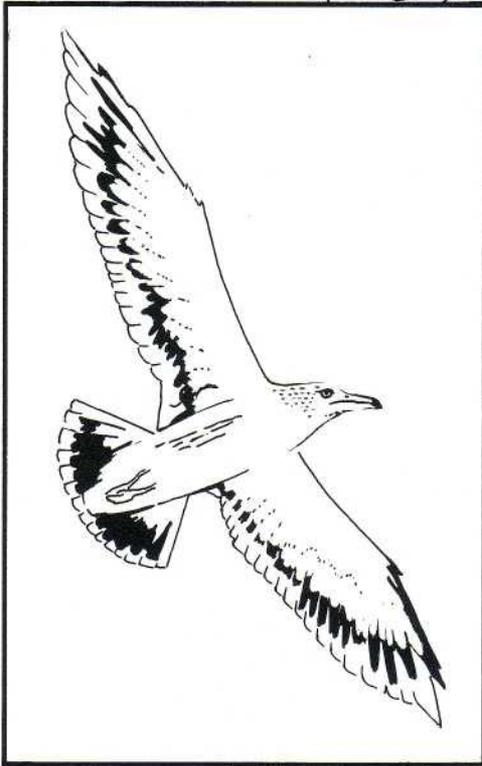
us. Philosophically, each of us may be content to set a kite sailing serenely in the blue but, practically, each of us wants to make a better kite next time. Some of you are auto-motive in creating new concepts, new ideas. (As we say in our Long Meadow Chapter of the AKA, “Dammit, we may invent the airplane someday!”) But others of us need help, suggestions, innovative hunches, and news of what other philosophers have been doing. So... we have our organization, an organization which is still very young, very informal and, I suspect, getting along on a minimum of money.

Maybe I am speaking out of turn, but it is my hope that, whatever we do in these sessions here at Ocean City, we avoid the temptation to set up a complex, highly specialized organization, with lots of officers and committees and projects and programs—and godknowswhata. We need, I believe, a simple, smooth-running medium for exchange of ideas and news. We do not need, I believe, a fancy organization for the sake of a fancy organization.

There is one other small idea I'd like to mention...because it has been stirring around in the green and fuzzy murk of my subconscious for some time, and has only recently emerged into the light of day. I hope I can describe it.

It is simply that a kite not only has personality but *is* a personality. I find myself yelling at a kite, cussing it, praising it, arguing with it, coaxing it as though it had an animate spirit of its own. You know, as I do, how a kite will be blithe and frolicsome one day and sullen on the next. Kites, like the rest of us, are temperamental.

Therein lies the special charm of this sport of ours. We are reaching into the sky, into a medium which is only partially ours, sharing the frustrations, the small successes and, sometimes, the great achievements of these children of ours. They may seem to be only so much fabric and sticks and paper or plastic, but we have put ourselves into them and, far up there, they come alive—and live their own lives. The greater the serenity of their living, the greater their triumph—and ours. ♦



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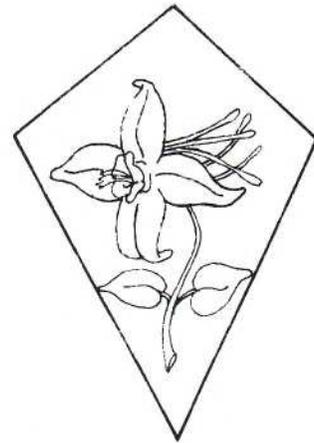


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2

Will Yolen is arrested in Central Park, New York City, 1963, for advertising, by kite, Lindsay for Mayor (later the ban was repealed).

5

2nd Annual Meeting, American Kitefliers Association, Manassas, VA. Contact: AKA, c/o Pres. W. D. (Red) Braswell, 10,000 Lomond Dr., Manassas, VA 22110, tel: (703) 361-2671.

6

American Kitefliers Association National Competition, Manassas, VA. Contact: Chairman Bevan H. Brown, 6636 Kirkley Ave., McLean, VA 22101, tel: (703) 893-3886.

3rd Annual Bikes, Kites and Bluegrass, a day in Rockford Park, Wilmington, DE. Sponsor: Delaware Kite Club. Contact: Floyd S. Cornelison, Jr., M.D., Suite 14, Professional Bldg., Augustine Cut-Off, Wilmington, DE 19803, tel: (302) 654-8351.

Saginaw Kite Festival, Saginaw, MI. Sponsor and contact: Saginaw Parks and Recreation Commission, c/o Hurley Coleman, tel: (517) 753-5411.

7

5th Annual New York City Kite Festival, Sheepmeadow, Central Park, New York City, NY. Sponsor and contact: Go Fly a Kite, Inc., c/o Karen Schlesinger, 1434 Third Ave., New York, NY 10028, tel: (212) 988-8885.

5th Annual Autumn British Kite Flying Association Rally, Old Warden Aerodrome, Nr. Biggleswade, Bedfordshire, England. Contact: Ron Moulton, P.O. Box 35 Bridge St., Hemel Hempstead, Herts. HP1 1EE, England.

Monthly Fly, 5/20 Kite Group, Oakland University campus, Rochester, MI. Sponsor and contact: 5/20 Kite Group, c/o Hank Szerlag, 1961 Hunt Club Dr., Grosse Pointe Woods, MI 48236, tel: (313) 886-6009.

10

Essex Kite Group founded, 1976.

13

3rd Annual Yachats Kite Festival, on the beach at Yachats, OR. Sponsor: Yachats Chamber of Commerce. Contact: Mike Stone, P.O. Box 522, Yachats, OR 97498, tel: ((503) 547-3360.

(Oct. 13-14), **Kite Workshop by Margaret Greger**, California State University, Chico, CA. Instruction in making and flying a wide variety of kites. Fee: \$39.00; preregister by Oct. 5. Contact: Center for Regional and Continuing Education, State University, Chico, CA 95929.

14

(A mid-Oct. Sunday), **Kite Get-Together**, Ohio Society for the Elevation of Kites, Cleveland, OH. Contact: The Kite Kompany, Inc., c/o Judy Neuger, 33 W. Orange, Chagrin Falls, OH 44022, tel: (216) 247-4223.

20

Kite Outing, noncompetitive flying, Cypress Creek Park, Cypress Creek Rd., Severna Park, MD. Contact: Kathy Gray, Anne Arundel County Dept. of Recreation and Parks, Box 1831, Annapolis, MD 21401, tel: (301) 987-9604.

24

First issue of KITE TALES mailed, 1964.

27

Halloween Kite Festival, 6th Annual noncompetitive fly, Venice Beach (Washington St. at the ocean), Venice, CA. Sponsor and contact: Let's Fly a Kite, c/o Gloria Lugo, Fisherman's Village, 13763 Fiji Way, Marina del Rey, CA 90291, tel: (213) 822-2561.

29

(Oct. 29 and 30), **1st Experimental Meeting**, Le Cerf-Volant Club de France, to judge pull per square meter, altitude, kite artistry, at the Plaine de Jeux Saint-Hubert, Polygone du Bois de Vincennes, Route de la Pyramide, 75012, Paris, France. Contact: Le C-V. C. de F., c/o Pres. Jean-Louis Bouisset, 17 rue Lacharriere, 75011 Paris, France.

November

(Undated), **Malta Kitefliers Winter Competitions**. Sponsor and contact: Malta Kitefliers Group, c/o Secretary Alfred Darmania Gay, 2, Princess Anne flats, Ball St., Paceville, Malta.

1

Todos Santos, All Saints Day or the Day of the Dead, Santiago de Secatepequez, Guatemala, traditional day of kiteflying at hillside graves to release the souls of the dead.

11

7th Annual Leakin Park Fall Kite Fly (formerly the Windsor Hills Kite Fly), a noncompetitive fly, Crimea area, Leakin Park, Baltimore, MD. Sponsor and contact: Maryland Kite Society, c/o Exec. Sec. Robert S. Price, 3839 Dustin Rd., Burtonsville, MD 20730, tel: (301) 421-9620.

12

Lawrence Hargrave, inventor of the box kite, lifts himself by a train of four kites, New South Wales, 1894.

15

Deadline, 1896, for the Boston Aeronautical Society's \$100 Chanute Prize, won by Professor Charles F. Marvin (1850-1943) for his paper "The Mechanics and Equilibrium of Kites."

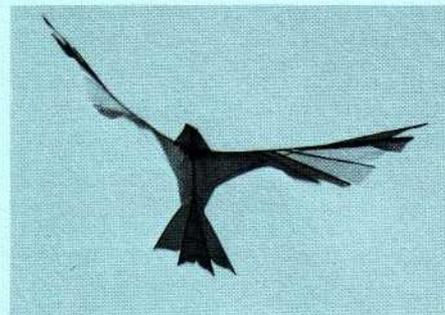
December

6

Alexander Graham Bell flies Army Lt. Thomas E. Selfridge from the "Cygnet," his gigantic 3,393-cell tetrahedral kite, on Baddeck Bay, Nova Scotia, 1907.

12

Guglielmo Marconi receives the first wireless message from England by an antenna suspended by kite in Newfoundland, 1901.



Ron Moulton

Above, one of the kites seen at the big Autumn fly, 1978 running, at Old Warden Aerodrome, in England: Martin Lester's ingenious papagaio with fiberglass spars and multicolor rip-stop "feathers."

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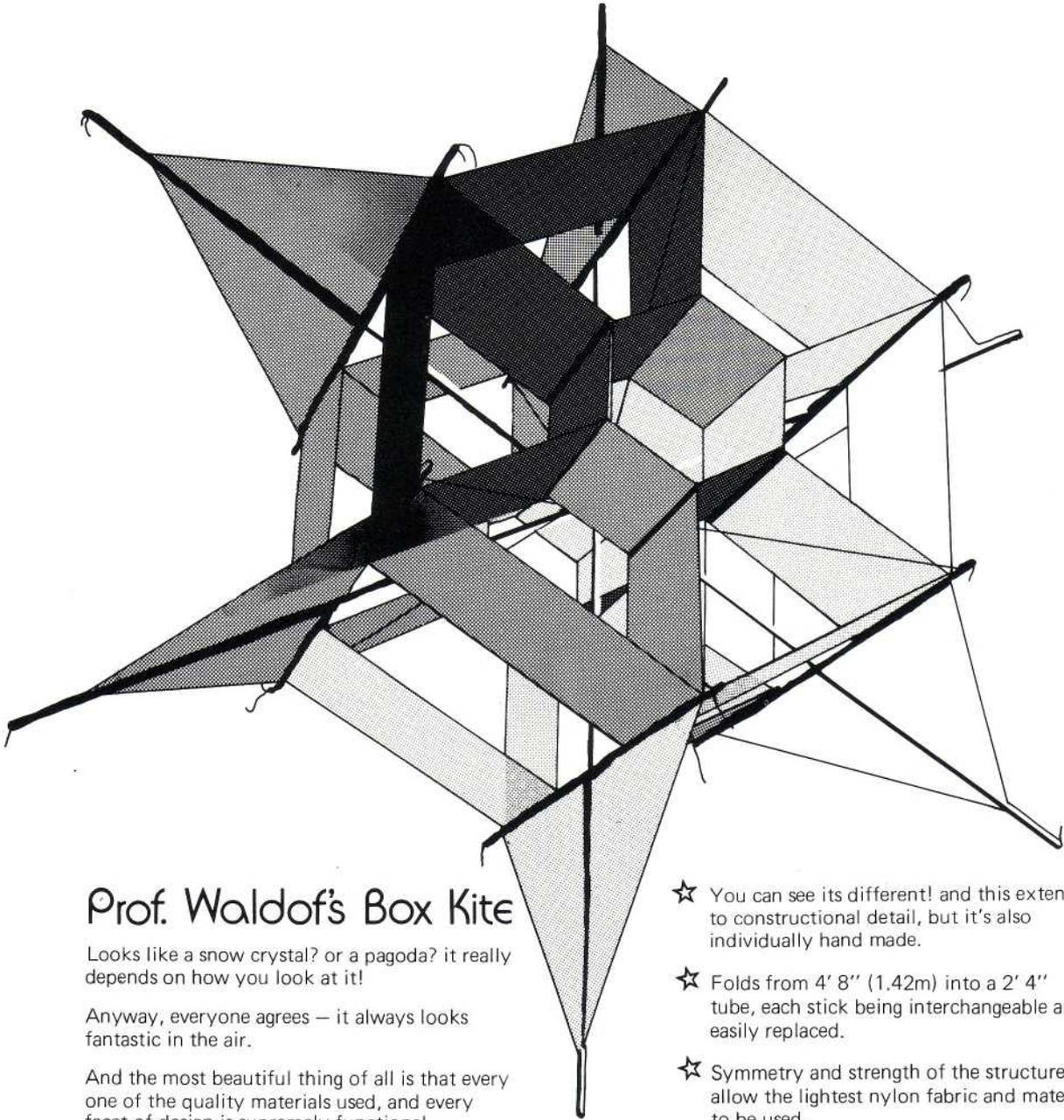
WIND CHIMES BOOK EXCHANGE, 2402 Leamings Mill Rd., Millville, NJ 08332, (609) 327-2667.

WIND PLAY, 212 N.W. Couch, Portland, OR 97209, (503) 223-1760.

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Prof. Waldof's Box Kite



Prof. Waldof's Box Kite

Looks like a snow crystal? or a pagoda? it really depends on how you look at it!

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Canada Goose



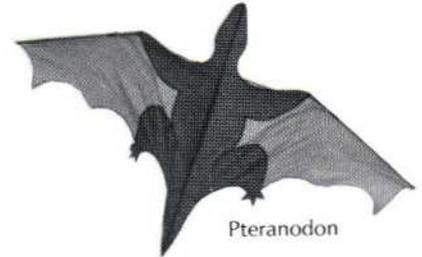
Super Bat-Chee

CANADA GOOSE: 70" wingspan, 36" tall. Brown body, black neck, white cheek, brown eyes, white bottom, black legs; with carrying bag. **\$35**

SUPER BAT-CHEE: 72" wingspan, 45" tall. Black head, red body and white eyes with black eyeballs; with carrying bag. **\$37**



Black Bat-Chee



Pteranodon

BLACK BAT-CHEE: 72" wingspan, 43" tall. Solid black with white eyes and black eyeballs; with carrying bag. **\$32**

PTERANODON: 74" wingspan, 45" tall. Red and blue; with carrying bag. **\$37**



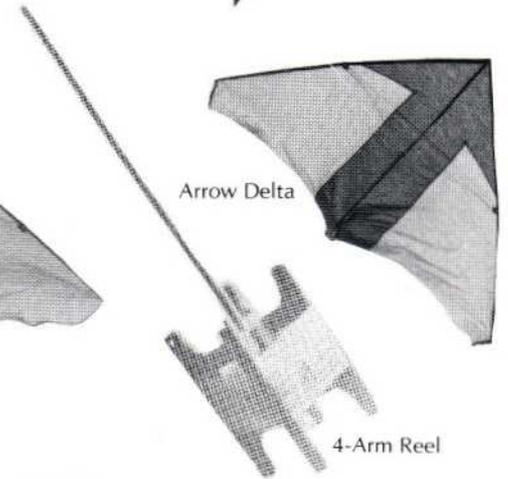
Super Eagle



Arrow Delta

SUPER EAGLE: 80" wingspan, 40" tall. Head and tail navy blue, red wings; with carrying bag. **\$37**

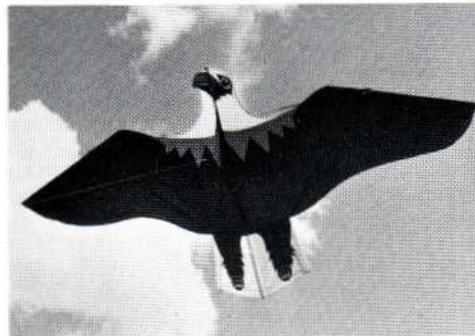
ARROW DELTA: 82" wingspan, 45" tall. Red and blue; with carrying bag. **\$22**



4-Arm Reel

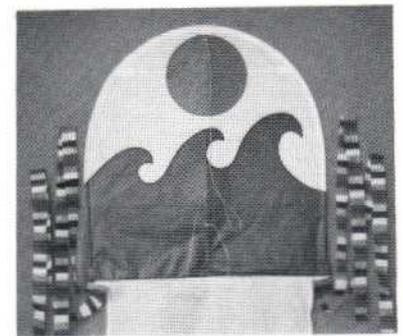
NATIONAL EAGLE: 70" wingspan, 33" tall. White head and tail, body red, black, brown or navy blue. Head and talons painted for realism; with carrying bag. **\$37**

SNOW GOOSE: 70" wingspan, 36" tall. White body with black wing tips, red beak, black eyes and red legs; with carrying bag. **\$35**



National Eagle

MORNING SUN-RAINBOW: 32' long. White ripstop nylon background with 2-color sewn applique, red sun, blue waves; body in 7 rainbow colors. **\$26**

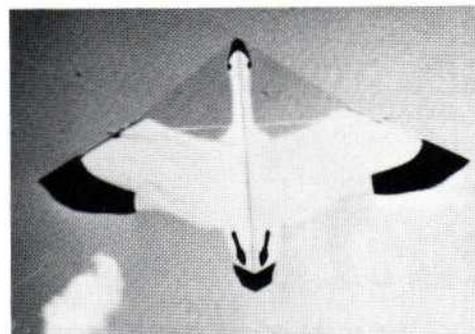


Morning Sun-Rainbow

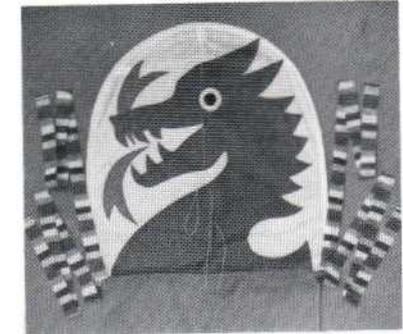
DRAGON RAINBOW: 32' long. Face: white ripstop nylon background with applied blue head, red tongues, black eyeball. Body: 7 rainbow colors. **\$26**

4-ARM REEL: With about 800' nylon twine, 40-lb. test, with handy swivel snap. **\$30**

2-ARM REEL (not shown): With about 300' nylon twine, 40-lb. test, with handy swivel snap. **\$8**



Snow Goose



Dragon Rainbow

Prices include postage and packing costs.
Washington state residents add 5% sales tax.

STATESIDE

News From Here and There

CALIFORNIA

In July 1978 the first "Kite Flyer" newsletter of the San Francisco Bay Area was printed by Leland Toy and Paul Walker—and things haven't been quite the same since. An active group has formed and met several times to show slides, swap kite ideas and fly kites. The fliers have organized events (such as their flying of the green on St. Patrick's Day) and they have attended established local festivals, such as the Family Day Kite Festival held last October at San Francisco's premier kiting location, the Marina Green. Organized by Ron Young of Solutions, the event was described by Paul Walker in a letter to Kite Lines:

What a day! The Marina Green is a spacious expanse of grass right along the southern edge of the San Francisco Bay. October 1 was a typical San Francisco Indian summer day with thick fog rolling out under the Golden Gate bridge in the morning and brisk, steady breezes and

warm sunshine in the afternoon—perfect for the event!

It was one media event after another with participants from as far away as Southern California and Washington state. Dinesh Bahadur and his family made a try for the record books with an attempt to launch 1000 kites at one time. Family members spent most of the morning carefully laying out 1000 kites' lines in a complex pattern on the lawn. Later, 1000 volunteers patiently held 1000 Indian fighter kites over their heads, heard final instructions and then—total—beautiful CHAOS! To be in the midst of all that kite and string confusion was an incredible experience we won't forget. The effort failed in launching the 1000 kites, but succeeded in being a beautiful spectacle.

Things continued...contests—kite after fabulous kite—bands—kites—the Mayor spoke—balloons—more kites—and suddenly it was 6 p.m. and we were all sun- and wind-burned, the fog was rolling back in through the Golden Gate—and it was over!

The newsletter reported further details:

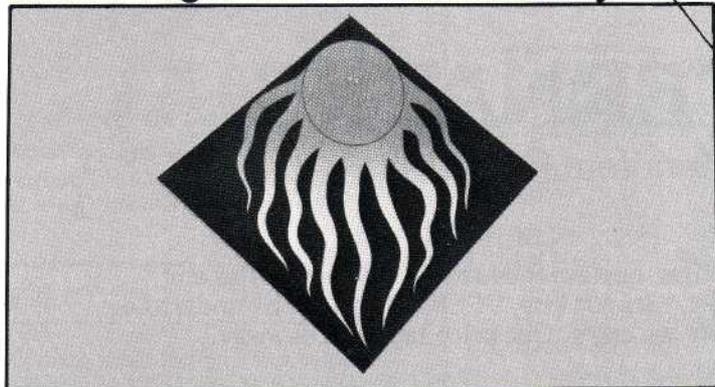
Competing for \$2500 in prizes were 115 registered kitefliers. Results: Highest: Tony Carpiet, Hillsborough, CA—India fighter kite; Smallest: Carl Brewer, Seattle, WA—less than ¼-inch square kite; Most Beautiful: Steve Edeiken, Venice, CA—six-in-train Rainbow Stunt Kites (he also flew a 36-kite train); Funniest: Monica Woodcock—two-kite train of Snoopy vs the Red Baron; Giant Kite: (no winner); Individual Kite Fighting: Steve Gekko, Redondo Beach, CA; Team Fighting: Northern California team (Sade U. Kahan, captain). Other kite highlights included Neil Thorburn's owl kite; a giant sled kite, Small Wonder (30 by 20 feet of lifting surface—it didn't fly), Domina Jalbert's Robin (a combination Parafoil and triangular boxed cell, at one time used for meteorological studies); and Tom Henry's fantastic inflated winged dragon.

Reports like this along with kite comments and sketches make up the bimonthly newsletter "Kite Flyer," \$5 a year, at 861 Clara Drive, Palo Alto, CA 94303.

California Continues...

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Crafted with sophisticated simplicity, Vic's fighter kites have interchangeable cross spars, making it possible to fly in light, medium or heavy winds. An adjustable bridle changes the kite's response, for contests or easy flying. Brilliantly decorated in 5 dramatic designs. Or choose your Vic's in clear Mylar (not shown) and paint your own design!

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News From Here & There

... California Continued

The Kite Lady, she's called in and around Los Angeles. She's Gloria Lugo, proprietor of Let's Fly a Kite, Marina del Rey, whose well-promoted noncompetitive Venice Pier Kite Festivals every season for several years demonstrate enduring enthusiasm.

But this November 19 (1978) was going to be something different. The Kite Lady put out a special call for kites. She asked them to bring out their best to the *Los Angeles Times* "500" stock car race at Ontario Motor Speedway. Each kiteflier and his or her guest was treated to free parking and an infield view after providing prerace pageantry in the form of some 200 kites. All sizes and forms lined the length of the track down the front straightaway. A parade of classic Ford Thunderbirds towed the kites. (The car-towing idea was devised to cover the organizers in case of no wind.) It was a spectacular day and brought kiting super publicity.



Early arrivals at the Ontario "500" are treated to a parade of T-bird-towed kites.

CONNECTICUT

The Connecticut Kitefliers Association has been meeting for monthly flies at convenient local sites. Club correspondent John DeGange tells us that the C.K.A. is the second kitefliers association formed in Connecticut, after an interval of nearly a century. Its predecessor was the ABCD Kite Club formed in Terryville in 1887.

The Terryville organization, consisting of five members, had a short but exciting history. One of their projects was the construction of a huge kite which they

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named Sky Scaper. The kite towed a wagon with four club members as passengers traveling at nine miles an hour.

With the enthusiastic agreement of all C.K.A. members, it has been decided to reenact the ABCD Club's project and possibly better the Terryville performance.

A subgroup of the Connecticut Kitefliers Association are these chaps, known as the Old Mystic Kite Kids. Shown at Esker Point Beach, Noank, flying a delta on 1000 feet of line are, from left, Tom Riffle, Ronny Lonsberry and Tim Tylaska. Not shown is John Tyler, who flew a Cody-type box kite from a handmade reel, similar to the ones shown here but larger.



NEW YORK

The 4th Annual New York City Kite Festival was held in Central Park last October and was reported on by Karen Schlesinger of the Go Fly a Kite store, sponsor:

Although we were threatened by rain, all cleared by midmorning to make for a great kite day and a whole lot of fun. We had turbulent winds but good attendance of about 2000 people gazing and participating in our festival. Bill Kocher of the Maryland Kite Society won first place as highest flier with his paper bag kite.

Most of all our thanks go to Gerard Hacquebard, our wonderful master of ceremonies, who ran the whole competition from the judges' stand. His international experience and terrific wit carried us through with a flair.

Big day in the Big Apple with a big kite—an attention-getting Curtis Marshall delta-Conyne.



Called the Dan's Papers Hampton Kite Fly, it was held on the last Sunday in August, 1978, and it offered a bonus to Long Island in the form of a delightful write-up* which appeared afterwards. Here condensed is organizer Dan Rattiner's story:

Fog held back the scheduled start of the fly from noon till 4 p.m., when finally the Mozart clarinetist, juggler, magician and—of course—kites began the fun.

"Smell this," a woman said. I looked down at a kite covered with what looked like plants. "It's parsley, sage, rosemary and thyme," the woman said.

I smelled. Pretty good.

"I've entered in six different categories," the woman said. She showed me her list. They included the most originally engineered, the most environmental, the most fantastic, the most beautiful and the kite made of the most unusual material.

"Does it fly?" I asked.

"Of course."

We had 21 different categories and 21 different prizes to hand out.

The judging was to take place from 4:45 to 5:00 p.m. by four judges, who were to wander through the crowd of an estimated 700 people. I told contestants that the judges would be wearing white kite-fly T-shirts around their necks as capes, and they should just keep approaching the judges until they found the right one. Somehow, this didn't seem a very satisfactory answer and I vowed we would do it better next year.

"Someone's got an entry for the most erotic kite," someone said, "but they can't get it up."

At 4:15, Gerard Hacquebard of New York City sent up his three Peter Powell stunter kites in a demonstration of his precise formation flying skills which the crowd applauded with gusto.

But then, at 4:20, an incredible, thick, bilious fog began to roll in from the east.

"This fog is right on schedule," I said into the microphone. "Do not panic. It is scheduled to lift at exactly 20 minutes to 5:00."

People held their ground.

Indeed, the fog rose off the ground about 20 feet so that everyone could see one another. There were now hundreds of people who appeared to be holding a big cloud with tiny white strings. They all looked around in amazement at this development. And then, at precisely 4:43, the fog lifted.

"You have incredible luck," judge Elaine Benson said.

* © 1978 Dan's Papers, Ltd., where it first appeared. Used by permission of Dan's Papers, a chain of newspapers in eastern Long Island, Bridgehampton, NY.

"It is three minutes late," I replied.

The sun was out again and once again all the kites were visible high in the sky.

The judges had identified what they thought was the highest flying kite. But it had disappeared into a cloud.

"It's a black bat wing kite," Gerry said.

"Would the owner of the high flying black bat wing kite please move your kite from behind the cloud," I shouted.

"Otherwise it will be towed away."

I was in great form.

Over the loudspeakers, I asked the winners to assemble at the back of the dune. There wouldn't be much time, I knew. For my powers were waning and the rain and thunder could not be held back much longer.

OREGON

Scott Banks writes:

Clear skies and a steady onshore breeze greeted experienced and novice kites alike for the second annual Yachats Kite Festival on the Oregon coast, October 7, 1978.

The festival, sponsored by the Yachats Chamber of Commerce, was enjoyed by an estimated 150 participants from around the state. The main attraction was Rakesh Bahadur, a former kite fighting champion

Continued...

LIFETIME GUARANTEE

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of India, now a San Francisco resident.

Rakesh demonstrated his ability with fighter kites as he taunted onlookers by hanging his kite just over their heads. Children tried to grab the kite but he would snake it out of reach just before they had it.

A few kite fighters challenged Rakesh so he handily put up his fighter and took on all comers. Maurits de la Rambelji of Eugene tried his skill after a long wait but

unfortunately lost some kites to the coastal river.

Rakesh also hauled out a 208-foot multicolored silk and nylon dragon which flew royally against the blue sky. Also in his repertoire was a Professor Waldof cloth box kite which he dunked in the river but brought out with no problem.

Other fliers included Stormy Weathers and his sons with some captivating double-keeled sleds.

Competition was held in six categories including highest kite, youngest flier, smallest kite, best homemade kite, largest kite and finally spectators' choice. Rules were well-defined and lots of prizes were given out which produced many smiling faces. In fact, smiling faces were prominent most of the time, which convinces me that next October people of Oregon will be driving to the coast for the third annual Yachats Kite Festival.

INTERNATIONAL

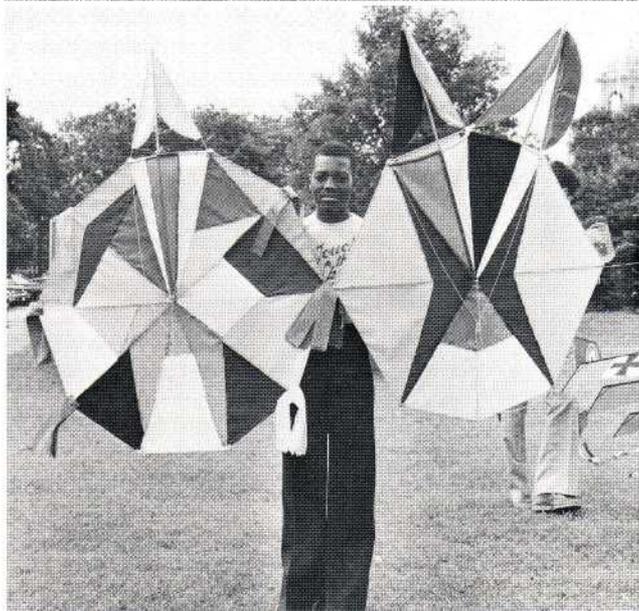
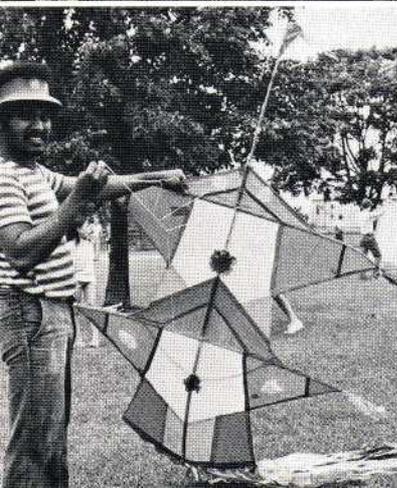
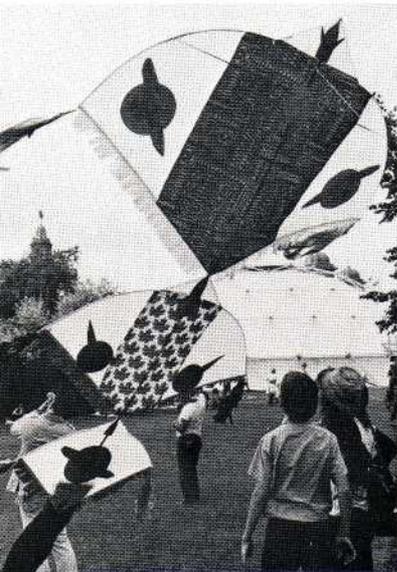
News From Here and There

CANADA

The Canadian National Exhibition Kite Festival was held on August 27, 1978, in Toronto with 117 entries under management of Ken Lewis, "Mr. Kite Canada." James DeLaurier of the University of Toronto Institute for Aerospace Studies provided us with many photographs of some of the outstanding kites in competi-

tion. The top prize went to Hank Szerlag of Grosse Pointe Woods, MI (and leader of the 5/20 Kite Group) with his Hewitt Flexible kite. An interesting aspect of the contest was the number of ethnic kites that were attracted. The designs appeared to be variously representative of China, India, the Philippines and the Caribbean. A special competition was held for kites made in designs of 100 years ago, in celebration of the C.N.E. Centennial in 1978.

Beauties of the C.N.E. from left clockwise: Dick Kow's "Combined Kite"; two pear-top kites, centennial commemorative winners by Garry Woodcock (left) and Skye Morrison; Bevjack Bevjack and two cloth Bermuda-type kites; "Double-Wing Peacock" by Bunton Savundranayagam.

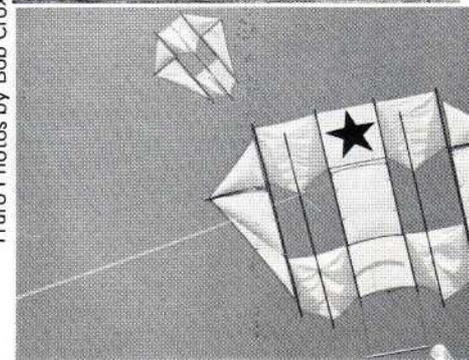


ENGLAND

Fifty-seven acres of field in Truro were again the scene of an impressive kite occasion—the second Cornwall Kite Festival, on September 16 and 17, 1978.

Organized in two intensive weeks without underwriting by hard-working John Sweetman, and chaired by David Lean of the Cornish Kitefliers Club, the festival was very well received. Sweetman's report, here condensed, explained that competitions were on a "roster demand system," and the result was little demand and a noncompetitive program. Camping facilities provided the hardier enthusiasts with

At Truro: top, Parascending by a team from Looe, Cornwall; below, Conynes made by Richard Fox of Carharrack nr. Redruth.



Truro Photos by Bob Croxford

the opportunity to fly kites continuously for the two days—all night as well!

Flying conditions (in contrast to the windless first year) were ideal, bearing out the study of 10 years of weather statistics that went into the choice of date. Winds were at Beaufort force 5 to 6 with gray skies Saturday and force 4 to 5 with sunshine all day Sunday.

An estimated crowd of 3000 people attended and the list of participants was lengthy. We note only some highlights.

Several manufacturers and officials gave special demonstrations. Seen were: the Flexifoil Eurostack; Vivien Comma and his one-line maneuverable West Indian Kiskadee kites (accompanied by steel band music and his own songs); Tom Chapman flying 81 Barnstormer kites in train (though due to an obstructing kite in the area he did not complete the requisite figure-eight movements); Parascending on man-lifters towed by Land Rover; the Newquay Amateur Radio Club, which transceived many calls from all over England, in some cases using a kite-flown aerial; a Civil Aviation Authority official, who had granted the festival 15,000 feet of clearance, on hand to discuss English law governing kites in the air space; Lionel Lowe of Leamington Spa, a ubiquitous figure at 1978 kite festivals all over

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FIREBIRD photographed in flight!

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STAR BIRD photographed in flight!

The STAR BIRD is a winged, triangular box kite patterned after one of the greatest flyers of all time . . . the Conyne or French Military Kite. It's a big 35" high x 33" wide with 10½" deep triangular cells. Excellent lift and stability are performance features. Original STAR BIRD space design printed in brilliant blue on white. Requires 15 to 20-pound test line. Retail price: **Only \$5.95, plus \$1.00 for shipping.**

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A high performance ULTRA KITE is easy enough for beginners, active enough to satisfy the pros . . . all for only a few dollars more than the smaller, simple models generally available. (Not recommended for pre-teens, however, since they can exert a pulling force over 100 times their own weight). All kites shipped in 48 hours with full instructions.

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Yes, I would like to order the following Ultra Kite(s) on your money-back guarantee. (Sorry, we have no other models or kite materials for sale at this time).

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Total \$ _____

Yes, we ship anywhere in the world at no extra charge via boat (allow two months delivery). For speedy Air Mail delivery anywhere overseas, add \$3.50 extra.

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News From Here & There

...Continued

England, flying his Red Arrow kites.

Also noted were individual kites piloting varied craft, such as: Alan Martin with a Professor Waldof kite and also some line travelers, dropping payloads and setting off a firework flare; Werner Rothe and Wolfgang Rajmann of West Berlin with an assortment of traditional cellular kites plus a superb teak "deep sky" reel with polished brass fittings; Nick Stapleton of Bridport, Dorset, with a *hand-sewn* replica model Cody kite; the Far Eastern influenced kites of Jenny and Bob Croxford of Mullion, Cornwall; Ted Holt of Truro with his tetrahedrals; Wilf May of St. Day flying a train of 15-inch span diamond kites; Mike Simmens of Mullion with a large Sauls Barrage Kite.

Many breakaways were experienced. Nick Stapleton disappeared downwind into the Idless Valley and took a two and a half hour tramp to find his Cody.

Similarly, Werner Rothe of Berlin chased a Conyne into the depths of the Cornish backwoods as if English were his mother tongue. He came back some while later wreathed in smiles!

Another casualty of the wind was the full-sized replica Baden-Powell Levitor (some nine-foot wingspan and over 10 feet long) made by Cornish kiteflier Richard Fox of Redruth. Regrettably, this crashed when being used to loft an aerial for the Newquay Amateur Radio Club. This same kite was the one used for the Marconi 75th Anniversary of the first transatlantic radio message earlier this year, and was resplendantly autographed by both Marconi's wife, Marchesa Marconi, and his daughter, Princess Electra.

In spite of these occurrences, there was no doubt after the weekend that the Cornwall Kite Festival was an established major event, with the Third Annual in the offing as *Kite Lines* went to press. ♦

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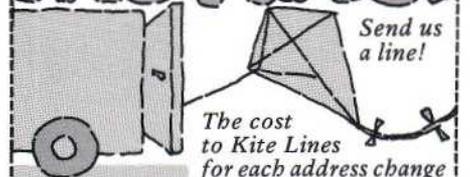


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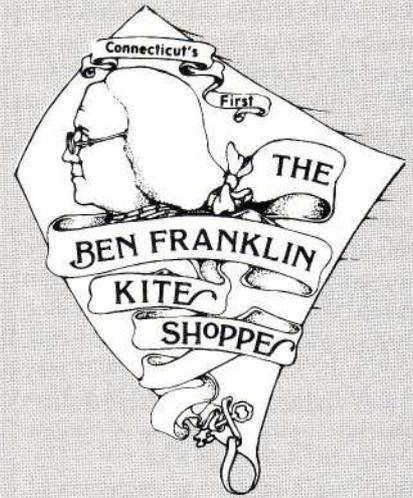
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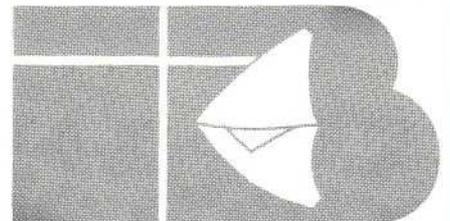
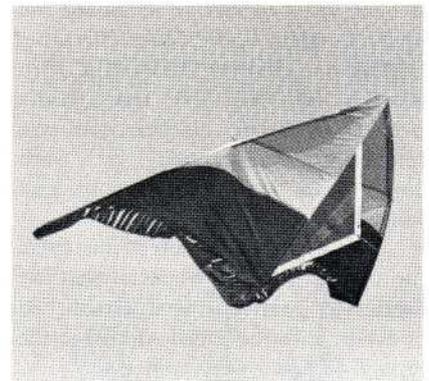


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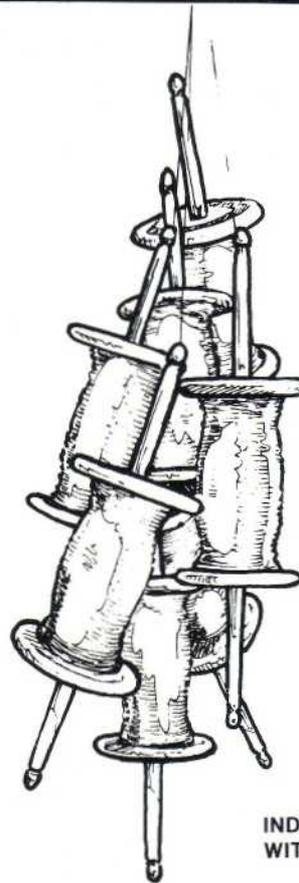
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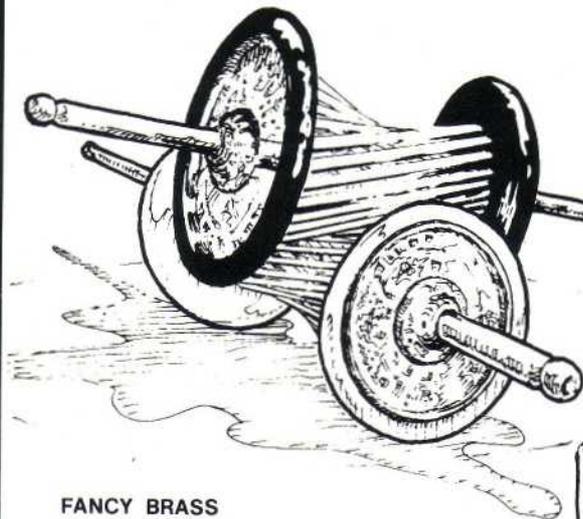
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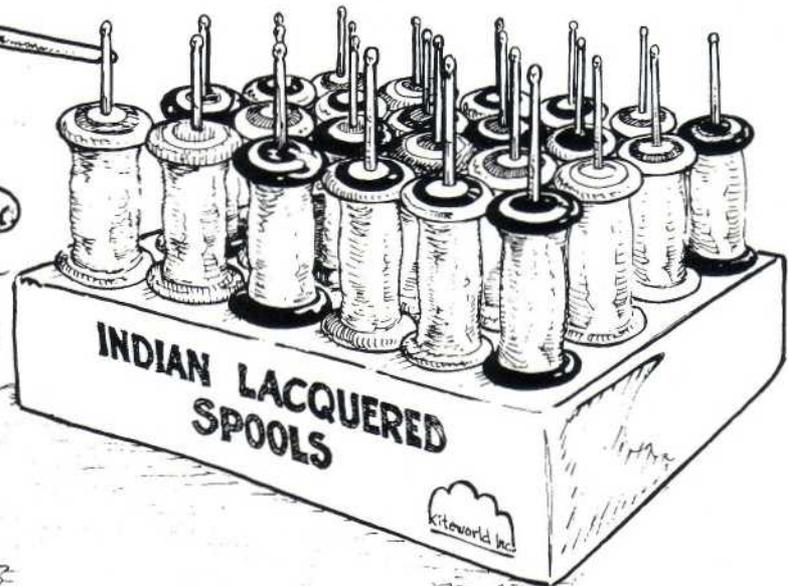
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