

VOL. 1 NO. 1

SUMMER 1988

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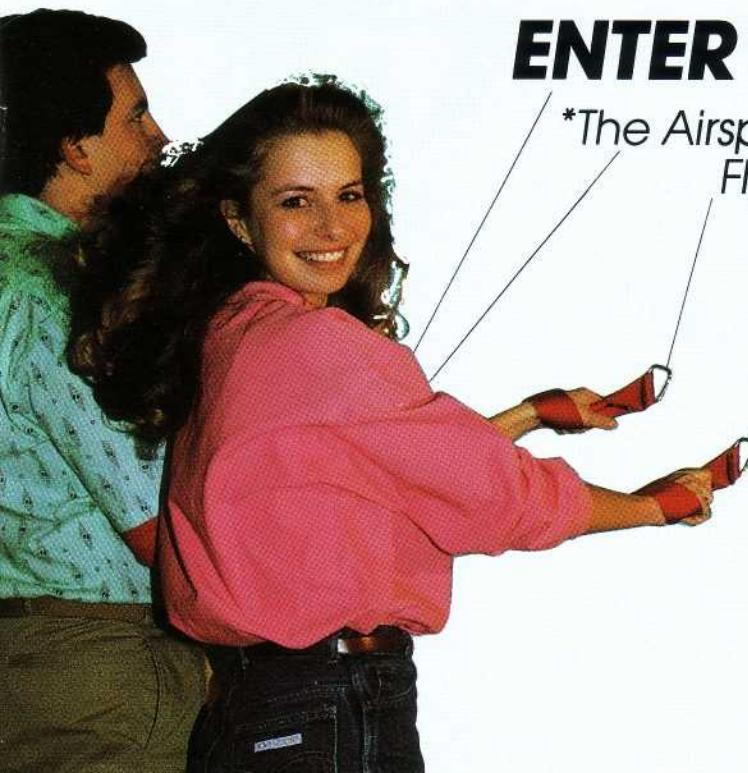
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A "Massage" From The Publisher

Dear Friends,

History has deemed it important, we have been led to believe, that at the beginning of every great venture, some words alluding to the glowing aspirations and dreams of those involved must be spoken. At least that has generally been the case in steamship launchings, political juntas, and presidential elections. What rests in your hands is the end result of three of the better months of my recent life. I have rarely enjoyed a task quite this well. In those months, I have met some of you for the first time, and renewed acquaintances with those of you that I've known for a good deal longer ... and it has been a pleasure, as always.

In an involvement with publishing that has spanned better than twenty years, I have worked with and for several different types of people ... and found that, generally, "work" was the word that best typified the relationship. The Stunt Kite Quarterly has been a completely new experience and a truly refreshing one. There has always been a fresh idea from one of you when it had eluded me ... and you have always been ready to share it. When this old, ex-commercial photographer just wasn't quite sure of his camera settings (after all, it's been darned near 20 years), you were patient while I got "just one more" shot. Hell, this isn't work, it's fun. But you already know that. Maybe someday, I'll get a real job but for the time being "it just don't get no better than this."

There is no great staff connected with the Stunt Kite Quarterly. No highly paid professional writers, no media experts, no professional photographic crew. This is not to say that I won't stack up what we DO have against any other sports magazine in the business. I will, and without hesitation, but that's not the point being made. What Stunt Kite Quarterly IS, is a few friends who are so in love with the sport that they'll go to nearly any lengths just to get more of it. This is not less of a magazine, but more of a love affair.

Thank you for sharing it with me. Thanks as well for putting up with just this tiny bit of sentiment.

* * * * *

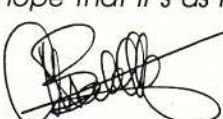
Now, what about the old man (that would be me). I suppose that it's natural, particularly those of you whom I have not met, to want to know a little bit more about exactly whom is publishing this latest attempt to re-invent the wheel.

I have knocked around for just over 42 years and done some things of which I am dubiously proud. I am not a candidate for political office (if nominated, I will not serve ... save as king). This should serve as a suitable disclaimer should I begin sounding like one. I have served as copyboy, sportswriter, photographer, editor, and publisher of several newspapers ... none of which ever garnered a Pulitzer Prize. I lost a cover photo on LIFE magazine to a tornado that touched down in the Grain Belt and swept away two dairy cows (even LIFE has slow news weeks). I like dogs, apple pie, motherhood, the flag and tapioca pudding but not necessarily in that order. Most of all I like stunt kites. I like my wife and family more, but the kites are sometimes easier to handle.

In fact, stunt kites are a passion in my life ... not something that I'd leave home for but they do manage to provide me with a security blanket when all of my friends appear to be growing up faster than I do. I am a shop owner as well, and as thus, am totally conversant in the more creative ways of losing money. I remember reading a matchbook cover a long time back that said: "YOU can have a future in retailing!" Well now, of course, all retailers are millionaires, right? I guess that I missed the small print on the other side that read, "welcome to the fascinating world of minimum wages." So here's the battle plan. After retiring from the publishing business, and being the owner of two small, marginally productive stores, I'm going to start this magazine and slowly build it to an annual gross of equal size with the trade deficit. At that point, I think we'll sell out (at Gargantuan profits, of course), buy a small island in the West Indies, apply for statehood, get rejected, and spend my waning days living on foreign aid. Sounds good? Wanna buy a bridge?

Like I said before, this isn't work ... it's fun. If fun is not your particular aim in life, or if you think that for your well-earned (and well-spent) \$3.50, you should be provided with something other than rampant craziness, please turn to the editorial page where things may be more in tune with what a "serious" kite magazine should be all about.

Oh, by the way, welcome to issue one. I hope that it's as much fun for you to read as it was for us to produce! Good winds to all!



Cris H. Batdorff, publisher, editor, photographer, prufereader, and waste-paper basket emptier.

FEATURES

- 10 WESTERN MICHIGAN STUNT COMPETITION II**
The Midwest's best at the annual get-together.
- 14 TEXAS GULF COAST CHALLENGE II**
Things are getting hot in the Lone Star State!
- 22 EAST COAST STUNT KITE CHAMPIONSHIPS III**
Still on top, after all these years, Wildwood does it again!
- 30 THE HAWAII CHALLENGE**
How the best of the best fared on Windless Sunday.

COMING EVENTS

- 21 MIDWEST NOVICE STUNT COMPETITIONS**
Everything you need to know to get in on the ground floor!
- 32 THE WEST COAST NATIONALS**
Where to go, whom to write, and even the figures.
- 34 THE AKA NATIONALS**
Competition will be hot in Chicago this Fall. We'll tell you what to expect.

DEPARTMENTS

- 1 A LETTER FROM THE PUBLISHER**
Here's your chance to meet the old man!
- 3 EDITORIALLY SPEAKING**
This issue: the A.S.K.F.A.
- 4 THE STUNTER'S NEWSPAPER**
New products, new competitions, and a world's record attempt!
- 9 SHORT LINES**
Associate Editor Al Hargus III reaches into his fabled bag of tricks and tips.
- 18 THE SEDGWICK TAPES**
Lee Sedgwick, one of the innovative leaders in the sport, shares his secrets of flying. This issue: POWERKITING.
- 38 THE BOOK OF AL**
The first of two installments from the "The 'No Secrets' Handbook" for Dual Line Stunt Kites.
- 40 FLIGHT TESTS**
SKQ examines Action Kite's NoNaMe, Go Fly a Kite's 2200, Skynasaur's SW48, and Striker's Aero-Sporte.
- 44 STUNT LIBRARY**
Got those figure 8's down to a "T"? Take a look at some new mind-boggles!
- 46 EVENT CALENDAR**
- 47 KITE STORE DIRECTORY**

ON THE COVER: Sue Taft performing in the Innovative: ECSKC III
Photo by Cris Batdorff



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Editorially Speaking

First off, let's examine the possibility of national rankings ... real ones. You know, the kind that are arrived at by some logical system presided over by something that we don't have now ... a national organization. Stunt kite competitions are in their infancy. Not true? Well, let's draw some comparisons. Pick a sport ... say tennis. Tennis has its roots extending into either Egypt or Persia to the depth of some 500 years before the Christian era. The All England Croquet club, located in Wimbleton, added its first "courts" about 1874, holding their first championships in June of 1877. The English Lawn Tennis Association was founded in 1886; the International Tennis federation in 1912. The point being strived for here is simple ... we are very young children in the world of sport. Any attempt to gerrymander a list of national rankings in a situation where, as yet, there is no continuity in the rules system is ludicrous ... not to mention, boldy premature.

Let's not fool ourselves here, folks ... if we're really serious about wanting to take this pleasant weekend pastime into the ranks of consistent competition, there's going to be a lot more work involved than keeping records of who won or lost and when. Admittedly, it's a start, but at the base of it all there MUST be a presiding group if for no other reason than to keep order. That organization should be the American Stunt Kite Fliers Association.

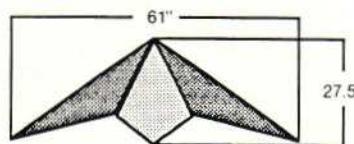
The concept is NOT put forth as a slap in the face to the American Kitefliers Association, of which I am proud to be a member. In fact, it is a simple observation that most stunt fliers fly single line as well. There is no either-or situation. What is being suggested is a competition-governing body. Further, if the stunt fliers of this and/or any other country wish to form a competitive system based on consistent and standardized rules, it is a logical, sequential progression.

An association could provide the necessary infrastructure to accomplish several things: (1) a standardized set of rules for competition; (2) a standardized criteria for judging; (3) a reasonable and systematic national/international ranking structure; (4) a seeding system for ranked fliers; (5) a clearinghouse for event scheduling; (6) a set of rules dealing with professional vs. amateur status; (7) a suitable regional qualifying system for novice and intermediate ranked fliers; (8) a junior program; (9) a governing body to deal with the issue of standardization that would be able to speak for the sport and act as an arbitrator in cases of dispute.

What is being proposed is nothing new. One need only examine any well-organized sport to see the impact of consistency. It translates into involvement which begins, in many cases at an early age in a junior program and ends on the senior circuit. Tennis, skiing, boxing, golf ... these are some of the sports that the brotherhood of stunt kite fliers might do well to emulate in their organizational structuring.

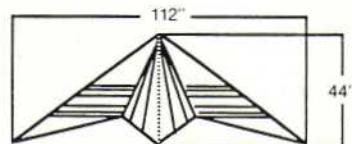
The time for things to start happening in the world of competitive stunt flying is now. We can talk or we can act. I remember with great fondness, a week's vacation spent in Colorado during winter break from college. My long-time friend, Mike, and I were asked to refrain from "wild skiing" at Vail. This year, in Calgary, freestyle skiing met with great public acceptance as an Olympic Demonstration event. Twenty years, almost to the day ... and organization.

It's time for stunt kiting ...



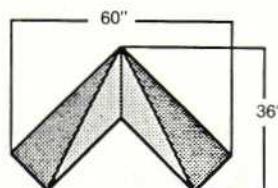
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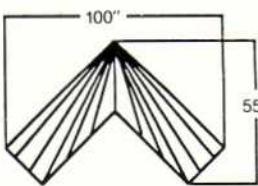
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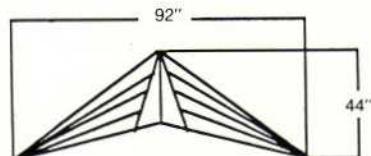
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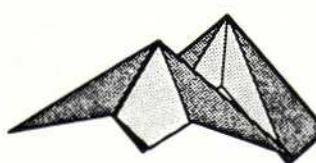
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The Stunters' News



The Chicago Fire Stunt Kite Team and their custom Fire Darts. (l-r) Frank Fieseler, Dorothy Wolff, and Eric Wolff. The three dimensional checkerboard is their lightwind model. The Bumblebee will buzz in winds of up to 25 mph.

ACTION KITES TO PRODUCE FIRE DART

Agreement in principle has been reached by Action Kites and the Chicago Fire Stunt Kite Team to produce the teams' popular Fire Darts for national distribution. "The kites are a blend of lots of different people's ideas ... we (the team) have a tendency to like kites which are a little faster ... the pink and black three-dimensional checkerboard is the light wind (3-15mph) and the bumblebee is the high wind kite (to 25mph)," ac-

cording to Eric Wolff of the Chicago Fire.

From the viewpoint of Action Kites, John Perusse, "We're very happy about the whole thing ... the (Fire Dart) represents one of the ways in which we were headed so it's a sort of natural progression." The kites are slated to be available in time for the AKA National Convention in Chicago. Anticipated retail pricing for the kites is still "up in the air."

First Ever Stunt Kite League Formed in Michigan

What happens when a group of stunt fliers find a need to get together, show their stuff, and maybe swap a few lies? If those fliers are from the Grand Haven, Michigan area, they form the First Ever Stunt Kite League.

The brain child of Steve Negen of the Mackinaw Kite Company, the league, which met on Monday nights after work, has just concluded its first successful eight-week session.

The format was quite simple and extremely flexible. Each competitor was to perform two maneuvers twice, for a total of four scores. Five fellow participants acted as judges with the high and low scores being thrown out.

The season began as a horse race and ended in the same fashion. After a four-way battle over the lead, the dust finally settled after the eighth week with Al Johnson in the lead followed by Steve Negen and Paul Vanocker.

The improvement in the quality of the flying, the consistency of the judging, and the competitive spirit were the rewards for everyone who participated. As one might expect, the league made competitors out of most of the participants, who, like athletes in any sport needed the challenge of regular competition to hone their skills. Although most of the fliers hadn't come into the league with much experience in large competitions, most felt that the First Ever Stunt Kite League helped to prepare them in good fashion.

Steve Negen, the First Ever's Commissioner sums up the concept as: "... a natural part of the evolution of a sport. It's essential for people to be able to compete on a local level for the competitive aspect of stunt flying to gain broader appeal." Steve added, "This sort of grass-roots development of the sport seems to be inevitable as kiting in general, and stunt kiting in particular continues to enjoy great growth."

(If Steve's observations are correct, we can certainly predict a lot more in the area of league activity in the close future. Let us know when you start yours! ... ed.)

RUMORS

Rumors of an Ultralight Team Hawaiian have become fact. The kite is available now from Top of the Line. Still bubbling are the Mosquito and North Shore. The North Shore, which was demonstrated at the Oahu Kite Festival is a smaller Spinoff while the Mosquito is a little quicker. Release dates are not known.

Seen at Wildwood ... custom lines for those large stacks of Flexifoils may soon be available from High Fly Kite Company. The system seen was reportedly made up on 1000 lb. Kevlar for a powerkiting specialist.

In a bind for lightweight replacement spars? We noticed a few black ones going from box to kite bag at the recent East Coast Championships. We understand that three flexes are being tested. Look for the numbers 2200, 2300, and 2400 to be released in the near future. Again High Fly Kite Company.

The German stunt kite that was seen by some at last year's AKA convention in Washington, D.C. (the one without the spine spar), may soon be available for distribution in the U.S. It is a nifty performer and one to watch for.

IN CASE YOU HAVEN'T HEARD ... The new four-foot Flexifoils that were seen at Wildwood are now available for the national market. Contact your local kite shop for details ...

We have been told that the owners of older model Top of the Line Spinoff Ultralights who have crashed their nosepieces can have them repaired and reinforced by T.O.L. ... and at no charge. Those utilizing this offer are instructed to send sail only (to avoid the \$5.00 re-assembly charge) to: Top of the Line Kites, 2790 Lytton St., San Diego, CA 92110.

East Coast Championships and, after being penalized, reportedly spent several minutes convincing the judges that THEY had done the right thing! VERY classy guy. Very classy judges! Applause to both sides!

Seen flying in competition, Robbie Sugarman on one end and a kite called the "Mutt" of the other. Looked like a combination of a Peter Powell Wing and a Sedgwick Custom Dart ... and flew beautifully.

Chicago Sky Liners Al Hargus cut his free-flight a little short at the

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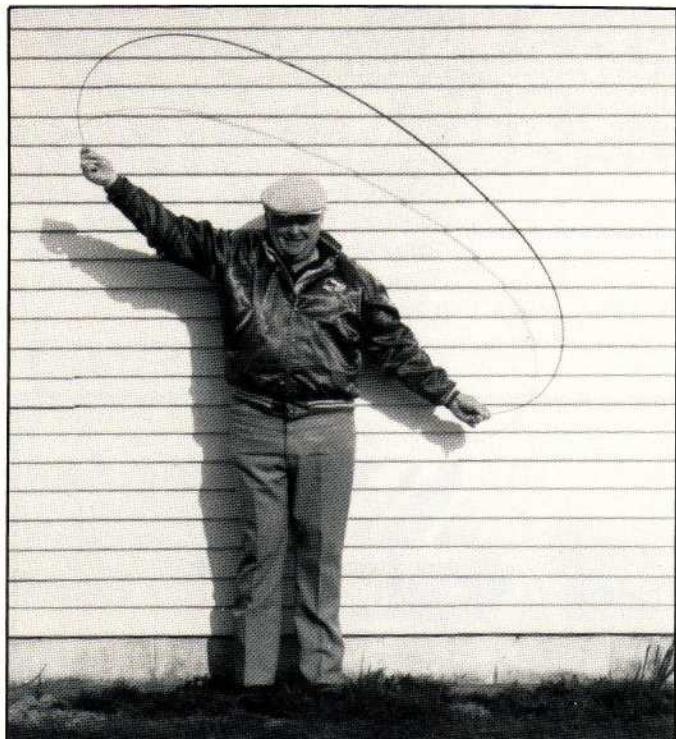
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SKYRODS TO GO NATIONAL



Red McClarran putting his 10 foot Skyrod through its paces.

The commercial viability of an after-market, light-weight spar will be tested in the near future, according to Red McClarran of Battleground, WA. McClarran, who has been producing light, graphite spars in limited quantity for the last several years has reported that he is ready to go national with his product line to be marketed under the name Skyrods.

"The thrust of the marketing will be towards the professional stunt flier," McClarran said when interviewed last month in Wooster, OH, by Stunt Kite Quarterly.

"Skyrods are state-of-the-art, professional 'hop-up' kits," McClarran continued, "Everything is hand lay-up graphite, and it is all diamond wheel cut. We don't recommend conventional sawing ... and are making available a special wheel for home use."

Sky rods will reportedly be available for nearly every make of kite on the market today. Presently kits are available for Flexifoils, under the name, Flex-a-sparr, in three varying degrees of flexibility.

Also available are kits for Hyperkites' Star Cruiser, Action's NoNaMe, and Top of the Line's Spinoff. Plans are being laid to expand the operations to include more kits, McClarran said.

Prices for Skyrods flex upwards from \$22.50, and are available from McClarran directly.

Jet Kites To Sell Graphite Stunter

Red McClarran of Battleground, WA, has announced that he is producing for immediate sale the Spectrum Darts that have been successfully flown by Lee Sedgwick in many national competitions. According to McClarran the kites will be offered in two sizes: the full-size Spectrum Dart and the mid-size Etati through his new firm, Jet Kites. Both models will be of limited production. Additionally, they will reportedly be numbered and signed by Sedgwick. McClarran added that the kites will be able to be flown on either dual or quad lines and that they will be fully graphite spared. The release of the Spectrum Dart precedes word of yet another line of kites which will



Red McClarran with a grouping of new kites. On top, the Spectrum Dart; at center, two Etatis; on the bottom, a smaller prototype.

be available soon, according to McClarran. The second release is the Pro-Foil, a flexible single-wing design, which will be offered in 4-foot, 6-foot, and 10-foot lengths. Pro-Foils are slated to be

in production soon, McClarran said. Prices for the Spectrum Dart and Etati range to near \$160 with the Pro-Foil line anticipated range from \$86 to \$240.

Action Kite Holds First Tail-Grab

June fourth saw the running of the First Annual Tailgrab Contest held at East Mission Bay Park in San Diego, California. The event, sponsored by Action Kites, was entered by 44 stunt fliers, including one, David Keefe, who had never flown a stunt kite before. Flying with identically prepared Sky Darts, contestants attempted to grab the 30-foot, Velcro-attached tail from their opponents' kites. To add to the difficulty of the situation, competitors were required to remain within the same circular area while trying to "tailgrab."

In the best three-out-of-five final pairings, it was Ray Miller taking first place, Dan Willam in second, Ken Lanius in third, with Josh La-Dou finishing fourth. Awards for the contest were trophies and prizes from Action Kites, who furnished



SKQ photo by JOHN PERUSSE

Competitors must stay within the circle in the battle for "Tail-Grab Champ" at Action Kite's first annual event held in San Diego, CA. Kites and merchandise prizes were furnished by Action for the competition.

the judging staff of John Perusse, Steve Coats, and Richard Van Mechelen, as well.

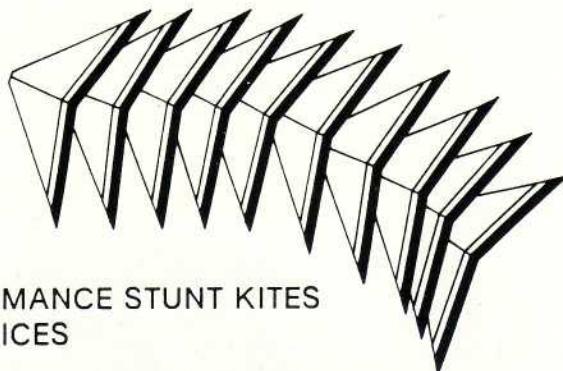
Action informs us that they plan to sponsor more such events in the

future and invite area fliers as well as kite enthusiasts who might happen to be passing through to check with them for dates.

Second Annual Kite Fly Held in Ventura

Ken and Bobbie Price, of the Village Kite and Toy Store, Ventura, California, report that they have staged their 2nd Annual Kite Fly, including a stunt competition. Winners in this year's competition were: First place, Derek Moran of Santa Barbara; second, Steve Coats of San Diego; with third place going to Greg Maples of Lomita.

About forty fliers turned out for the stunt portion of the event. Judges were John Perusse of Action Kites, Bill Moulsworth, and Alex Benton. Gene Carey won the largest kite award with his 20x40 foot (!) aqua and black delta.



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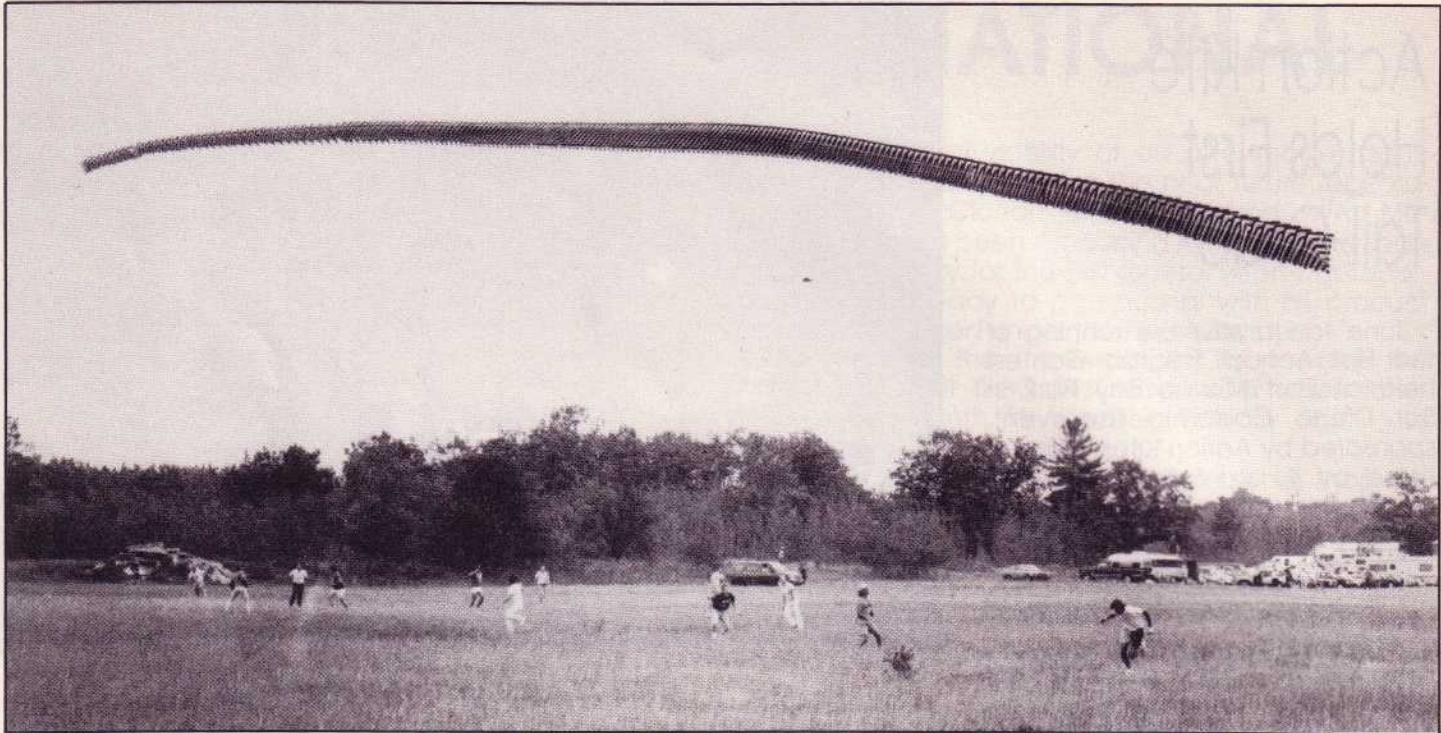
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(SKQ Photos by Cris Batdorff)

June 19 saw an attempt on the world's record at the Mackinaw Kite Company's annual kite fly. The attempt was the brain-child of Steve Negen, of Mackinaw Kite, Rod Tanis, and Steve Blanchard. Although 200 Trilbys were successfully flown for a brief time (above), the stack was later shortened to 163, which was flown by hand by a team of 9 sturdy individuals for a duration of 30 seconds. Line for the attempt was furnished by Shanti and was, incidentally, the same line used during the world Flexifoil attempt in Chicago. The original steering mechanism, along with the reinforcing triangles used in the stack were designed and built by Rod Tanis of Arrow Die in Grand Rapids, MI. It is rumored that the intrepid team will make another attempt during the AKA Nationals in Chicago.





SHORT LINES

by
Al Hargus III

Having trouble launching your Flexifoils by yourself? Make two ramps out of 6 ft. by $\frac{1}{8}$ in. fiberglass (like hills or humps) and set them up in front of your Flexifoil(s) ... simply pull the kite up the hill and launch. (From Toby Schlick, Door County, WI.)

Never clean your stunt kite with anything stronger than water! Strong solvents will remove the nylon coating and make the sail more porous. (From Bill Baker, FL.)

OOPS! Already ruined your kite by cleaning it with a commercial solvent? (Guess what dummy did that??) Spray the skin with Scotchgard! It will coat the fabric and help save the ruined kite. This method is NOT permanent, but what is anymore. This method will save and rejuvenate old, wind-worn, Flexifoils. (From some dumb dragon in Chicago.)

LITTLE KNOWN STUNT KITE TEAM TRIVIA ... The Hawaiian Punch Stunt Kite team from Columbus, Ohio's team motto: "Get Wild, Get Crazy," was first uttered in the Atlantic City Airport Bar before Wildwood I, in 1987. (From Pam Kirk, Columbus, OH.)

LITTLE KNOWN STUNT KITE HISTORY ... The first known maneuverable dual-line stunt kite was invented by Paul Garber who was assisted by Lloyd Reicher and Stanley Potter during WW II (Not Wildwood ... World War!!), though the Garber Target kite used a rudder to change direction of the kite, not the angle of the entire kite. P.S. ... The Wright brothers used two lines to test their models of the first airplane, so were they the first stunt kiters in 1903?

The first commercially available stunt kite hit the mass market in

1964 ... called the "Glite" and made by Charles H. Cleveland of Bend, Oregon. The Glite could be flown as either single or dual-line kite. (In 1964, most fliers didn't bother with two lines ... too much work???)

Does your big train of Peter Powells fly wrong in a heavy wind? Try adding an extra set of (non-adjustable) bridle lines to the lead kites. Maybe one set to the wing-tips, or another to the main spar ... helps reduce the fold back in heavy winds. (From Denis Powers, Chicago, IL.)

The first national stunt kite competition attended by this writer was the American Kiteflier's Association National in Detroit in 1982. The NO WIND competitions were run while the stunt flier rode on the back of a speeding golf cart! The golf cart driver? None other than Corey Jensen, current AKA El Presidente. We've come a long way, baby! (Though Corey is still driving everyone around in a golf cart ... or is that goofy cart???)

Lee Sedgwick perfected the method of stunt flying called "Solo Flying" (flying through a dog stake), but John Perusse of Action Kites claims to have seen someone flying through a ground anchor in an old AKA Kitetales back in 1976.... Any help on that one, gang?

Last but not least: want to use tails on your stunter, but only some of the time? Use Velcro to attach and detach the tail ... it works on all but the fastest stunt kites! (From John Karel, Chicago, IL.)

O.K. it's time to wrap the short lines up for this time. Don't forget this is where you put all your kite trivia, both serious and silly, artsy and safety. Ideas and gimmicks for and from both the beginner and the advanced stunt kite flier. Short lines will be as interesting and informative as you help me make it. Send your SHORT LINES to me in care of Stunt Kite Quarterly, P.O. Box 468, Manistee, MI 49660. Good winds to all of you and may you never suffer the Curse of a Million Wraps!!!

GREETINGS FELLOW STUNT KITE FLIERS and welcome to the premier issue of SKQ and SHORT LINES!

First a short line or two to explain to you what this column is all about: tips and tid-bits, suggestions, and ideas about the sport, hobby, and art of dual line stunt kiting.

This will be a column written mostly by all of you, the readers and fliers across the country. (Sort of a Heloise of stunt kiting.) Got an idea, suggestion, or helpful hint on stunt kiting? Send it to Short Lines, % SKQ and we will print it, giving you credit. This is a column devoted to your ideas and input; in short ... SHORT LINES!

First up! A little tid-bit on short flying lines (Namesake of this column). Stunt kites will fly on 25 ft. lines or 400 ft. lines, though most stunt kites that come with flying line supply 150 ft. lengths ... want to fly a big stack in heavy winds? Try shorter than 100 ft. lines! The pull isn't less, but you have to deal with that pull for less time. Need more pull for powerflying? Use 300 ft. lines ... the kites stay in the power dives longer for much longer rides. The kites are faster on short flying lines, too. (From Lee Sedgwick, Erie, PA.)

Tired of wrapping your flying lines up one at a time? Wrap them both up on the same handle or winder (such as Dual Spools) ... just make sure that the lines wrap and unwrap from the same side of the handles or spool. If you unwrap from the wrong side you will suffer the curse of a million wraps! (From Lee, again, in Erie, PA.)



Al Hargus lands his Leaning Tower of Flexi.

The second annual Western Michigan Stunt Competition and Kite Fest was held May 14-15 at Sugar Loaf Resort, a short drive from Traverse City in what is termed the "little finger of the Michigan mitten." The location of the event rotates annually to the home town of one of the three sponsoring kite shops; Grand Bay Kites of Traverse City, Sandcastle Kites of Manistee, and the Mackinaw Kite Company of Grand Haven and Mackinaw City.

Forty-three competitors turned out this year, some coming from as far away as San Diego, California, to be judged in events which ranged from Novice Class through Open. New faces included Dan Buxton of Cleveland, Ohio, who flew representing What's Up of Chagrin Falls, Ohio; John Perusse, Steve Coats, and Richard Van Mechelen, representing Action Kites of San Diego, Ca.; Nate Williams, Aaron Harris, and Gary Maynard — The Windjammers of Detroit, Mi.; Dale Higgins representing Flights of Fancy of Dublin, Ohio; and Adrian Conn of Windsor, Ontario. Dale and Adrian spent the sunny weekend filling

SKQ photos by
CRIS BATDORFF &
WILLIAM KUNKEL III



The Windjammers, first place, experienced team ballet. They flew to the music of Star Wars.

the sky with a variety of huge, hand-made kites! Adrian wound up with the title for best homemade with Dale taking second.

In the "Old wine ... New bottles" department, the Chicago Fire team returned this year to continue their dominance of the team events. Having made the jump to Open class, they amazed the delighted audience with what looked strangely like a Wildwood warm-up. They flew a new set of pink-and-black, chevron, ten-foot Flexifoils in gorgeous precision.

Saturday was blessed with blue skies and what could only be termed "variable" winds. That translates to 0-20+ mph and shifting 180 degrees, as well ... a blessing for some, a curse for others. Eventual winner in the Novice Precision was Vince Babrosky of Normal, Ill., flying a Stinger, which he designed and built. In the Experienced Precision, Cris Batdorff of Stunt Kite Quarterly came out on top with his 6-foot Flexifoil. Experienced Team Precision honors went to the SKQ Flight Team, flying Star Darts for Stunt Kite Quarterly.

In the Experienced Team Ballet,



Eric Wolff (above) turns a 360 in the winning freestyle routine. Dan Buxton (below) performing in compulsories. Flexifoils and Light Spars were the weapons of choice.



the Windjammers emerged as winners flying custom Trify stacks.

With nightfall, the sky was lighted by both stunters and single-line enthusiasts. Again, it was the Chicago Fire, performing this time with lighted 10-footers ... a scene straight out of Star Wars!

A storm which passed through on Saturday was kind enough to be out of the way in time for Sunday's Open competition. It didn't, however, leave much in the area of available wind so the Precision events were a real challenge. 360's were more the rule than the exception with Flexifoils and light spars being the weapons of choice. In very close scoring Eric Wolff emerged as winner of both the Precision and Ballet events with Dan Buxton and Frank Fieseler trading second and third. In the Experienced Ballet, Windjammers

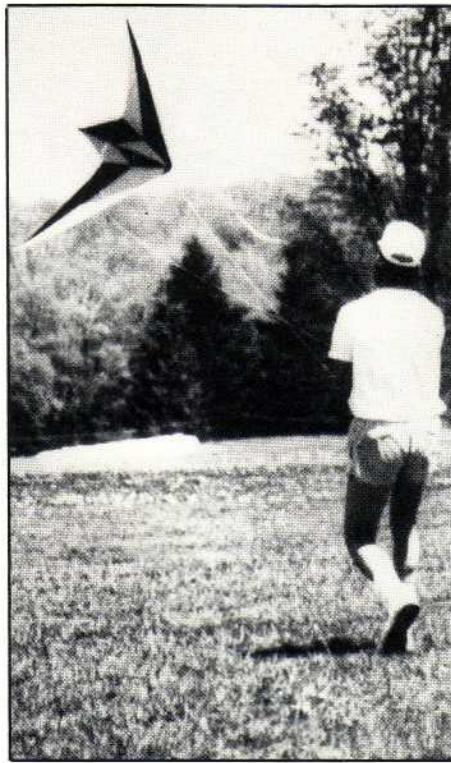
team member Nate Williams prevailed, flying two stacks of custom Trilbys.

Eric Wolff and teammate Frank Fieseler also took third and fourth place honors in best hand-made kite with their Fire Darts ... Eric's, a pink and black ultra-light, and Frank's, a bee design.

Meet director John Antaya estimated the total crowd at near

2500, an increase of about 25 percent over last year's event. Next year's competition sight will be announced shortly.

Frank Fieseler (top) and John Perusse (bottom) in their free style programs.



RESULTS - WESTERN MICHIGAN STUNT COMPETITION II

NOVICE INDIVIDUAL PRECISION:

1. Vince Bobrosky, Normal, Ill., Stinger
2. Matt Weider, Fremont, Mi., Spinoff
3. Dana Miller, Beulah, Mi., Spinoff
4. Chris Weider, Fremont, Mi., Skynasaur

EXPERIENCED INDIVIDUAL PRECISION:

1. Cris Batdorff, Manistee, Mi., Flexifoil
2. Nate Williams, Detroit, Mi., Hawaiian
3. Dorothy Wolff, Chicago, Ill., Wolf Kite
4. Paul Van Nocker, Grand Haven, Mi., Ultra-light Spinoff

EXPERIENCED INDIVIDUAL BALLET:

1. Nate Williams, Detroit, Mi., two sets of custom Trilbys
2. Harlan Linke, Manistee, Mi., Star Dart
3. Dan Mulligan, Traverse City, Mi., 2200
4. Dana Miller, Beulah, Mi., Spinoff

EXPERIENCED TEAM PRECISION:

1. SKQ (Cris Batdorff, Randy Day, Harlan Linke), Manistee, Mi., Star Darts.
2. Roaring Flamingos (Steve Negen, Steve Blanchard, Rod Tanis) Grand Haven, Mi., Spinoffs.
3. Windjammers (Nate Williams, Aaron Harris, Gary Maynard) Detroit, Mi., Hawaiians.

EXPERIENCED TEAM BALLET:

1. Windjammers, Detroit, Mi., Custom Trilbys
2. Roaring Flamingos, Grand Haven, Mi., Spinoffs.
3. Bar Flys (Bob Negen, Ron Lindblom, Paul VanNocker, Al Johnson) Grand Haven, Mi., Team Hawaiians.

OPEN INDIVIDUAL PRECISION:

1. Eric Wolff, Chicago, Ill., Flexifoil
2. Dan Buxton, Cleveland, Oh., Flexifoil
3. Frank Fieseler, Chicago, Ill., Fire Dart
4. John Perusse, San Diego, Ca., Super Sky Dart

OPEN INDIVIDUAL BALLET:

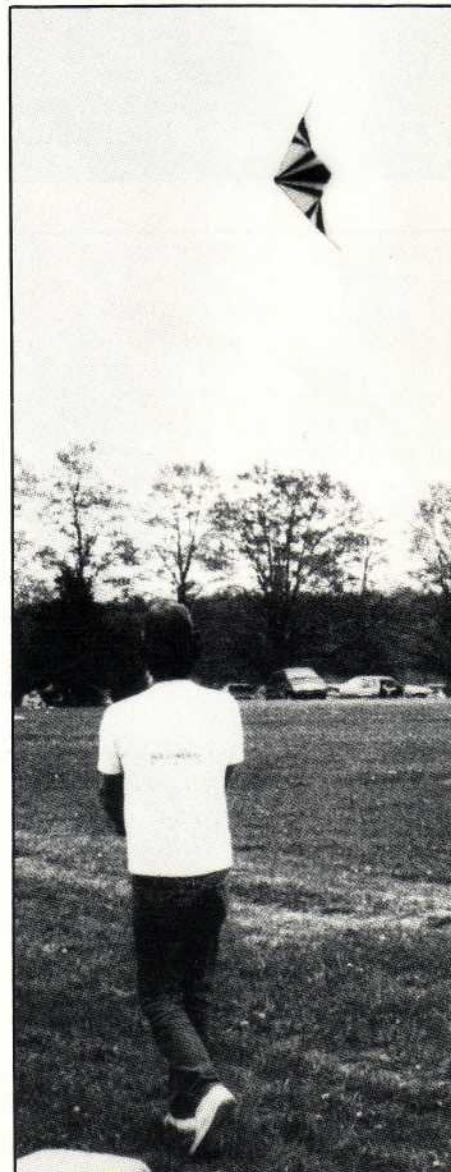
1. Eric Wolff, Chicago, Ill., Flexifoil
2. Frank Fieseler, Chicago, Ill., Fire Dart
3. Dan Buxton, Cleveland, Oh., Flexifoil

OPEN TEAM PRECISION:

1. Chicago Fire (Eric Wolff, Dorothy Wolff, Frank Fieseler) Chicago, Ill., Fire Darts.

OPEN TEAM BALLET:

1. Chicago Fire, Chicago, Ill., Flexifoils



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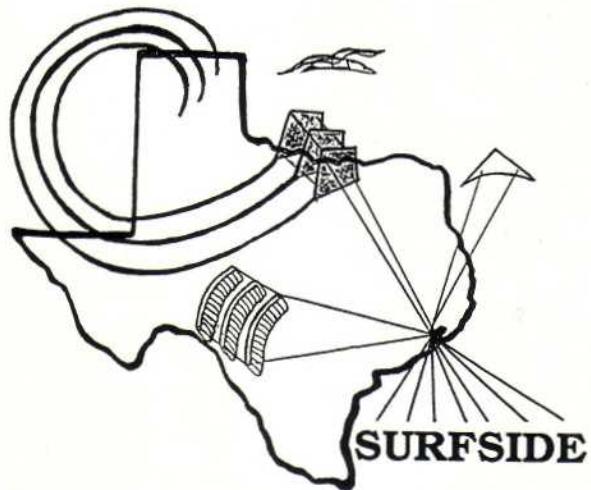
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TEXAS GULFCOAST

Stunt Kite Challenge

March 12, 13, 1988

By LINDA B. CRUMPLER, *Surfside Flyers*



The Texas Challenge held at Surfside Beach, Texas, March 12-13 turned out to be a real challenge to complete because of varying winds. Thirty-four entries in four events almost doubled the numbers of competitors from last year's event. Low winds on Saturday meant most of the events had to be squeezed into Sunday.

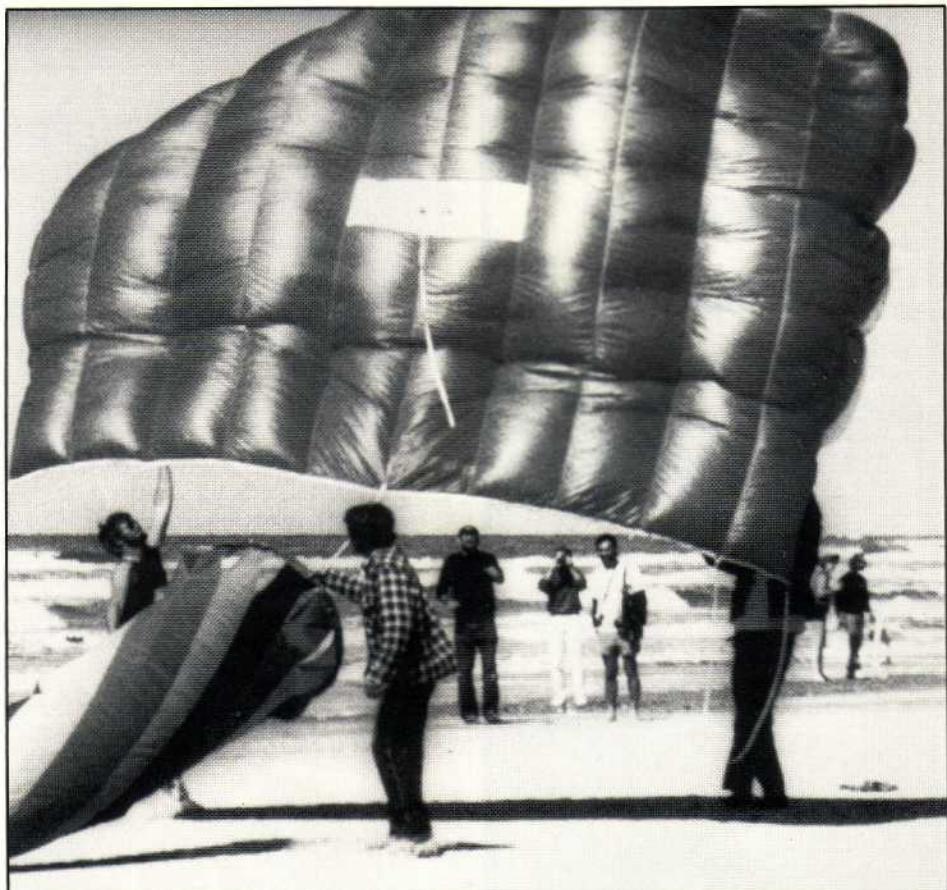
Following a brief opening by State Representative John Wiley, the Junior Individual Precision Flying got under way on Saturday with a seven year old taking first place. Young Chris Tarter who has been flying for over a year took top honors with his Hawaiian Spin-off.

Some of the best flying was done during the free-flight periods whenever the wind picked up for a few minutes. Richard Dermer, Southwest Regional Director of The American Kiteflier's Association and one of the judges for this event, flew a parachute bridled as a stunt kite with a 22-foot spinsock behind it. Rick Beach of Houston and Brian and Kevin Mitchell of Dallas flew their kites with lines going through a tie-out stake and Terry Crumpler and his team flew a custom set of Action Super Skydarts. There were unusual combinations of stacked kites such as a Flexifoil in front of a Team Kite. The wind was not quite good enough for Howard Hardesty of Angleton, Texas, to demonstrate kite skiing with his skis welded out of stainless steel!

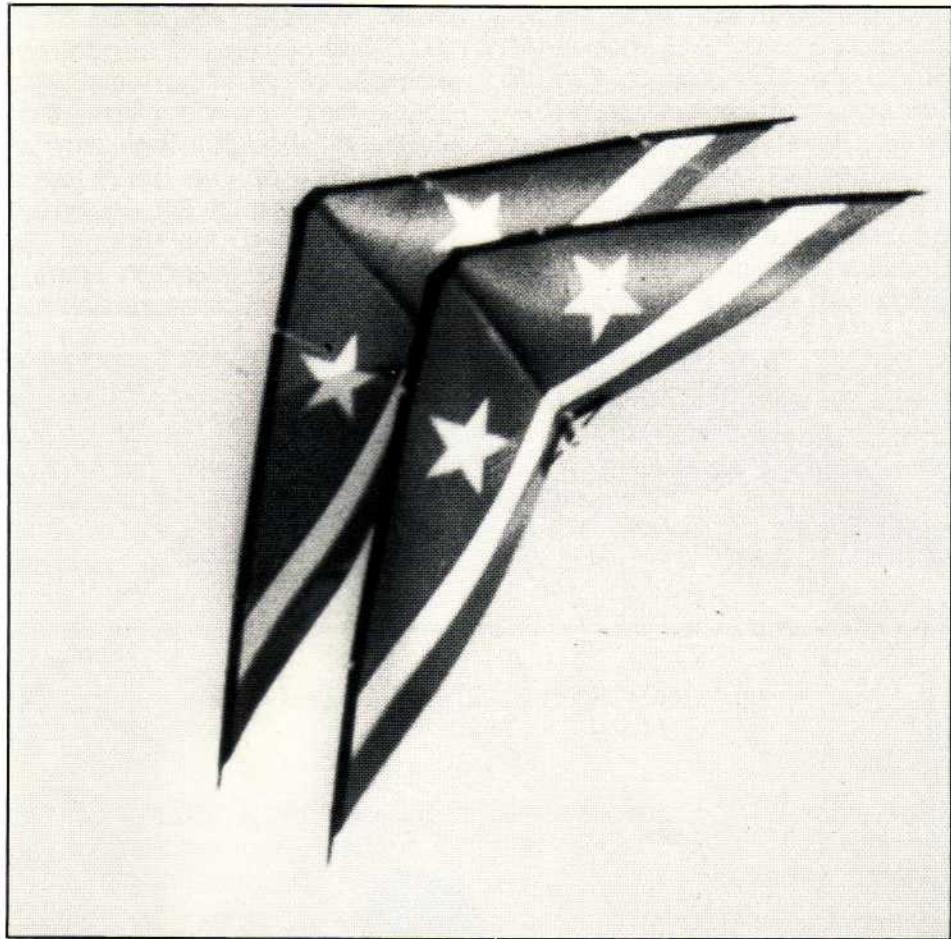
Winds were so variable that by 4:00 P.M. Saturday the decision was made to postpone the Individual Precision Flying event until Sunday in hopes of better winds.

A strong north wind heading straight down the beach got the flyers out early on Sunday. By the

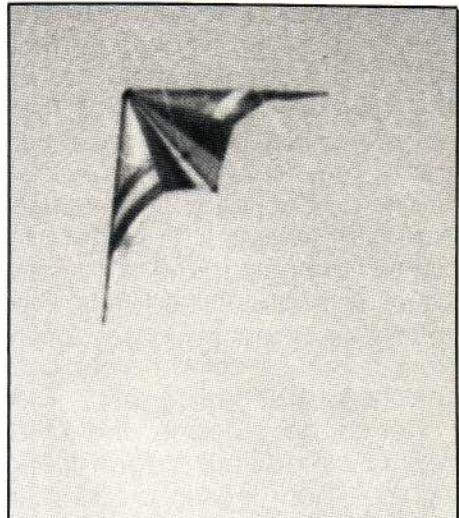
time the actual competition got started around 11:00 A.M., the wind had shifted around from the North East and continued shifting throughout the day. Because of the tight schedule, the number of compulsories was cut in half for Individuals and Teams.



Howard and Claude Hardesty help Richard Dermer get his parachute off the ground.



Photos by
Donnie Dixon,
Creative Image Photography



Ron Jeffer's dual Flag Spinoffs (above) were one of the many hits of the Second Annual Gulf Coast Stunt Kite Challenge. A stack of Peter Powells (right) awaits a pilot while a Super Dart soars.

One of the most frustrating parts of the competition came during the Ballet event when technical difficulties became apparent with the PA and stereo system. The position of one tall post at one corner of the field forced the event farther and farther away from the speakers as the winds shifted directions and dropped gradually. This further delayed the start while coordinators scrambled for a portable system. Some of the cheering section was lost as well when the Bikini Contest got under way. Those who stayed for the event were rewarded with some of the most entertaining parts of the competition.

You didn't have to be "Texas Proud" to appreciate the ballet performed by Terry Crumpler of Clute, Texas, when his kite, designed to look like the Texas Flag, did the Texas two-step choreographed to a medley of Texas tunes including "Deep in the Heart of Texas," and "Yellow Rose of Texas." The spectators and judges alike were stomping their feet and clapping their hands in time.

Daniel Ransbottom of Houston managed to keep in step with his music with an 8-stack of Peter Powells despite the low winds. The point spread was pretty even between the top three contenders, with Jim



Wiseman taking third place with a Hawaiian Spin-off. One of the most astonishing moments came during the Team event. It was late in the day Sunday. The winds were dwindling rapidly to nothing but the organizers were determined to finish the last event. The judges were tired of sitting and decided to stand behind the pilots to watch. Wrong move! The first team; the Windwalkers of Surfside, flying custom Texas kites, were having trouble keeping their kites aloft even after adjusting their kites and shortening their lines for the low/no wind conditions. They ended up walking backward into the surf up to their chests in their effort to keep flying their routine. Needless to say, the judges did not remain behind the pilots, and were scattered when the kites made a spectacular recovery from a mid-air collision right over their heads!

Not to be outdone, the other teams immediately began rolling up their pant legs in preparation for the chilly waters of the Gulf. The Ground Control Team from Dallas, Texas; Kevin and Brian Mitchell, flying Hawaiian Team Kites, didn't have a chance under the conditions but the judges awarded them third place for effort anyway. The Pull Team, Richard Beach of Houston and Rod Jeffers of Jones Creek, Texas, pulled together using the same kites the Windwalkers used.

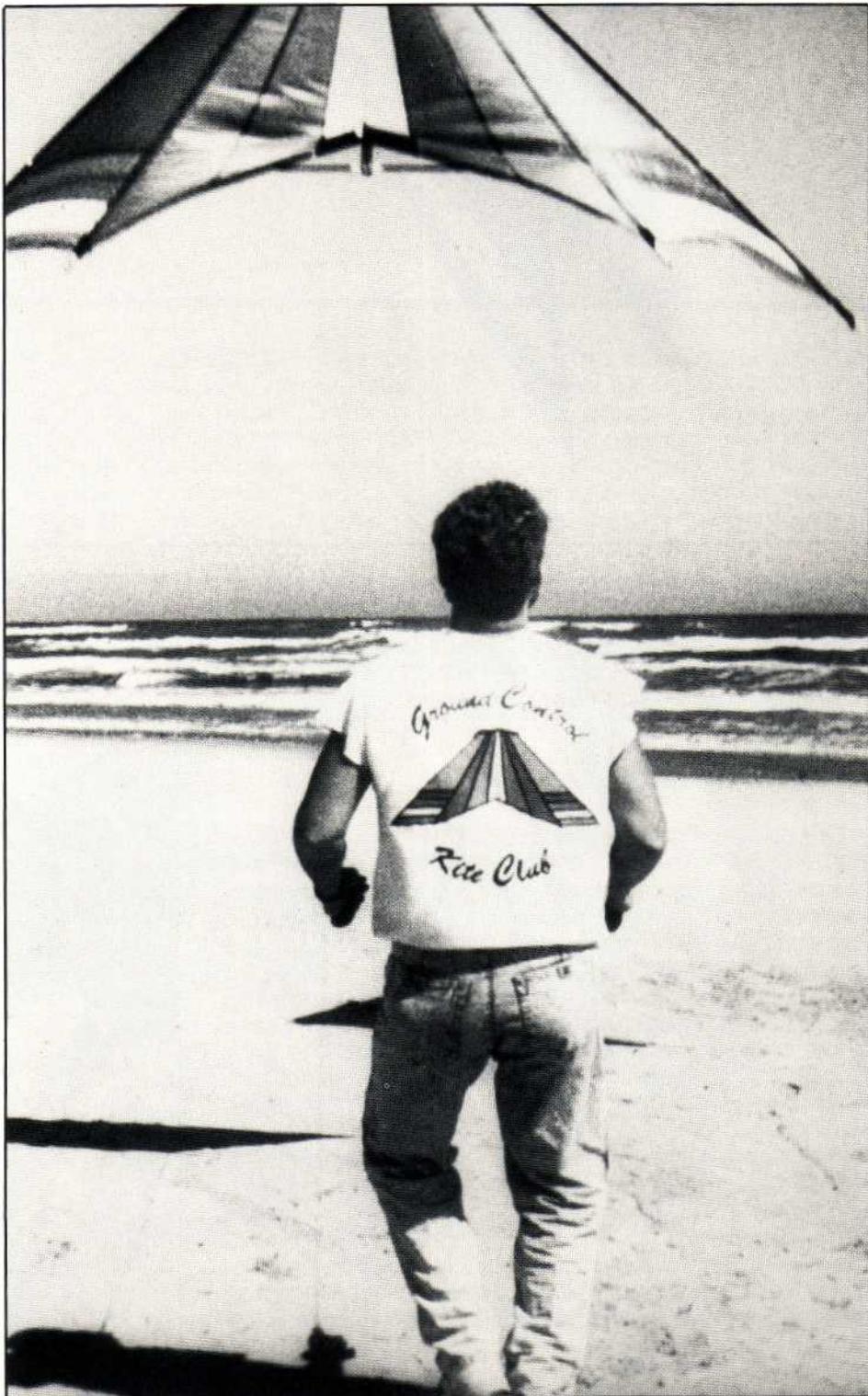
A feeling of fellowship and comradeship pervaded the event from the start. When wind conditions were less than ideal, flyers shared tips and encouragement with other flyers and even offered the use of their kites. Rich Beach of Houston, who flew in two events, said he was somewhat disappointed however that more flyers were not prepared for a wide range of winds.

Richard Dermer of AKA was delighted by the variety of kites represented. Even though Spin-offs predominated, there was a broad mix, including Action Skydarts, Flexifoils, Gayla stunters, Hyperkite Ghosts, Peter Powells,

and custom-made kites — and Richard's own converted parachute stunt kite (a Spectra Star parachute bridled as a stunter and flown with dual lines).

Dermer was also impressed with the super crowds and with the organization of the event. Rules booklets were adapted from AKA guidelines and a Program was

available for the spectators. Over 100,000 flocked to the beach that weekend. Stunt kiting wasn't the only thing happening that weekend though. The city of Surfside got on the bandwagon and organized a Bikini Contest and scheduled the annual St. Patrick's Day Parade on Sunday to pass right by the competition



Brian Mitchell of the Ground Control Kite Club solo flying his Team Hawaiian.

area. All these efforts paid off with some good publicity. The *Houston Chronicle* the following weekend claimed "Surfside businesses, which once catered to bikers, are trying to clean up their image and now cater to stunt kite flyers."

The Surfside Flyers Club say they learned a great deal from organizing this event and are prepared to make next year's even better and bigger. Out will go the rule disallowing re-launch crews for free-style. Many flyers on the beach that weekend were scared away from entering because the competition, though unclassed, was

really geared more for the advanced flyer. More events and separate classes are planned for next year as well as a larger flying area. The club is considering a different time slot for next year, as well. The local support and super prizes donated by major manufacturers of kites and accessories was a contributing factor. Texas is a big state and many new friendships were kindled, which have already forged a network of stunt kite flyers across a span of 500 miles. Look for some major contenders to come out of the Lone Star State. Things are getting hot in Texas!

TEXAS GULF COAST STUNT KITE CHALLENGE 1988

JUNIOR PRECISION DIVISION - unclassed (maximum possible score: 90)

1. Christopher Tarter, Freeport, Tx. (7 yrs.); score: 60; T.O.L. Spin-off
2. George Tompkins, Lake Jackson, Tx. (12 yrs.); score: 50; Skynasaur

INDIVIDUAL PRECISION DIVISION - unclassed (max. poss. score: 150)

1. Brian Mitchell, Mesquite, Tx.; score: 111; TOL Hawaiian Team
2. Terry Crumpler, Clute, Tx.; score: 102; Texan
3. Floyd Tarter, Surfside, Tx.; score: 100; TOL Hawaiian Team Kite
4. Daniel Ransbottom, Richmond Tx.; score 96; TOL Hawaiian Team
5. Alan Marler, Freeport, Tx.; score: 89; Custom Spinoff
6. Bob Cheline, West Columbia, Tx.; score: 75; Spin-off
7. Mark Kehl, Houston, Tx.; score: 75; Gayla stunters
8. Jim Wiseman, Houston, Tx.; score: 73; Spin-off
9. Randy Kechter, Ft. Collins, Co.; score: 60; Custom Spinoff
10. Claude Hardesty, Angleton, Tx.; score: 29; Action Skydart
11. Kevin Mitchell, Mesquite, Tx.; score: 28; Ultralight Spinoff
12. David Bardsley, Houston, Tx.; score: 13; TOL Hawaiian Team Kite

INDIVIDUAL BALLET DIVISION - unclassed (maximum poss. score: 300)

1. Terry Crumpler, Clute, Tx.; score: 239; Texan Custom Kite
2. Daniel Ransbottom, Houston, Tx.; score: 224; 8-stack Peter Powell
3. Jim Wiseman, Houston, Tx.; score: 213; Spin-off

TEAM PRECISION DIVISION - unclassed (maximum possible score: 120)

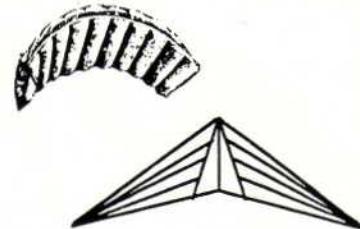
1. "Windwalkers" - Terry Crumpler, Clute, Tx., and Floyd Tarter, Surfside, Tx.; score: 97; Texan Custom Kites
 2. "Pull Team" - Rick Beach of Houston, and Rod Jeffers, Jones Creek, Tx.; score: 40; Texan Custom Kites
 - 3.* "Ground Control" - Brian and Kevin Mitchell, Mesquite, Tx.; score: wash; TOL Hawaiian Team Kites
 4. "Top Gun Flight Team" - S. Newberry, Houston; no show
- * received third place for effort

SPECIAL AWARDS:

Youngest Contestant: Christopher Tarter of Freeport, Tx., 7 years old
Oldest Contestant: Bob Cheline of West Columbia, Tx., 54 years old
Contestant who travelled farthest: Randy Kechter, Ft. Collins, CO.

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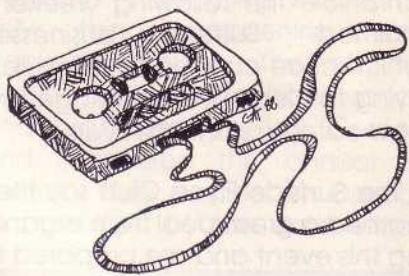
Joe Stanton - owner

OPEN SEVEN DAYS A WEEK

POWERKITING ... perhaps more than any other aspect of stunt flying, the use of kites for pulling and lifting is viewed with cautious concern. Those who practice powerkiting on a regular basis say that there is little that can compare with it. To some, this particular activity is a blemish on the face of the sport. The pervasive comments, however, on both sides of the issue, relate to safety. That more fliers will become involved in powerkiting is inevitable.

That it is an aspect of the sport into which one must jump very carefully is equally obvious. Powerkiting is not a novice activity. Its practitioners are seasoned fliers who, in most cases, have logged several hundred hours of air time, and are well versed in exactly what they can expect from their equipment and themselves, and for good reason ... the price extracted for miscalculation can be devastating both to the flier and to his equipment.

The Sedgwick Tapes



By Lee Sedgwick
and Cris Batdorff

POWERKITING



Lee Sedgwick, flying quad lines, in full lean on the beach at Wildwood, N.J. What's on the other end? Eight Spectrum Darts custom built by Lee ... and this in relatively light wind!!

Lee Sedgwick is from Erie, Pa., and flies both individually and as a member of Team High Fly. He is generally credited with being the first to perfect the style termed "solo flying" (i.e., flying through a ground stake). Lee is a highly innovative flier whose credits include: ECSKC II, 1st in Individual Ballet; 1987 AKA National, 2nd Individual Ballet; and most recently, ECSKC III, 1st Innovative Free Flight; 2nd in Individual Ballet; and 1st (along with team member Sue Taft) Open Team Ballet.

When you can feel the pressure of the wind on your kite, you are involved in powerflying. This means, of course, that nearly everytime you step out onto the flying field, powerflying comes, to a degree, into play. What the flier involved in this activity seeks is to fly either as much sail as possible, or in much higher wind than normal in order to gain enough force to either lift or pull himself with his kites.

The kite used is of relatively small importance, although some are admittedly better than others for

different conditions. Kites used for powerflying fall generally into two categories; smaller, faster kites and larger, slower ones. They each have specific advantages and disadvantages depending on the type of pull desired. A faster kite, such as a six-foot Flexifoil will reach and pass through the "power zone" much more quickly than a larger, and therefore, slower one. The smaller kite will give a very strong pull that will tend to diminish quickly. For a more sustained pull, a larger kite, such as a Hawaiian Team Kite or a ten-foot Flexifoil will better serve the purpose. Smaller kites are usually flown in stacks; six is not an uncommon number for the six-footers, with numbers ranging in the high twenties for some fliers. Single kites or significantly smaller stacks are used when flying the larger kites. As stacking has the effect of slowing down the kites, the effects of large stacks of small kites would seem to shift them into the large class, although in most cases, this is not true. In fact, a stack of smaller kites may have the effect of actually enlarging the power

"window" which is downwind, and generally from 15° to 65° vertical and 45° left and right of center.

Smaller kites generating quick power are the kites of choice when attempting high leaps. An outstanding leap will catapult the flier better than 10 feet vertically into the air. Once again, for leaps of distance, a larger kite with a more sustained pulling time will better serve the powerflier's needs. In each case, a take-off point is needed. This is generally a log or some other buried object from which the flier launches. The flier levers himself against the grounded object, brings his kites into the power zone, and when the pull is judged as sufficient, pushes himself into flight. Sounds easy? Not so. A miscalculation of either the wind or the equipment's lifting capability can leave our intrepid flier suspended with no visible means of support and out of control. The lesson improperly learned can be a painful one, indeed.

Powerkiters stress the location in which power-flying is done. Most prefer a beach, where the lan-

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dings are softer, and the grass stains on clothing less frequent. While using kites to be pulled across a grassy field may be fun, it does get warm on the backside while creating a washday nightmare. Sand is much more forgiving, but beware of buried objects lurking in your landing zone. Beach debris can be painful and dangerous when discovered in this way. It's always good practice to check out potential landing sites as even lightweights can count on sinking four to five inches when they "touch down."

Now that we've talked about take-offs and landings, let's have a look at equipment. Next to the flier's own physical condition, equipment is of tantamount importance. If it's not in top shape, then postpone your powerflying until another day. Kites and train lines should be in good repair. Train lines, especially, need to be of sufficient weight to stand the strain of your own weight. Extra time spent in checking here will reap the benefits of a safe, accident-free flight. Grips should be easily releasable in the case of emergency. Again, generally, handles are not the grip of choice, with hand fatigue a potential hazard. Practiced fliers prefer a padded grip either of their own design or one of several commercially available styles. Don't trust anything that binds or exerts undue pressure on your wrists. Sprains are very painful, at best, and breaks are worse.

Of particular importance are your lines. In NO case should one attempt to powerfly with lines of less than 300 pound capacity. **200-POUND LINE IS NOT SAFE FOR POWERFLYING.** The flier should be sure to take into account his own weight. A flier weighing 200 to 250 pounds should probably use 450- to 500-pound line. Kevlar seems to be the line of preference with most powerfliers. Don't forget, there's a lot riding on your lines in more ways than one. Length of lines is also a major consideration. Shorter lines will produce a quicker lift, the kites hurrying to get through the power zone. Longer lines, conversely, will produce a more sustained lift but will generally be of a stronger nature. Another point to be made for the use of longer lines is that there is



A close-up of Lee's own padded, powerkiting straps. This particular pair is designed for quad lining. Note that they are loose enough to be released quickly in the event of an emergency.

generally more consistently good power to be found at higher altitudes. Lines of as long as 650 feet or as short as 85 feet can produce the results that the powerkiter is looking for. At whatever length the lines are flown, the "no-knot" system should be employed. Each connection point is a prime target for breakage. In fact, all connection points, whether in the lines, harness, train lines, or stress points of the kite, are potential hazards and should be checked out very thoroughly. Fifteen feet into the air is not a good place to be wonder-

ing whether or not your equipment will hold. Lines should be checked for stress damage and weakening every couple of hours and retired if any signs appear. **ALWAYS DOUBLE-CHECK YOUR EQUIPMENT.**

If one follows the basic rules of common sense, and good safety procedures, powerkiting may be practiced at a significantly reduced risk. It's not for everyone, but for those who enjoy the thrill of actually feeling the lift of the sport, it's quite unbeatable.

Dates Set For Midwest Novice Competitions

In an effort to better prepare the beginning dual line stunt kite contestant of AKA Region #7, the Chicagoland Skyliners Kite Club will host a novice competition on Saturday, August 27, 1988, at Ned Brown Woods (Rts. 53 & 58 in Schamburg, Ill., near Woodfield Shopping Center). Primary competitions will take place on August 27th with an overflow or rain date on August 28th. The competitions will be run according to the current American Kitefliers Association Dual Line Stunt Kite Rules.

The competitions will be primarily for the Novice class. A Novice is classified as a flyer who has not won or placed in a stunt kite competition within the past two years (placed, in this case, means a finish of either second or third). Additionally, if you have competed in three or more stunt kite contests in the last two years, you are not eligible to fly in the Novice class.

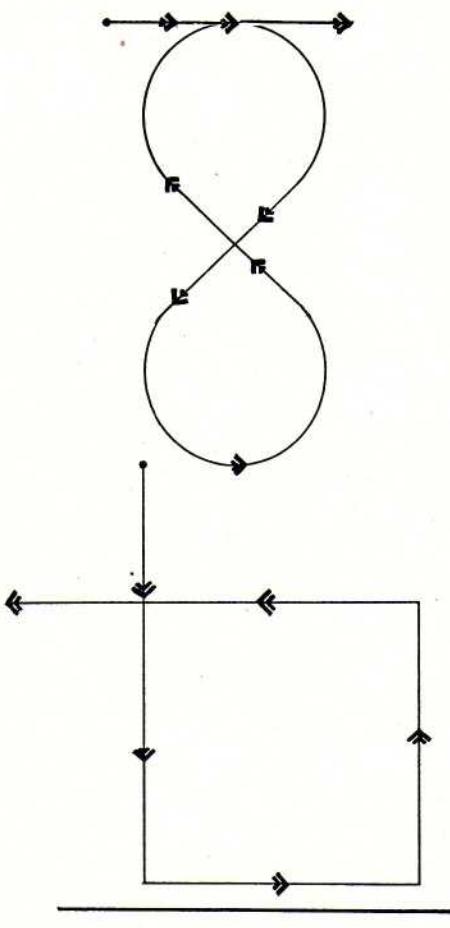
The Novice flyer will fly in the Individual Precision Competition which requires five-to-six Novice difficulty maneuvers along with a one-to-two minute free style flight.

Four of the required Novice maneuvers are illustrated (right) along with a short description of each. The remaining figures will be released on the day of the competitions.

Competitors are urged to contact the Skyliners to pre-register for this event. Although only Novice class Individual Precision competitions will be held, there will be team demonstrations in both Open and Experienced classes along with a preview of the new 1988 classification "Innovative Free Flight."

For further information on the Midwest Competitions, pre-registration, or accommodations, contact: Al Hargus III at (312) 545-9572, or John Karel at (312) 627-7648.

COMPULSORY FIGURES



VERTICAL FIGURE 8

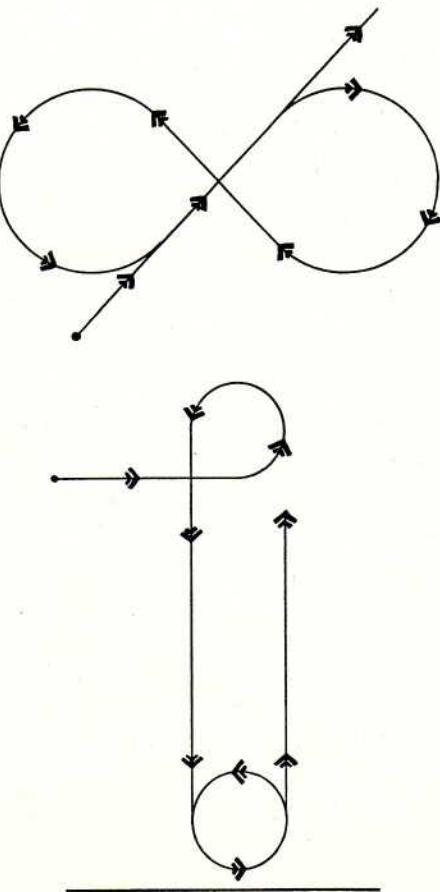
- 0-5 The loops should be circular, not oval or oblong and must be in proper direction.
- 0-5 There should be an "X" at the crossover. This figure is not composed of two circles that touch at a single point.
- 0-5 The loops should be the same size and form a full figure "8."
- 0-5 The top loop should be directly over the bottom one (the "8" should not lean to one side or the other)

SQUARE BOX

- 0-5 The horizontal lines should parallel with, and the vertical lines should be perpendicular to, the ground. In other words, right angle corners.
- 0-5 The sides of the square should be straight lines; no wobbles.
- 0-5 The corners should be sharp, not rounded. Pin-point (in place) turns are best.
- 0-5 The flight should be in the indicated direction and the bottom of the box should be close to the ground.

HORIZONTAL FIGURE 8

- 0-5 The loops should be circular, not oval or oblong and must be in proper direction.
- 0-5 There should be an "X" at the crossover. This figure is not composed of two circles that touch at a single point.
- 0-5 The loops should be the same size and form a full figure "8."
- 0-5 The loops should be the same height off the ground however not necessarily close to the ground.



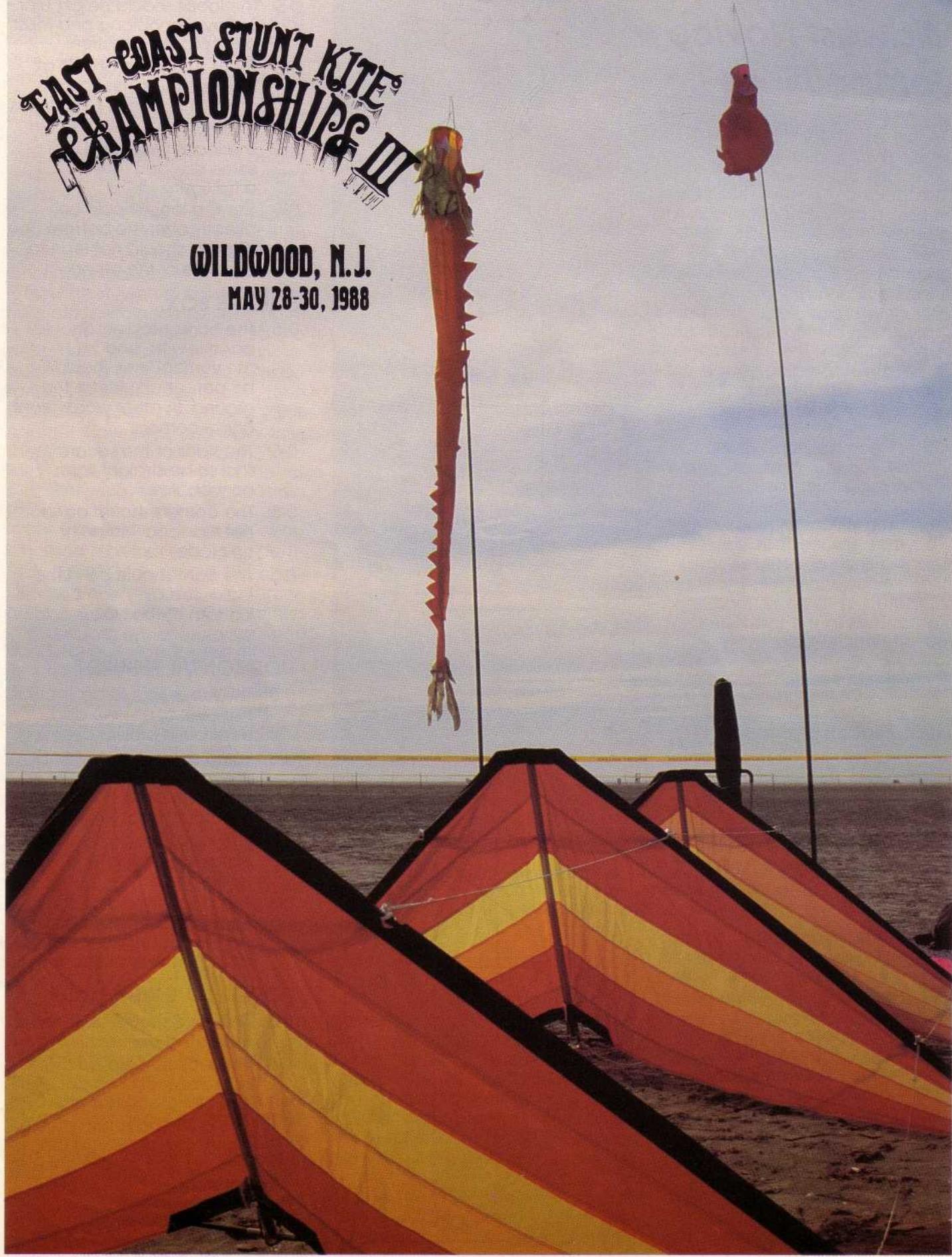
POWER DIVE WITH LOOPS

- 0-5 The flight should be in the indicated direction.
- 0-5 The loops should be the same size, circular not oval or oblong and not pin-point.
- 0-5 The dive and return should be perpendicular to the ground and be straight lines; no wobbles.
- 0-5 The pull up should be as close as possible to the ground.

EAST COAST STUNT KITE
CHAMPIONSHIP III

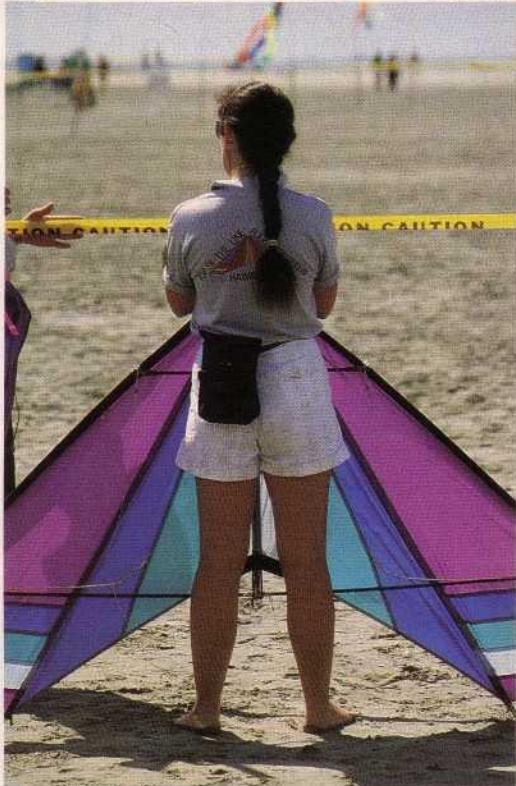
1988

WILDWOOD, N.J.
MAY 28-30, 1988

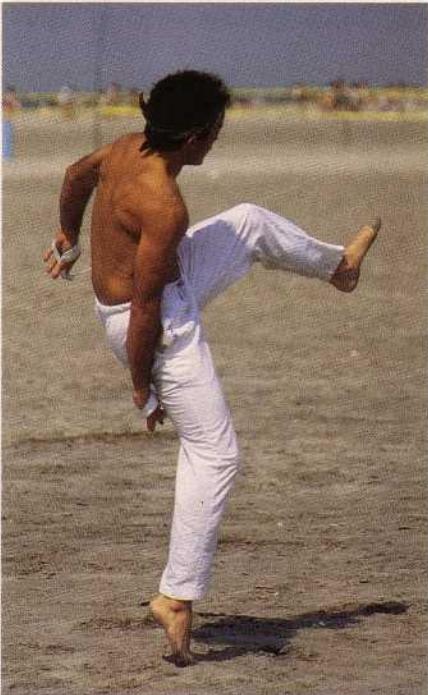




Gary Counts



Pam Kirk



Phil Castillo



Sue Taft, Ron Reich, Lee Sedgwick and Don Tabor

One finds that, in time, a good competitive event begins to take on a flavor which is uniquely its own. During the last three years, the East Coast Stunt Kites Championship has, without mystery, assumed a leading role in the stunt kiting community.

It is popular, it is successful, it is prestigious: it is no accident. It is simply the result of very careful

planning, flexibility, and close attention to detail. Nearly nothing has been missed by the organizers of this event ... and if, by any chance, some detail is overlooked this year, solace can be taken that the problem will not present itself again during next year's event. Organizers Fran Gramkowski, Roger Chewning, and Olan Turner are very careful men, indeed.

Anyone can get lucky with an event once, but three years in a row is clear evidence that there are other forces at work.

From the contestant's standpoint, things run in an orderly fashion from registration through actual competition. On the other hand, from an organizational viewpoint, meetings are held in an efficient manner for judging,

safety, and ground crews. Planning ... planning ... planning. It all pays off with a consistently smooth-running event.

There are many similarities between this year's ECSKC and the last. Poor wind conditions forced the late start of Saturday's competitions. The contests' organizers responded by exhibiting their characteristic flexibility and were able to complete the schedule on time by doubling up events on Sunday. In consideration of what this means in terms of staff required, no mean accomplishment. Again this year, competitors numbered around 80; so, interestingly, did the volunteers. The format of the competitions, following the usual pattern of progressiveness, had many changes, made in an attempt to clear possible ambiguities in wording and to further improve the rules. That competitors were judged using both additive and subtractive systems is but one example. As usual events ranged the entire gamut from Novice Individual through Open Team Ballet.

New, however, was the category of Innovative Free Flight. This category, open to individuals only, is "an exciting event which evolved from the need to provide an opportunity and a stage for fliers to demonstrate creativity and dramatic performances beyond that permitted with the musical ballet," according to ECSKC founder and Head Judge, Olan Turner. He further explains that,

"Judges and fliers have a symbiotic relationship — each pushes the other by constantly stretching the definition of 'perfection.' Because of this, judging systems are continually evolving to keep up." MIKE CARROLL, ECSKC Head Judge.

"the programs of the contestants are unrestricted and are judged in three categories: technical, artistic, and innovation. It's this last category, innovation, that makes this a unique event. Included are such things as accessories to achieve a desired objective; actions of the competitor, such as dancing or acrobatics; the flying of more than one kite or train of kites by the flier; or any other activity which lends itself to a dramatic and entertaining program."



The Judging Crew, Mike Carroll, Corey Jensen, Mike Keating, Ray Merry and Jim Miller.

The event was eventually won by Erie, PA's, Lee Sedgwick, a member of Team High Fly, who flew his routine in three separate parts beginning with a six-foot Flexifoil, following with a Spectrum Dart of his own construction, and ending with a stack of quad-lined Darts. (The quad-line system uses four flying lines; two near the top of the kite, and two near the bot-

has since become a classic.)

Taking second place honors in the Innovative event was another Erie, PA., resident and High Fly team member, Gary Counts, whose performance included elements of acrobatics and



modern dance while flying Flexifoils. The routine, which included a crowd-pleasing

"moonwalk," was partially choreographed but an amount of "feeling for the wind" was necessary. As a bit of further apparatus, Gary utilized a Frisbee during his highly active performance.

Third place went to Ron Reich of San Diego, CA. Ron is a member of the Top of the Line flight team, and flew his now-famous Superman and Lois Lane Spinoffs to music from the motion picture Superman. His routine consisted of flying the two kites simultaneously, in patterns that both followed and mirrored each other. Ron is one of the pioneers of this particular style, having additionally and successfully, flown three kites simultaneously in competition.

The fourth slot in Innovative went to St. Augustine, Florida's Phil Castillo who flew an Aerohead Kite of his own invention. Castillo, a long-time proponent of the innovative class, flew a routine that was characterized by highly choreographed ground moves complemented by the kite's actions. "I would have flown some of it blindfolded, but (the wind) was too choppy," Phil stated after his performance. Long time observers were informed, additionally, that his black kimono, which has become a familiar sight over the years during other performances, has been "retired." Phil informed SKQ that, following the ECSKC III, he will be touring Europe to promote his new kite.

Holding down fifth place was Eric Wolff of Chicago, IL., with a

doubtless, the hardest to judge. Each contestant was interviewed in advance to see what their program consisted of. With safety as a prime consideration, the judges also wished to avoid having to guess at exactly what the program strived to show, on an innovative level. Future developments in this very interesting competitive classification should be real crowd-pleasers.

There were several standout performances in this year's event.

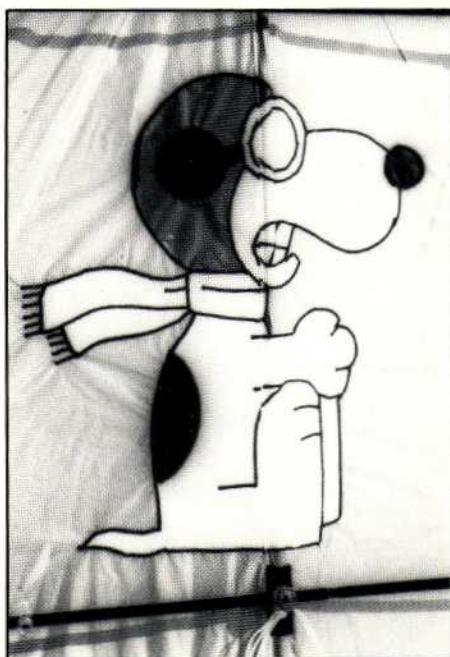
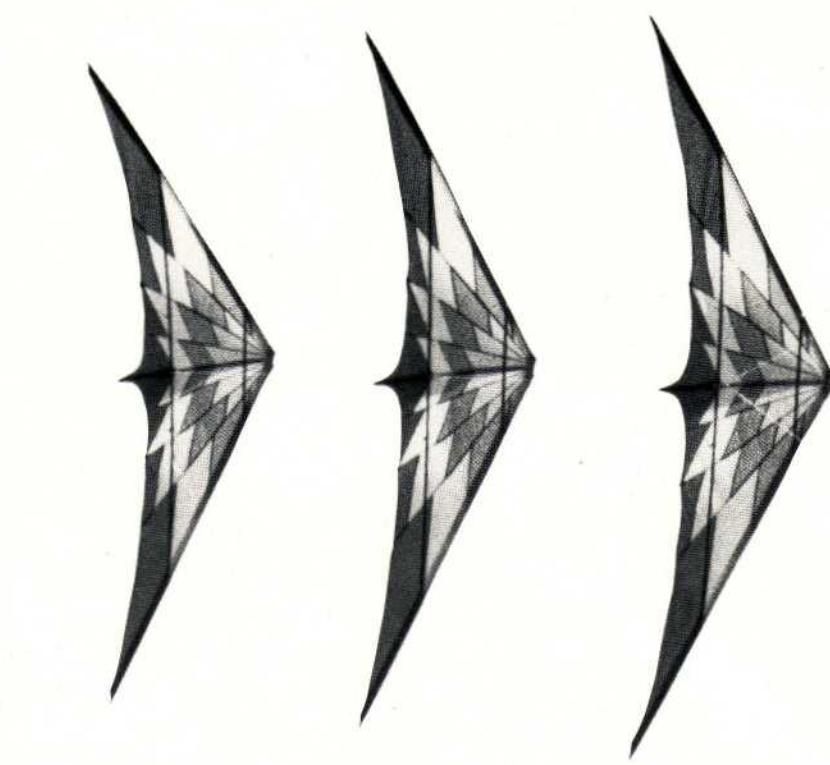
Sedgwick and Sue Taft, both of Erie, PA.) with a routine flown to music from the motion picture Footloose. As in previous performances the team flew Spectrum Darts of their own construction in a visually complimentary routine that was nearly without flaw. Exceptional kite control was shown during many of the close passages of the music, the kites being within inches of each other.

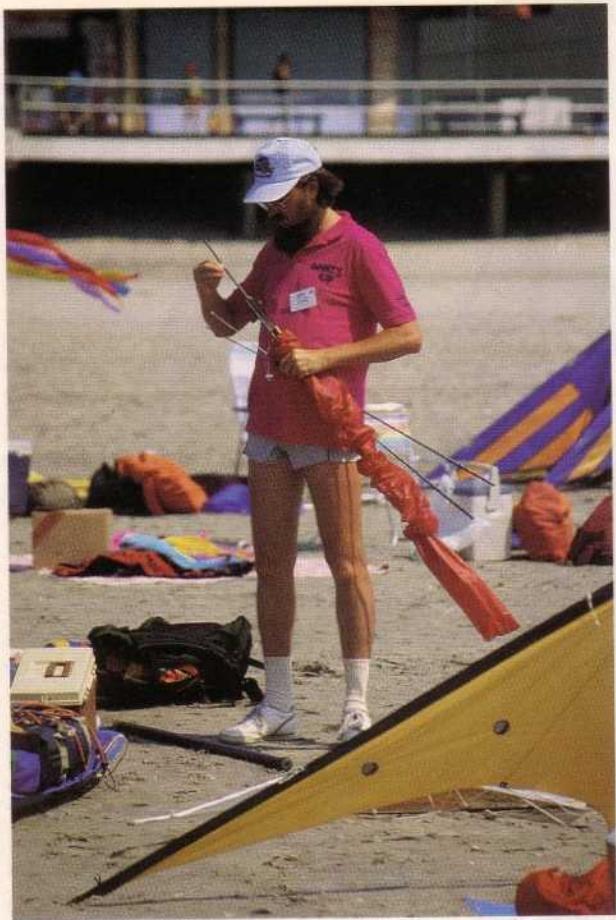
performance utilizing two kites and ground stakes. At one point, while flying a Hotaru, in solo fashion (with a ground stake), Eric attached a tail to the kite, which he grabbed and allowed to be slowly pulled from his grasp. The routine concluded with a jump through the lines of a ten-foot Flexifoil flown in similar fashion.

Of all the events held during ECSKC III, the Innovative was, perhaps, the most visually exciting. Being the newest event, it was,

Competing without competition in the Team Ballet Experienced Division, the Ft. Lauderdale Lufwaffe (Jim Bunce and C. "Stu" Stewart) flew Dart variants of their own construction to the music, "Snoopy and the Red Baron." The kites, of course, had sails representing the two protagonists in this once very popular ballad. Of course, Snoopy was the winner in a well-fought "battle."

Open Division Team Ballet, was won by Team High Fly (Lee

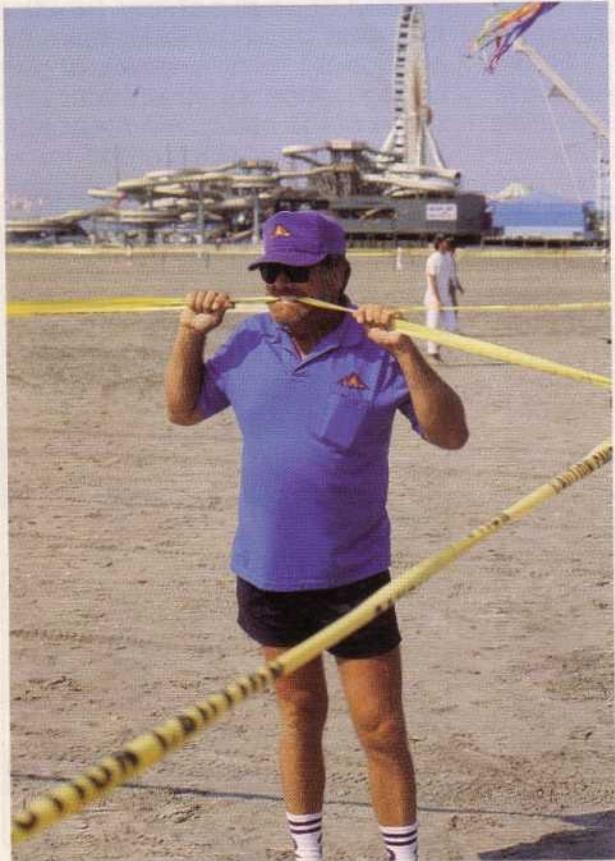




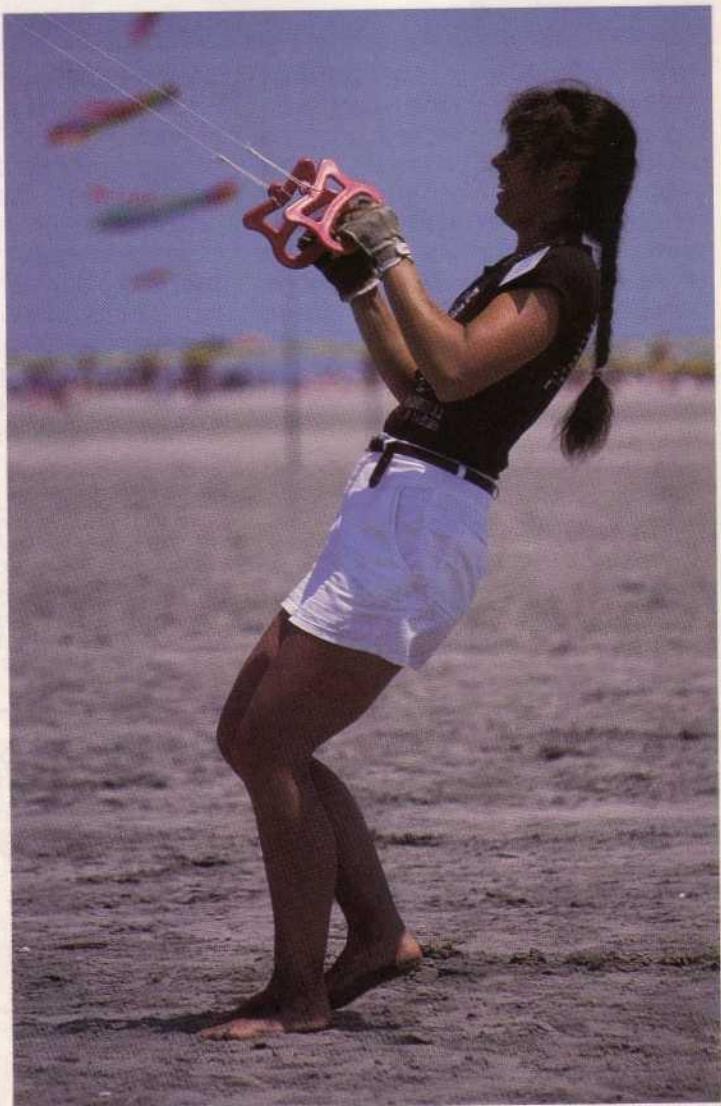
Dan Buxton



Ron Reich



Don Tabor



Pam Kirk





The Top of The Line Flight Team.

Open Division Team Precision was won by the Top of the Line flight team (Don Tabor, Ron Reich, and Eric Streed of San Diego, CA.) The Top of the Line team has become, in the eyes of many, the yardstick against which to be judged *in this event*. Their figures are flown with nearly mechanical precision, the result of long hours on the practice field. As the free-style portion of their precision event usually contains a number of new figures, many competitive teams often turn out to "go to school" on the performance.

Individual Open Precision was won by Top of the Line team member, Ron Reich. His performance in the freestyle portion included a hovering maneuver called a "float" in which his kite remains in a fixed position relative to the ground while he walks it across the field. Ron feels that "during a free-flight, it's the flier's responsibility to demonstrate all the capabilities of the kite that he's flying and in so doing, he'll demonstrate his capability of controlling the kite." Good advice for future potential competitors.

There is, of course, competition of the finest kind on the beach at Wildwood, but if anyone thinks that it constitutes the whole reason for fliers to flock to this event, then they simply haven't been paying attention. It is much more. There is a gathering of kindred spirits that happens once a year in this small New Jersey seaside town. That it happens on Memorial Day weekend, in the middle of its transformation to a summer city of sun worshippers is,

perhaps, noteworthy. Wildwood is a place where friendships are renewed and new friends made. For those who came to compete, only to go home empty-handed, there is yet another prize to be taken from this event ... and it is neither won nor lost by the skill with which one performs in the arena of competition. "We go out to have fun ... that's the most important thing" is the way Gary Counts put it ... and very eloquently at that.



SKQ photo by CRIS BATDORFF

**SKQ PHOTOS
and TEXT
by CRIS BATDORFF**

1988 EAST COAST STUNT KITE CHAMPIONSHIPS III - SCORES

INDIVIDUAL PRECISION

NOVICE

1. Howard Lamhut	128	6. S. Thomas Marvin	109
2. Mike Mallon	116.5	7. Missy Romero	107
3. Robert Schroyer	114.5	8. Michael Coppola	101
4. Antwan Bullock	114	9. Jim Younce	99.5
5. Susan Mayer	109.5	10. Ruth Bradley	98

EXPERIENCED

1. Terry Crumpler	116.5	6. Ben Lenz	109
2. Hoy Quan	115.5	7. Sue Balodis	107.5
3. John Chiaverini	115	8. Bob Geyer	106
4. Ron Romero	112.5	Pete Dolphin	106
5. C. "Stu" Stewart	109.5	10. William Jones	103.5

OPEN

1. Ron Reich	131.5	6. Sue Taft	118
2. Don Tabor	125.5 (204)	7. Frank Fieseler	114.5
3. Eric Wolff	125.5 (193.5)	8. Robert Loera	113.5
4. Dan Buxton	122.5	9. Robbie Sugarman	112
5. Eric Streed	121	10. Pam Kirk	111.5

INDIVIDUAL BALLET

EXPERIENCED

1. Benjamin Lenz	77	Lorna Buxton	
2. Terry Crumpler	73.5	Pam Markie	
3. Jim Bunce	73	Suzanne Edison	63.5
4. Ron Romero	67	9. Dorothy Wolff	62
5. (4 Way Tie) Brian Fyfe		10. Charles Walker	61.5

OPEN

1. Ron Reich	85	6. Dan Buxton	79.5
2. Lee Sedgwick	TIE - 83	7. Eric Wolff	76.5
Don Tabor	83	8. Jacques Lepoupre	72
4. Pam Kirk	80.5	9. Robbie Sugarman	TIE - 71
5. Sue Taft	80	Eric Streed	TIE

INNOVATIVE

1. Lee Sedgwick	273.5	6. Sue Taft	237
2. Gary Counts	265	7. Robbie Sugarman	235
3. Ron Reich	259	8. Dan Wheeler	232.5
4. Phil Castillo	257.5	9. Larry Schultz	207.5
5. Eric Wolff	257		

TEAM PRECISION

EXPERIENCED

1. North Coast Stunters - Lorna Buxton, Dan Buxton, Brian Fyfe	62
OPEN	

1. Top Of The Line - Don Tabor, Eric Streed, Ron Reich	107
2. Hawaiian Punch - Pam Kirk, Vern Balodis, Sue Balodis, Mike Dennis	99.5
3. Chicago Fire - Eric Wolff, Dorothy Wolff, Frank Fieseler	97
4. Bay Area Precision - Sam Mohammed, John Chiaverini, Irv Singer, Hal Markie	89.5
5. N.Y. Air Circus - Bill Edison, Stu Cohen, Robbie Sugarman	81

TEAM BALLET

EXPERIENCED

1. Ft. Lauderdale Luftwaffe - C. "Stu" Stewart, Jim Bunce	70.5
OPEN	

1. Team High Fly - Lee Sedgwick, Sue Taft	83
2. Top Of The Line - Don Tabor, Ron Reich	79
3. North Coast Stunters - Dan Buxton, Lorna Buxton	76
4. Zig Zag - Hal Markie, Irv Singer	73
5. Flying Circus - Arlene Anderson, Frank Loudenslager, Ralph Offredo	71.5

5th Annual HAWAII CHALLENGE STUNT KITE CHAMPIONSHIPS

Photos courtesy ROBERT LOERA

By BARBARA SKAGGS

The Hawaii Challenge, held March 11-13 at Kapiolani Park in Honolulu, was a three-day kiting extravaganza. As in the past, there were many mainland guests. Among the familiar faces were Don Tabor of the Top Of The Line Flight Squadron, Randy Tom of Hyperkites, John Perusse of Action Kites, and Roger Chavez of Crystal Kites. Newcomers included AKA President Corey Jensen, George Peters, Lee Sedgwick, Sue Taft, Dan Prentice of Shanti Kite Spools, Ray and Jeannie Merry of Flexifoil, Bill Baker of Peter Powell Kites, Fran and Mary Gramkowski of High Fly Kites, and the Chicago Fire team

consisting of Eric and Dorothy Wolff, and Frank Fieseler. The last four National Stunt Kite Champions were present in the persons of Ron Reich, Lee Sedgwick, Robert Loera, and Randy Tom.

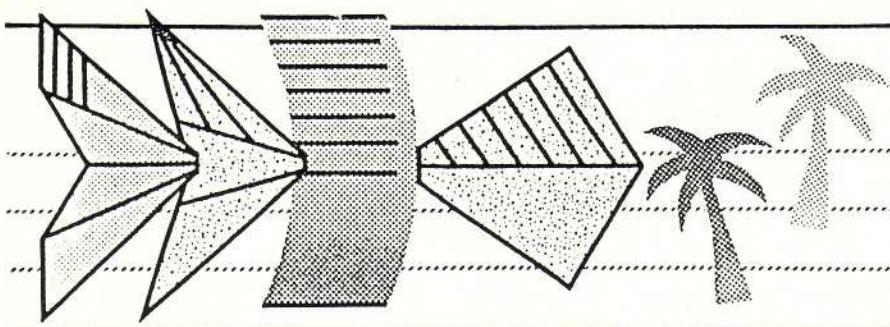
Friday began with the "Kite Carnival" and was truly an enjoyable day. Wind and weather cooperated to get things off to a good start. Fantastic aerial displays graced the sky. Peter Powell's team of clowns with clown kites were a big hit as were Lee Sedgwick's and Sue Taft's creative stunts. In the afternoon some of the fun events were held. Blindfolded flying and Partners are

two events in which the contestants are required to fly three figures with some noticeable impediments. Ron Reich won the blindfolded event and also the Partners event with the second line being controlled by Cory Jensen. Single-line kite flying with glass-coated line was won by local kitemaster Al Chang. After a break for one of the more impressive potluck dinners in the Western World, the sky was taken over by a gigantic and beautiful night fly.

Saturday morning was the 21st Annual Oahu Kite Festival for single line kites which brought fliers of all ages. At noon the Royal Hawaiian Band played and demonstrations began. On line were: The Top of the Line Flight Squadron, Ray Merry with a stack of 28 Flexifoils, Randy Tom with a stack of 100 Hyperkites, the Elite Flight Team, and Peter Powell's clown team.

Saturday afternoon stunt events resumed with Individual Creativity. This event equates with Individual Innovative Flight as both the kite and flier are judged and gimmicks of any kind are allowed ... just about anything goes. Malcolm Moore of Honolulu took top honors with a routine to music which incorporated flying two kites simultaneously, flying around a stake, and switching kites. Sue Taft and Lee Sedgwick took second and third respectively, both with their line looped around a stake and their kites flying alongside of them. Ron Reich tied down fourth flying three kites at once. The Individual Creative event was followed by Individual Ballet with Don Tabor taking first flying to "Peter and the Wolf."

On Sunday, the event concluded with Individual Precision Classes. Ron Reich picked up the win in Open, while Rick Roberts came out on top in the Experienced. Team precision was won by Top of the Line. The events



A pre-flight pilots meeting at the Hawaii Challenge.

were hampered, somewhat, by the untimely intervention of Mother Nature who threw in some light and variable winds for the fliers to contend with. Due to the

conditions, the Team Ballet was cancelled.

An awards banquet was held Sunday night featuring, in addition to the great line-up of trophies

and prizes, all the prime rib that you could eat. We look forward to seeing everyone again next year at the 6th Annual Hawaii Challenge.



Waiting for the wind ... a common sight at this year's Challenge. Mother Nature was her usual fickle self on Sunday, forcing the cancellation of the Team Ballet.

5TH ANNUAL HAWAII CHALLENGE SCORES

INDIVIDUAL - CREATIVITY

Malcolm Moore	260
Sue Taft	244
Lee Sedgwick	244
Ron Reich	243
Eric Wolff	233
Bill Baker	186
Robbi Sugarman	152
Michael Moskowitz	97

INDIVIDUAL - BALLET

Don Tabor	284
Lee Sedgwick	282
Rick Roberts	278
Ron Reich	275
Sue Taft	272
Malcolm Moore	261
Eric Wolff	260
Robbi Sugarman	259
Ted Driver	254
Dorothy Wolff	235
Frank Fieseler	188
Roger Chavez II	105
Sue Galban	85

TEAM PRECISION

Top Of The Line	237
Elite	227
Chicago Fire	215
Four Man (H.P.K.)	134

INDIVIDUAL PRECISION - NOVICE

Scott Aughenbaugh	216.7
Richard Peck	211.5
Chuck Matthiesen	205
Norman Krantz	195.4
Jon Cannella	194.5
Brian Hirose	189.3
Dean Sullivan III	188.4
Richard Ito	184.3
Gary Kanaya	181.1
Ted Driver III	176.5
Ann Wolley	169.4
Bill Prall	158

INDIVIDUAL PRECISION - OPEN

Ron Reich	286
Eric Wolff	257.16
Romeo Collado	253.5
Malcolm Moore	247
Don Tabor	242.8
Frank Fieseler	233.5
Alan Nagao	225.6
Randy Tom	225.5
Stan Mullikin	207
Eric Streed	206.8
Lee Sedgwick	204.3
Ian Esposo	194.8
Sue Taft	194
John Perusse	182

INDIVIDUAL PRECISION - EXPERIENCED

Rick Roberts	245
Ken Peterson	242
Don Schramm	237
Jensen Leong	236
Skip Parks	223

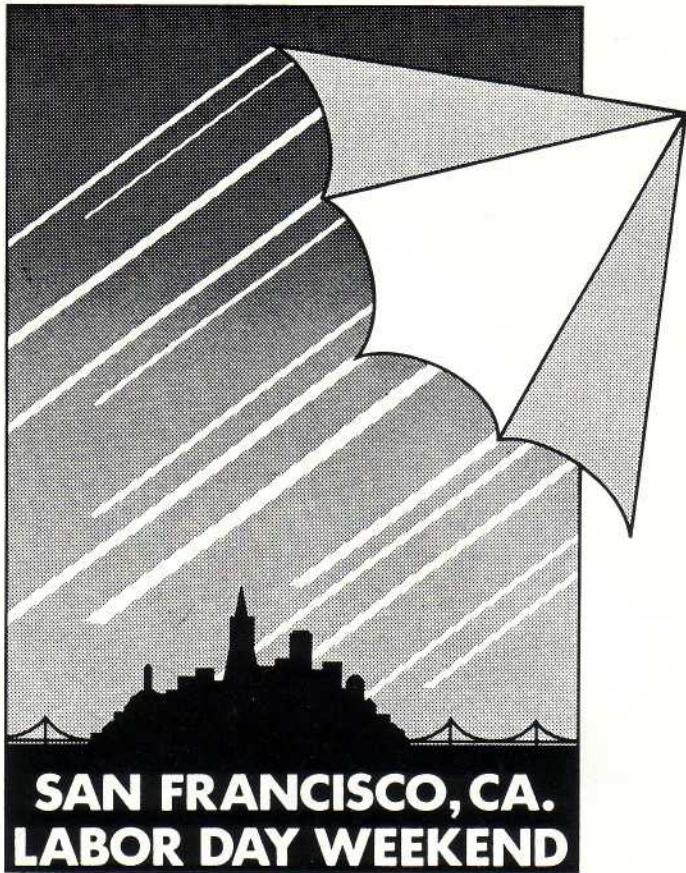
BLINDFOLDED

Ron Reich	52
Alan Nagao	48
John Perusse	45
Richard Van Mechelen	43
Scott Augenbaugh	42
Ted Driver II	40
Lee Sedgwick	37
Ted Driver III	32
Chuck Matthiesen	32
Ken Peterson	31

COUPLES

Ron Reich/Cory Jensen	48
Sue Taft/Lee Sedgwick	35
Alan Nagao/Scott Augenbaugh	32
Ted Driver/Ted Driver	28

2nd ANNUAL WEST COAST NATIONAL STUNT KITE CHAMPIONSHIP



San Francisco's Marina Green on the North waterfront will be the gathering place for some of the country's best stunt fliers this Labor Day Weekend as the Kitemakers of San Francisco host the Second Annual West Coast National Championships. The Bay Area has long been known for its challenging westerly winds as well as its breathtaking scenery and this year the added lure of \$10,000 in prize money should serve to make the West Coast Nationals even more popular.

There will be competition in four divisions: Individual and Team Precision; and Individual and Team Skydancing. Preliminaries are slated to begin on Saturday, September 3, at 10 AM with fliers being positioned in heats to qualify to fly Sunday for prize money. Sunday will see the continuation of the event and the awards dinner. Monday, a possible event run-over day is also being saved for "razzle dazzle" flying in which participants are invited to show their creativity and finesse on the flying field. Included in the last day's slate of events are: a blind man fly, the obstacle

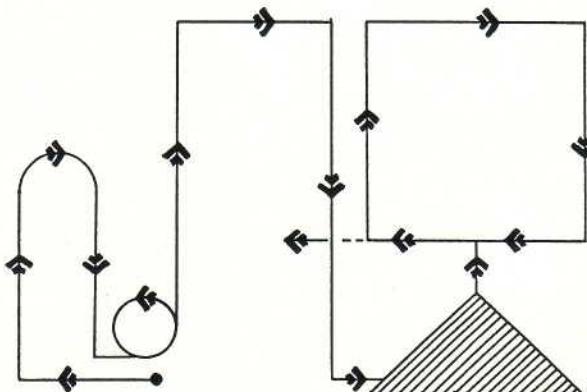
course, dancing with your kite, and the two kites-one flyer event.

Proposed compulsory maneuvers for both Individual and Team Precision events are pictured at the right. Event organizer, Mike McFadden has pointed out that as we go to press, the figures are still in the "proposed" stage and that those open class fliers, retailers, manufacturers and judges may still make submissions

as to the final selection. Following the usual format, there will be no compulsory figures in the Skydancing portions of the competition.

Early registration for the National West Coast Championships is \$50 per person until 8-1-88, when it jumps to \$75. For more information, contact: The Kitemakers of San Francisco at 590 Chestnut Street, San Francisco, CA 94133, or telephone: 415-956-3181.

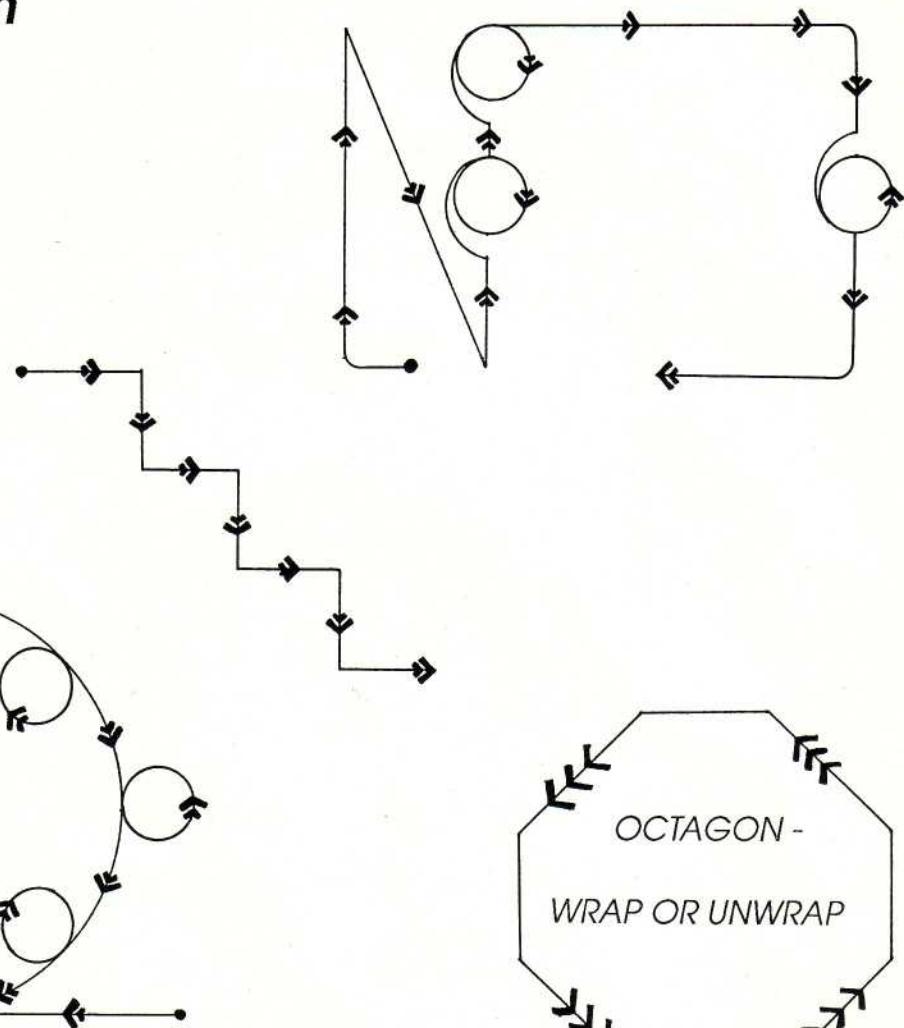
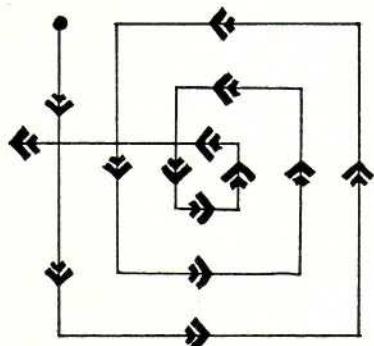
ALL EVENTS ARE OPEN CLASS



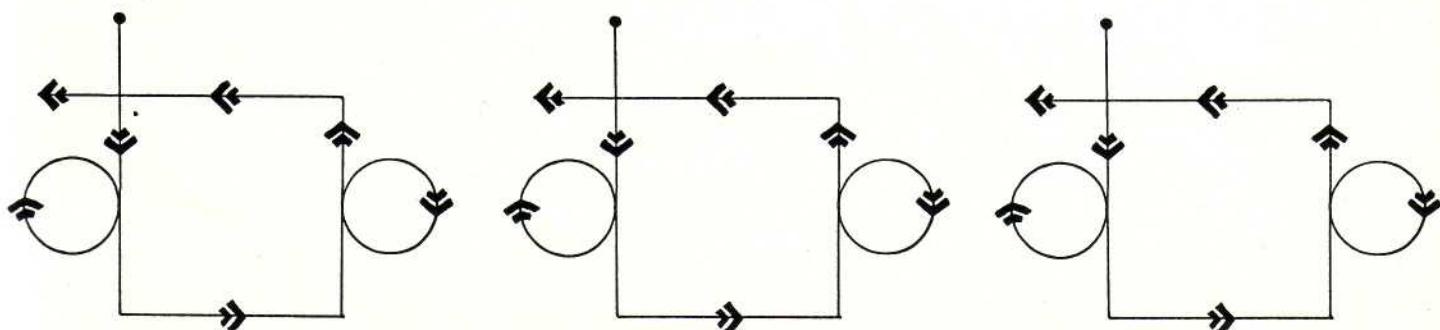
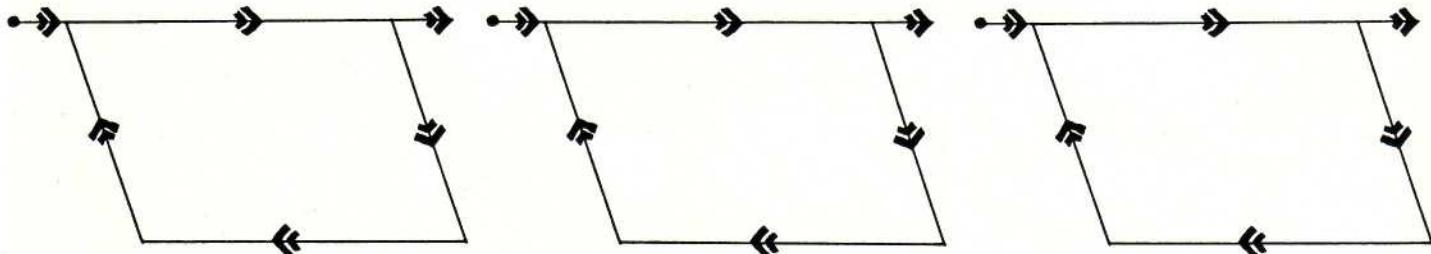
LANDING REQUIRED

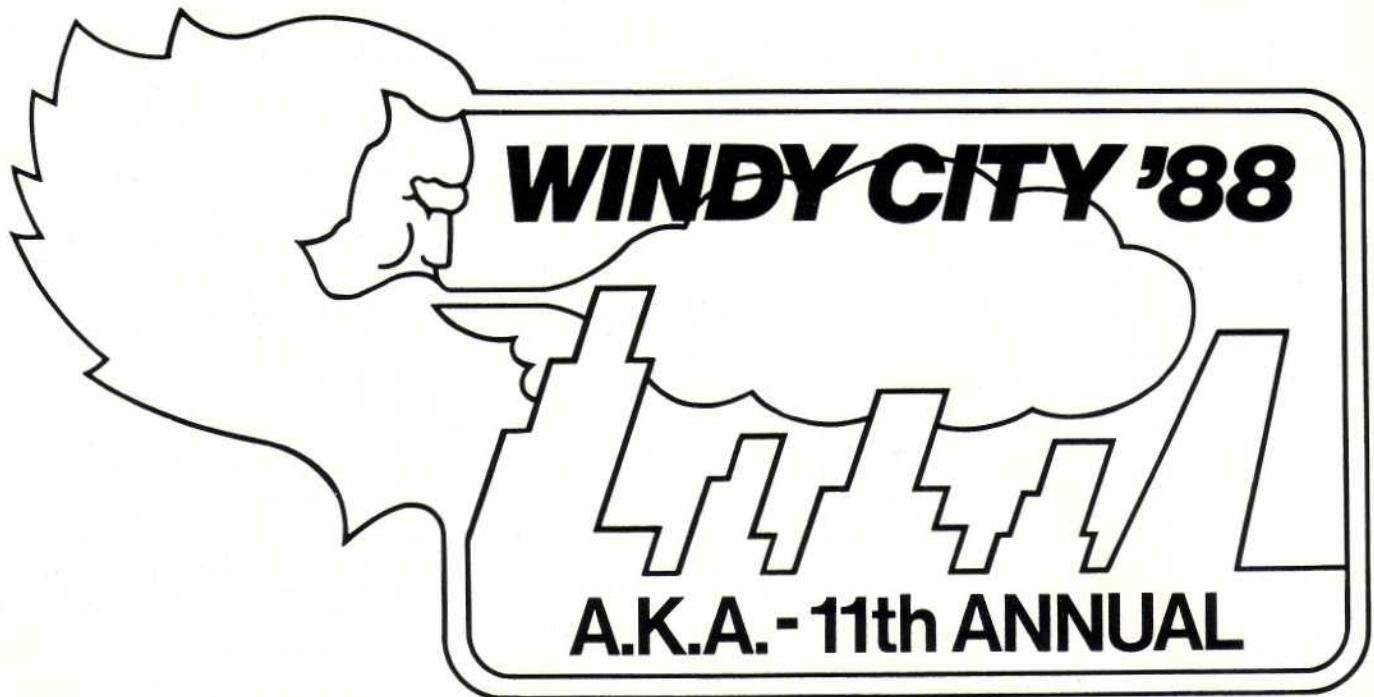
individual precision compulsories

Proposed Maneuvers



team precision compulsories





This Fall, September 28 through October 2, the best stunt fliers from around the country will congregate in the Chicagoland area for the 11th annual American Kitefliers Association Convention. Chicago; City of the Big Shoulders, Al Capone, and the Godzilla Challenge is busily preparing for the event.

Although there is competition in every field of endeavor, there's a whale of a lot more to do at a National Convention than compete. Of particular interest to the dual-line community is the first Stunt kite challenge ever at an AKA annual event. This first is none other than the now, world-famous Godzilla Challenge. According to Eric Wolff, Chicago Fire Team Member; "The challenge combines all of the excitement of the fifteenth century Swiss legend of William Tell with the artistry of a cheap Japanese Sci-Fi movie. Just the sort of thing to appeal to the more genteel dual line fliers among us." Rules for this event are simple: just knock an apple off of Godzilla's head with either kite or line without touching Godzilla ... the most hits in the allotted number of passes wins. (Godzilla, by the way is six feet worth of inflatable, ferociousness!)

Godzilla won't be the only one extending challenges at this particular National Convention. Check out the Costume Challenge sponsored by Elmer "Pizza Man" Wharton and Al "Flexifrog" Hargus. Together they ask the burning question: Can you outdress the weird costume freaks of the Midwest? The question will be answered on Thursday night of the convention when participants will be judged "on originality, frivolity, inventiveness, and sheer weirdness of costume."

If challenges are your passion, then check out the Club Challenge, in which the Chicagoland Skyliners challenge all kite clubs to put on a show to entertain the spectators. Four AKA card-carrying members can constitute a club and the maximum showtime is 15 minutes. Place of the challenge will be the main flying field of Windy City '88 on Friday, September 30 at High Noon.

Then, of course there's the renowned Fly Market wherein can be had all manner of things pertaining to aerial endeavors. In the past, this has been a great place to see what's new in the world of kiting.

Friday night will see one of the event's more sedate evening ac-

tivities: the Grand Auction. We are told by the host Skyliners to bring our checkbooks and leave our common sense at home for this one. Last year's gavel rang down on over \$25,000 worth of kites and related (in most cases) paraphernalia with the proceeds going to the best of causes, the AKA.

If you are one of the few who exemplify the popular tee-shirt, "I didn't come here to have fun ... I came here to fly kites," then the competitions are for you. And look for plenty of it as the Nationals usually attract the best stunt fliers in the world.

For the dual-liners, competitions will begin on Wednesday, September 28 and conclude on Friday, September 30. As there is no novice class, entrants will be divided into Experienced and Open only. No jumping of classes will be permitted ... fliers can have only one class for all events.

The open class, is just that, open to all who want to compete with the best, however one should consider that the experienced class is fine for anyone who has yet to place three times in that class. Those who HAVE flown previously in open, but did not win, may wish to return to the experienced level. (this is a change

in the rules from previous events due to a significant dwindling of competitors in the experienced class.)

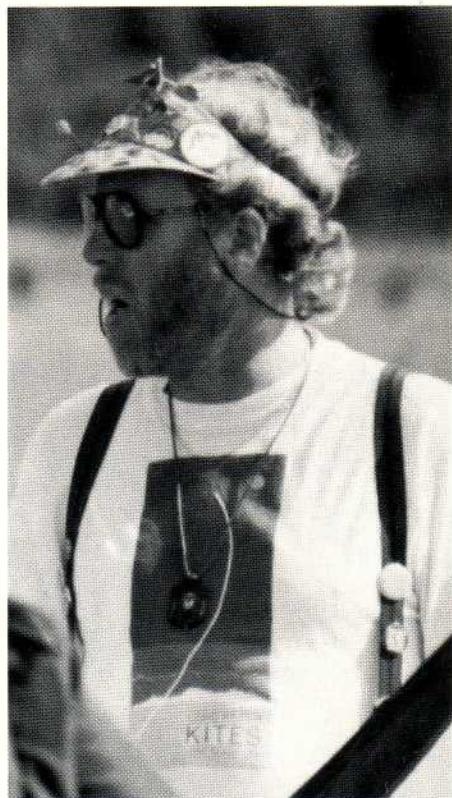
There have been several other rules changes for this year's dual-line competitions. Among them are some differences in the scoring system. It has been changed to allow 100 points each in all events, which should make for easier evaluation and comparison. This will be achieved by weighing the judging criteria so that all judges can use a 0-10 scale to evaluate a given component. This score will be then multiplied by a given weight factor so that the total possible points are 100 for an entire event. For instance, a given compulsory figure may be worth 20 points overall, so each judge's score (0-10) is taken times two and divided by the number of judges to get the final points awarded for that figure.

Another change in the scoring system will eliminate the need to tell how many ground touches

you have planned. The judges will simply consider any touches or landings a mistake on the part of the flier unless they seem obviously well-planned and purposeful; in which case, they may actually enhance your score. Awkward and/or inadvertent touches will definitely detract from the final scores.

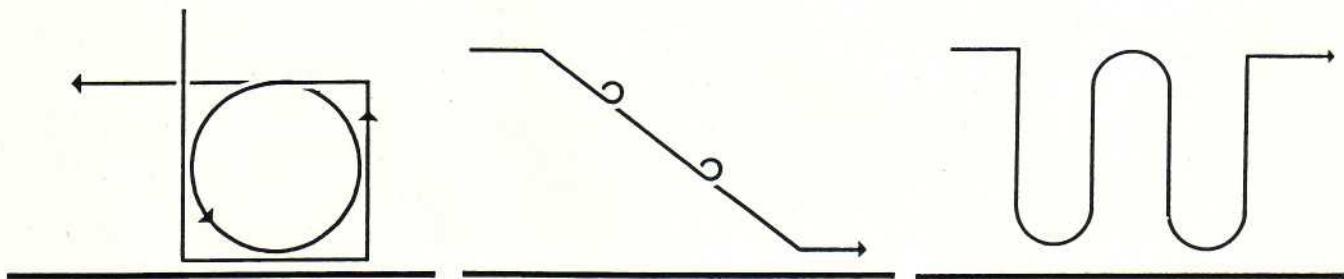
Events flown will be: Individual and Team Precision (both classes); Individual and Team Ballet (both classes); and, this year, Individual Innovative.

Individual Innovative is a new event for the 1988 Nationals and, presently, is a "classless" event. Both experienced and open class fliers will compete together. Routines will be confined to 5 minutes and must be done safely and in good taste. Proposed routines must be submitted to the judges meeting prior to the event. Judging criteria for the event will be: Innovation - 30 points, Artistic - 30 points, Execution - 25 points, and Integration - 15 points. This

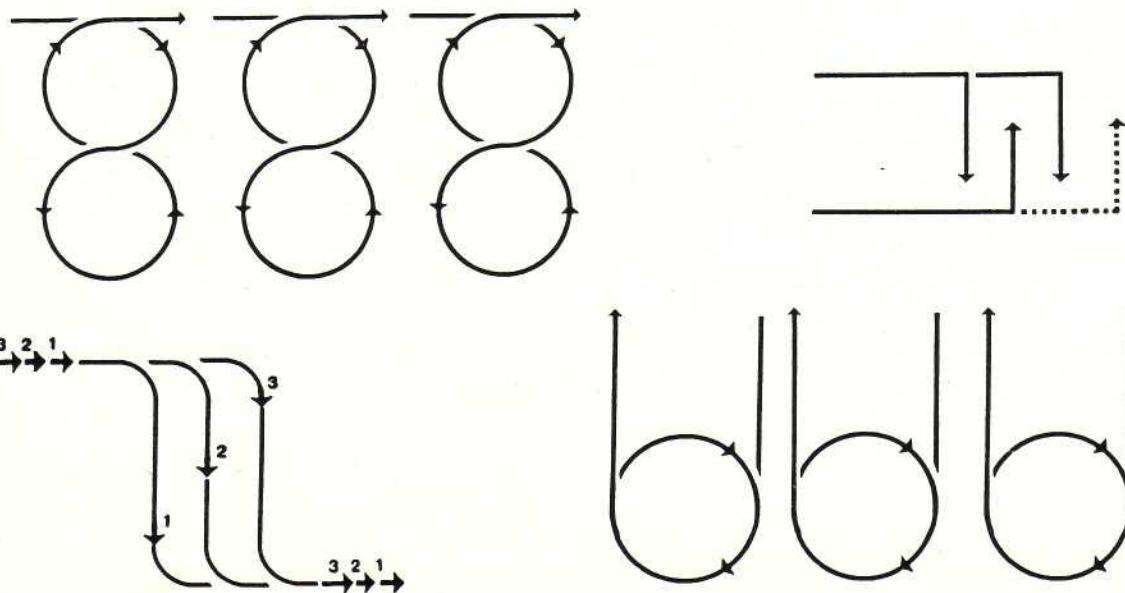


Corey Jensen says you better be there.

Individual



Team





Action from last year's AKA Nationals

competition was a real crowd-pleaser at the ECSKC III, and look for it to be a repeat performance at the Nationals.

In the Individual Precision events, there will be four compulsory figures: three of the four are illustrated here, the last one will be a surprise figure announced at the convention. Additionally, the flier

will have a two-to-three minute free style performance. Team Precision events will consist of two of the four figures shown plus an additional free style show of three-to-five minutes.

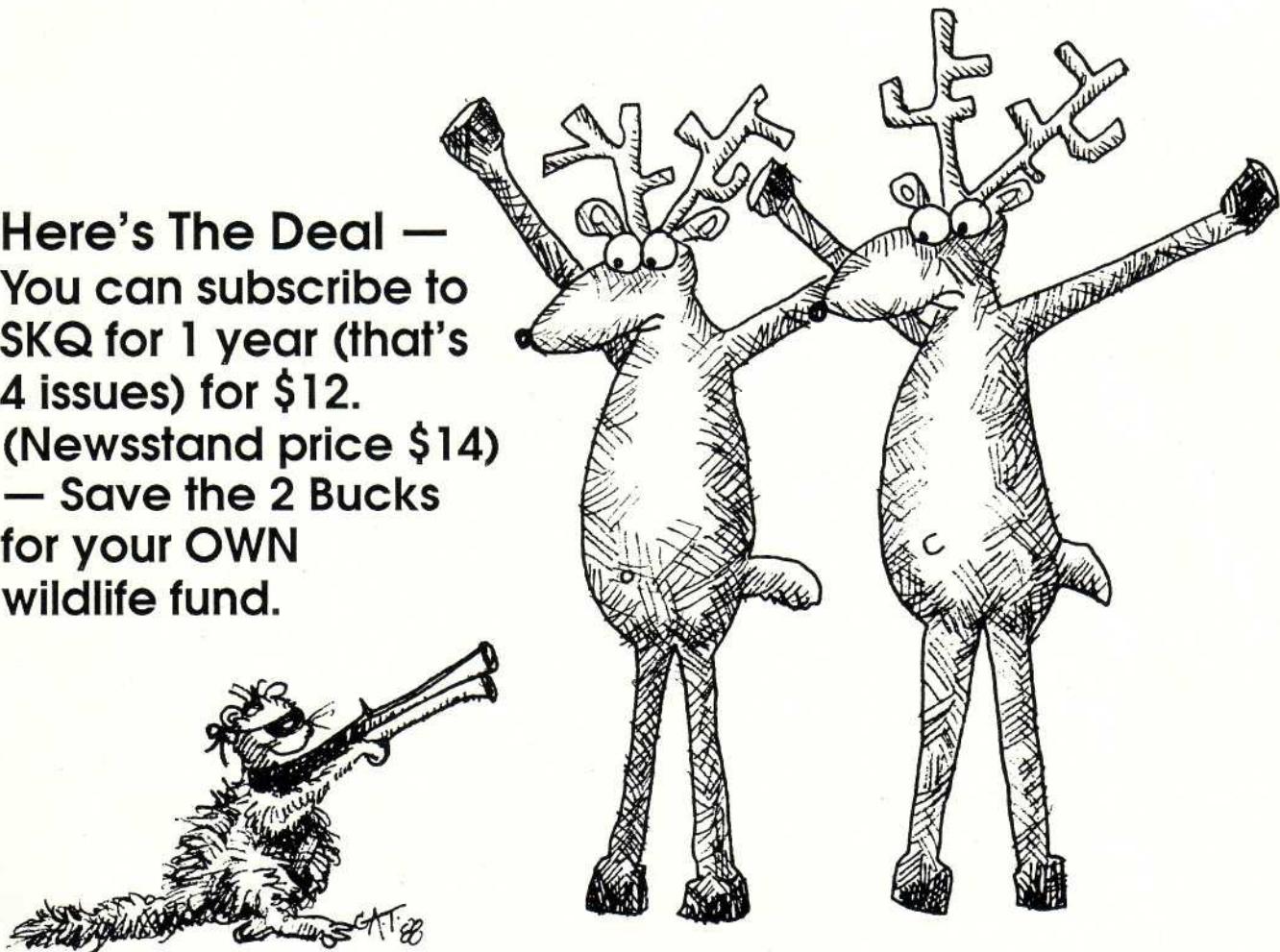
Registration for all events is limited. Only those who are pre-registered will be allowed to compete. Pre-registration forms are

available from: AKA Dual Line, Michael Keating, 2283 Bristol Road, Columbus, OH 43210.

If this has whetted your kite-flying appetite, further information may be had on these activities and the many more being planned by contacting: AKA - 1988 Convention, 383 Le Parc Circle, Buffalo Grove, IL 60089.

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THE BOOK OF AL

By Al Hargus III

Introduction by Cris Batdorff

Some years ago, shortly after I had taken my first tentative steps into the area of dual-line stunt flying, I was approached by a significantly more advanced flier who thrust into my hand a small booklet, saying, "I think that the Dragon would like you to have this." It was entitled, The Easy "No Secrets" Handbook for Dual Line Stunt Kites, by Al Hargus III and distributed by Stanton Hobby Shop of Chicago. No, I didn't study it for six months and go on to win a national title ... what I did pick up were a whole bunch of good tips

Al Hargus has been into flying kites for 11 of his 40 years, stunter for about eight of those. His first stunt kite was a single Trilby. He owns and flies just about every stunt kite on the market (he collects them as well ...). Present kite accumulation is over 1000. Until recently, Al was a lithographic pressman but has decided to make kiting a full-time job as well as a full-time hobby and has signed on as Head Tacho Kichi (Kite Crazy) at Stanton's Hobby Shop in Chicago. His favorite kite is the 10 foot Flexifoil and his single largest project is the building and flying of a train of 280 eddy kites. A Regional Director of the AKA and past-president of the Chicago Skyliners (of which he is a founder, as well), Al is presently involved with the Windy City '88 AKA National Convention. He attended his first stunt kite competition in Dayton, Ohio, in 1985; his first National competition in 1987 at Wildwood, New Jersey; and took third place in Experienced Individual Precision at the 1987 AKA in Washington, D.C. He is also one of the original members of the Chicago Fire Stunt Team. Al, additionally, serves as associate editor of Stunt Kite Quarterly.

The Easy "No Secrets" Handbook for Dual Line Stunt Kites

by AL HARGUS III

STANTON HOBBY SHOP
4734 N. MILWAUKEE AVE. CHICAGO, ILLINOIS 60630
312-203-6446

and simple explanations of things that were, at the time .. and are occasionally still, quite befuddling. It was good information back then, and with more and more stunters in the air today, it's better information now.

SAFETY AND ETHICS

USE COMMON SENSE - FLY SAFELY - HAVE FUN, BUT BE CAREFUL

Any stunt kite is capable of causing injury or property damage if flown irresponsibly. These kites are very light (just over 1 pound in

most cases) and are capable of speeds in excess of 70 miles per hour! At these speeds they can do a lot of damage. They're not dangerous, however, unless YOU are.

IN ANY DANGER SITUATION, RELEASE ONE HANDLE.

Your natural reaction to a potentially dangerous situation will be to grab the handles tighter. That will only make the situation worse. RELEASE ONE HANDLE! The kite will spiral towards the ground if

you begin walking towards it. It may be a little tangled up afterwards, but it will not have caused damage or injury and will not be damaged itself.

DO'S

You are the best judge of your limits and should "think" when you fly, keeping alert for potential dangers.

- Be prepared and plan for, the worst case emergency.
- Keep your equipment in good repair ... be safe.
- Know the wind conditions that you can safely handle your kites in.
- Know the number and type of kites that you can safely fly ... be aware of their speed, pull, drag, etc.

If you use loops and straps, be sure that you can release them quickly in an emergency. FLY ONLY IN OPEN AREAS, AWAY FROM PEOPLE, PROPERTY, ROADS, AND OVERHEAD WIRES.

GOOD FLYING AREAS SHOULD BE:

- Smooth and free of obstacles and well away from power lines and trees.

- Clear of pedestrians and vehicular traffic.

A GOOD STUNT KITE FLIER WILL:

- Be courteous to other stunt and single line fliers, sharing the field, especially if the field is crowded.
- Always fly downwind from single line fliers as they have no way to maneuver and usually fly at a higher angle.
- Always be careful when backing up when flying stunt kites in a low wind situation.
- Maintain his kites and equipment at a professional level.
- Gain permission before approaching another stunt kite flier who's flying on the same field ... some people aren't into team flying.

DON'TS

The power generated by stunt kites in a strong wind can be very great ... don't underestimate the pull of your kites or your ability to handle them.

- Stunt kites should not be a "power trip."

A GOOD STUNT KITE FLIER WILL NOT:

- Turn over a large stack of stunt kites to an inexperienced flier.
- Fly a larger stack of stunt kites than he is confident with.
- Leave a stunt kite staked out and UNATTENDED.
- Fly within 3 miles of an airport. (This one's a Federal Law.)
- Fly near power lines or in stormy weather.

POINTS TO PONDER

Stunt kite fliers use a number of different lines for several varying conditions. Although ALL stunt kite line can cut, it is the diameter of the line, NOT the weight, that determines the abrasiveness and cutting power. Bear this in mind when spectators are present, even under low wind conditions and under NO circumstances allow them to wander under your lines. LET'S KEEP STUNT KITING A SAFE SPORT!

ISSUE NUMBER 2 ... TUNING and BASIC FLIGHT CONTROL, from the Book of AL!

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New Product Review

A WORD ABOUT OUR TESTING PROCEDURES ...

Each kite test is performed in three stages. In consideration of the manufacturers' suggested wind ranges, the kites are first flown at a middle-of-the-road setting: one that is within the range. They are then evaluated over two other sets of conditions, test flyability at or beyond the two extremes of high and low wind velocity. Our attempt is to establish realistic limits beyond which the kite either becomes unstable or unflyable.

In all cases, testing is done on stock kites as they come from the manufacturers. In the event that modifications are made to compensate for various conditions, they will be explained. If line is normally provided by the manufacturer as part of the retail package, it is used. In the event that line is not provided, we have followed the manufacturers' recommendations in selecting our test line.

We caught our first glimpse of Action Kite's NoName at the 10th annual AKA convention where it was being flown by the Elite Flight Team. At the time, it appeared to us that someone had come up with an undersized Star Dart but a closer observation dispelled the idea. The NoName is the joint design effort of John Perusse of Action Kites, and Randy Tom of Hyperkites, Inc.

Sold in somewhat limited production since August of 1987, the NoName became available for national distribution shortly after the AKA Convention and has enjoyed considerable success since that time. And for good reason ... it's fun to fly!

MODEL: NoName**FABRIC WEIGHT: .75 oz. and 1.5 oz. ripstop nylon****KITE WEIGHT: 270 grams****COLORS AVAILABLE: varied****WIND RANGE: 5 to 30 mph****CONFIGURATION: delta-type, 72 inches (wingtip to wingtip)****MFG's SUGGESTED RETAIL: \$80.00****MANUFACTURER: ACTION KITES**

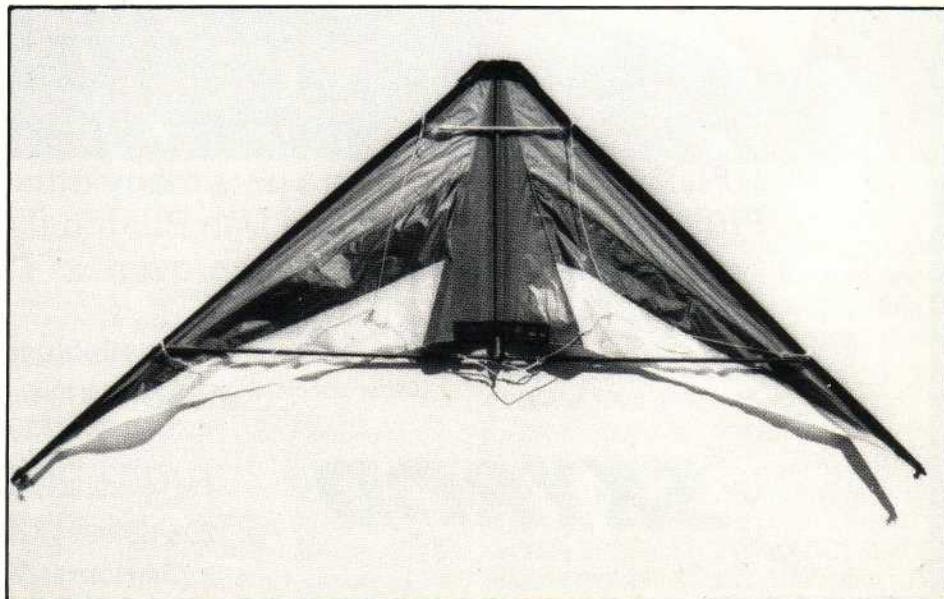
The NoName's small size (72 inches, tip-to-tip) makes it very responsive. The cross-bridled lower spreaders seem to help the stability of the kite, particularly in higher winds. A third feature which we enjoyed was the reinforcing grommets found on the sail where there are cord attachments.

In winds of 3.4 to 6.0 mph we found that with minor bridle adjustment, the NoName performed quite well: although it seemed obvious that the kite wanted more of a breeze. Lighter weight spreaders helped the situation substantially when we substituted them.

It was in winds of 17.0 to 19.4 on the second day of testing that the NoName really came into its own. With the bridle set at the factory marks the kite performed like a racer, executing extremely sharp

turns almost too quickly. This kite really tested our reflexes. It also generated a surprising amount of pull for such a small sail area. Wing-tip landings were also more easily accomplished than we had anticipated. The sound generated by the NoName is characteristic for kites of this type: loud, and music to the ear of many a stunt flier. The only point worth mentioning on the other side of the ledger is that the kite has a tendency to "slur" somewhat during takeoff. We found straight-up launches more the exception than the rule, the kite usually flattening out to one side or the other before catching the air.

We were unable to test the NoName beyond its limits. We successfully flew it a number of times in the 27 to 29 mph range, but



couldn't get it to stress out (we did manage to flip it a couple of times, though). At higher wind speeds this kite is blindingly fast. Even experienced fliers will have their hands full. Little more is needed than to think about a move and it's done. It is so fast that, indeed, we had a tendency

to oversteer our turns.

The NoNaMe is also stackable. We tried three with impressive results ... and pull as well. We flew with 200 and 300 pound line here and wound up sacrificing very little in terms of maneuverability.

The NoNaMe is a kite that nearly

dares one to fly it. To say that it is a kite for all conditions, while it certainly possesses that quality, would be an oversimplification. To fly it in low wind is akin to buying a Porsche Turbo and never taking it out of second ... of course you can do it, but why would you want to?

MODEL: 2200

FABRIC WEIGHT: .75 oz. ripstop nylon

KITE WEIGHT: 370 grams

COLORS AVAILABLE: hot pink, fire orange, lime green, and aqua-blue with black trim

WIND RANGE: 4 to 25 m.p.h.

CONFIGURATION: delta-type, 83 inches (wingtip to wingtip)

MFG's SUGGESTED RETAIL: \$89.99

MANUFACTURER: Go Fly A Kite

About a year ago, we started hearing rumblings that Go Fly A Kite was going to introduce a "serious" stunt kite into the market. What we expected was a kite that would more-or-less follow the company's tried-and-true previous products: something that the American family could take to the beach on a sunny afternoon that would virtually fly itself, be trouble free, and semi-controllable. What we got was something quite different and, refreshingly, exactly what was advertised: a serious stunt kite.

The 2200 is another stunter fashioned in what is presently referred to as the "California" design. With a sail area of 1428 square inches, it is smaller than Top of the Line's Spinoff and larger than Action's NoNaMe. The size, combined with sail angle make the 2200 a nifty flyer, with less pull than one might initially expect. The four colors available make it a natural for team flying.

We tested the 2200 under our three varied wind ranges and found, with few exceptions that it performed well under all of them. Our model was equipped with clips which were attached to the bridle with barrel swivels (subsequent models have replaced this arrangement with single, heavier clips).

In winds which ranged from 9.5 to 11.4 mph, we found it necessary to make bridle adjustments away from the nose by $\frac{3}{4}$ " (from factory settings), but once made, the kite flew very nicely, executing

each move with ease. We found that very little arm motion was required. At one point, doing a series of flip turns, we did manage to unseat both of the lower spreaders from the spine but a bit of tape on the spar ends quickly remedied the situation.

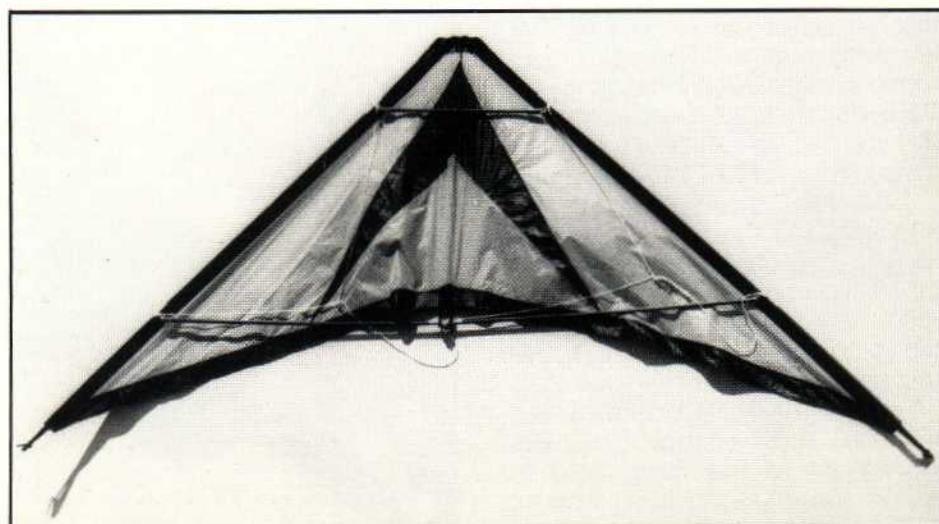
In lower winds, 3.2 to 5.2 mph, we did not have to make further bridle adjustments and found that the 2200 performed as previously flown.

Our day for the higher end tests came with winds of 24 to 27 mph and gusting to 31 mph. The 2200 proved to be very quick at high speeds. Little more than wrist action was needed with usually near-instantaneous response. The pull generated at these higher speeds was significant. It would seem that at this point the 2200

stepped from being a beginner's kite into the intermediate/skilled category.

We found the kite to be quite flexible at these speeds and it did exhibit a bit of "chatter," which was not able to be fixed by bridle adjustment without sacrificing a great amount of flyability. At 23 mph the factory clips straightened out. At this point, we replaced them with stronger ones (that are, presently, standard equipment) and continued flying. The 2200 collapsed a side spar in a gust of 30.4 mph and the test was concluded.

We found the 2200 to be a consistently good performer and at a manufacturer's suggested price of \$89.99, a very good value as well. Those who desire to get into team flying at a reasonably low initial price might do well to give this one more than a second look.



MODEL: SW 48

KITE WEIGHT: 140 grams

COLORS AVAILABLE: Varied

WIND RANGE: 5 to 35

CONFIGURATION: delta-type, with extended wing battens. 48 inches (wingtip to wingtip)

MFG'S SUGGESTED RETAIL: n/a

MANUFACTURER: Skynasaur, Inc.



For a number of years, the name Skynasaur has been associated with two qualities in the field of stunt kiting: virtual indestructibility and superior high wind handling. I know of darned few flyers who don't have at least one Skynasaur lurking in their kite bag. I personally still covet my old, Dacron-sailed, control-barred Competition model.

The owner's manual, which Skynasaur provides with each kite, is full of great material. Proper lengths for bridle lines, adjustment techniques, a step-by-step assembly process, and even a section on general repairs, are among the items noted.

The design features of the SW 48 are myriad: dacron reinforcing, the patented shock absorbing nosepiece, the tailpiece which incorporates an internal bumper (upon which a patent is pending), and battened wings and notched leeches (this last sent me to my dictionary where I learned that a leech was the free or outside edge of a fore-and-aft sail). By way of explanation: "In gusty or heavy winds the battens flex the notches and allow the trailing edges to twist off. The sail area is consequently reduced and the kite is depowered. Simultaneously, the center of effort is moved toward the front of the kite where it has the most aerodynamic efficiency. As the notched trailing edge twists off it forms a 'kicker foil' which converts the excess kinetic energy into forward motion giving the kite additional speed and drive."

It was with a great deal of trepidation that I took this little lightweight to the flying field for testing ... surely something with this little weight was not going to be

able to handle the 26+ mph that was presently pushing my car around.... Wrong!

The SW 48 took all that the wind dished out and wanted more. The wing battens did their job exactly as they were supposed to, the foil came into effect, the kite depowered ... the whole darned thing did exactly what was written down like a carefully rehearsed actor.

No amount of pulling, heavy or sharp, affected the kite's performance. The trailing edge of the sail would simply give way, the kite would zip through the turn, and the battens would snap (audibly, in some cases) back into position and be ready for the next maneuver.

In spite of the fact that the SW 48 is sold without warranty (due to the lightweight materials used in construction), we took it out again in heavier winds which ranged from 29.6 to 34.4 mph. We couldn't get it to give in. When we purposely crashed it (several

times) it still wouldn't fold. The sound in flight is like a bee, and in high wind, it's about as fast.

Not to detract from its performance in lower wind situations, as we also successfully flew the SW 48 in 4 mph, but it seems to be a definite high-wind worshipper. Its small size made wing-tip landings difficult at first but, with a little practice, we were able to call and make them with fair regularity.

Long-time Skynasaur fliers will notice a real absence of pull with the SW 48. It isn't as much "wrestling with the wind" as flirting with it ... a concept that we found interesting and fun. If leaning back and fighting the forces of nature for a little piece of sky is what you're after ... this kite may not be for you. But if the idea of whisking away a portion without getting jerked out of your Reeboks sounds intriguing, the SW 48 may just provide you with the proper means.



MODEL: AERO-SPORTE

FABRIC WEIGHT: .75 oz. ripstop nylon

KITE WEIGHT: 370 grams

**COLORS AVAILABLE: Hot pink/royal blue or blazin
orange/raspberry**

WIND RANGE: 5-25 m.p.h.

**CONFIGURATION: delta-type with interior wing battens,
73 inches (wingtip to wingtip)**

MFG'S SUGGESTED RETAIL: \$125.00

MANUFACTURER: STRIKER KITES



Any company run by people who call themselves "kite addicts" is bound to come up with some very interesting products ... thus, it was with a great deal of anticipation that we awaited our test kites from Striker Kites, one of the relative newcomers in the manufacturing field. Striker manufactures several different configurations which range up to a 15'2" behemoth that is due to hit the market sometime this summer.

Our test kite for this issue was the Aero-Sporte, which arrived in perfect condition and was a striking pink and blue model. The sail was further embellished by two lightning bolts, which also appear in the manufacturers' logo. As with most new kites, this one took a little getting used to, but once we got by the black bridle lines and the rather unusual spar arrangement, we found the kite quite nice to fly.

The lower spreader spars on the Aero-Sporte did not fit as one might expect ... in fact we had to bend ours to get them firmly seated into the leading edge vinyl connectors. At first this seems a bit awkward, but what it accomplishes is a pre-tensioning process on the sail ... it's rather like loading a bow. It also seems to help quite a bit in flight.

We successfully flew the Aero-Sporte in winds which fell off to as low as 3.0 MPH with no noticeable problems. Subsequent tests in the 8 to 15 MPH range yielded similar results. The kite is very easy to fly. At nearly every occasion, it virtually lept off the ground. We found it to be somewhat slow in turns, opting to take a wider line than we would have liked, but this drawback is overcome by the kite's good lateral stability. We were not able to get it to fold un-

der normal flying conditions and actually only succeeded in pulling it from the air twice and with much effort.

There is also a good deal less pull than we were prepared for on a kite of this size. Similar configurations have resulted in substantially greater pull than this one. Flying in 24 MPH breezes, which was the largest wind available to us, the Aero-Sporte exhibited less tendency to bow in at the leading edge. Higher spar placement along that leading edge was, doubtless, the factor coming into play here. The result is that the kite retains stability through the turns instead of sacrificing it for speed as the leading edge flexes under the increased pressure. At higher speeds we found that punch turns (done by punching with the opposite hand, like a boxer's jab) resulted in relatively quick maneuvers and at no point did

the kite threaten to take us for a ride downfield. We also found less oscillation of the wingtips at high speeds than we were expecting.

Subsequent models of this kite, we are told, are being equipped with "stand-off" spars (which go from the lower spreader spar to the sail) which should give the Aero-Sporte an even wider wind range, particularly on the low end. Also, in keeping with the firm's penchant for the use of black materials, even the vinyl tubing on the leading edge and T-fittings are being re-done in black. It won't make the kite fly any better, but it will be unique in the appearance department.

Because of its easy flyability, we find the Aero-Sporte particularly useful as a beginner's kite. New fliers will have no trouble with this one. But don't be talked out of one if you've gone beyond the ranks of neophyte ... this kite's a good flyer at every level!

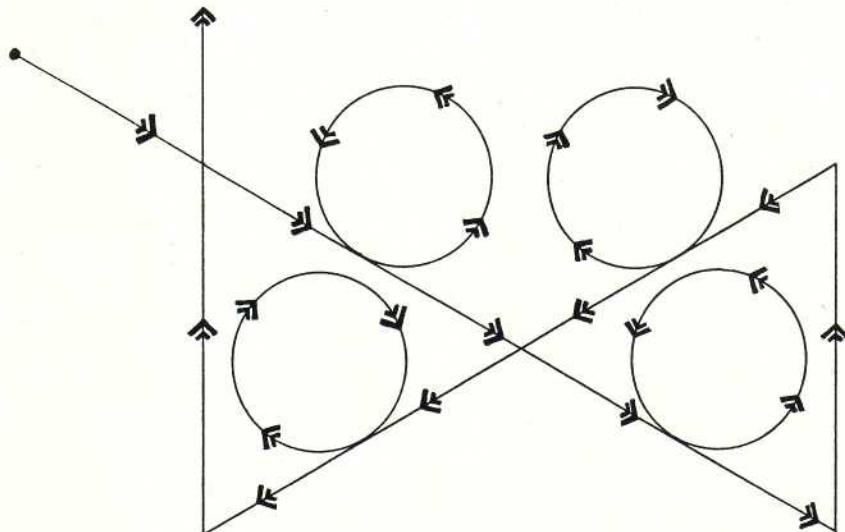


Stunt Library

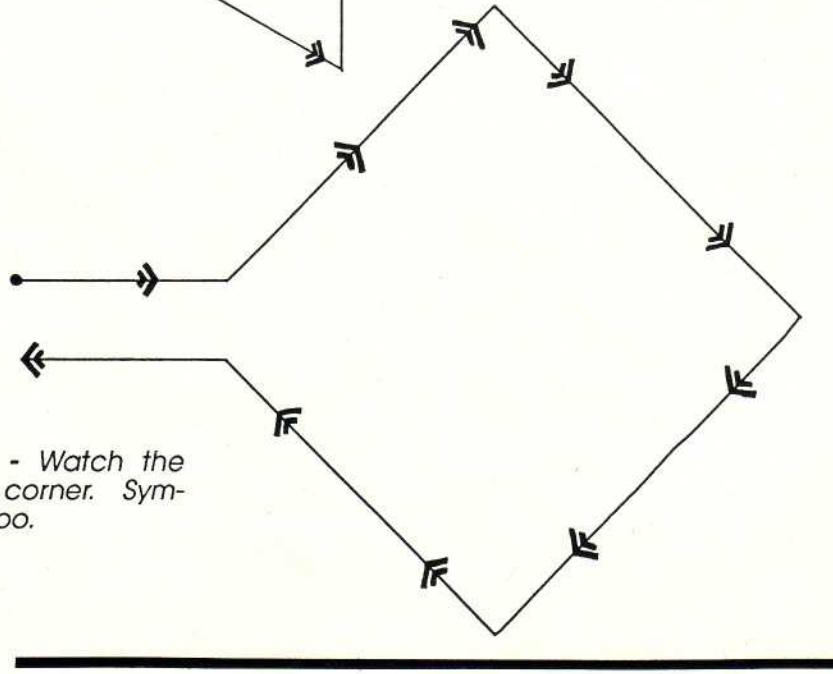
All right ... we've mastered the horizontal and vertical figure 8's, can do fairly well on the ground passes with loops, and we're getting pretty good at the bowtie and the circle of loops. Let's see ... that's about all there is, right?

Well, not quite. There are just a few more and that's what these pages are all about. A few years back a gymnast named Thomas performed a move on the pommel horse and, voila, we now have the Thomas Flair. Here's your chance! Send us your hot moves and we'll include the best ones each issue, giving credit to you, the originator. To get the ball rolling, here's two pages worth of old and new figures for your library.

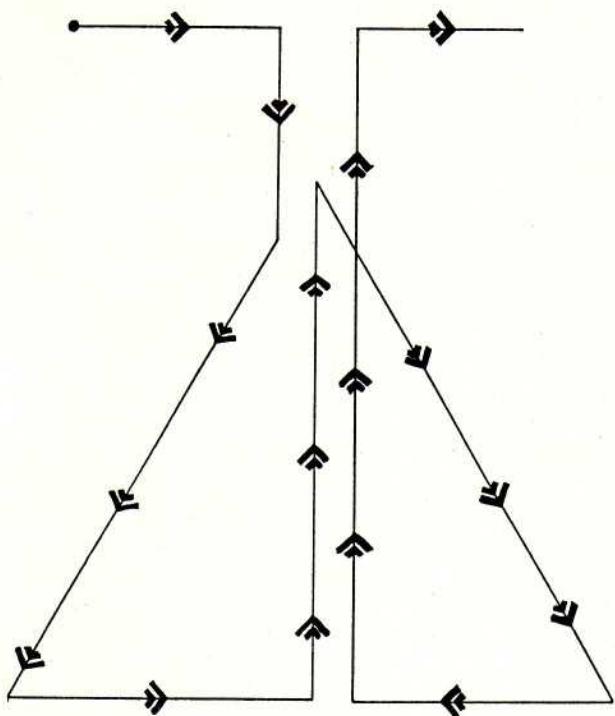
Send your figures to: *The Figure Library*, % SKQ.



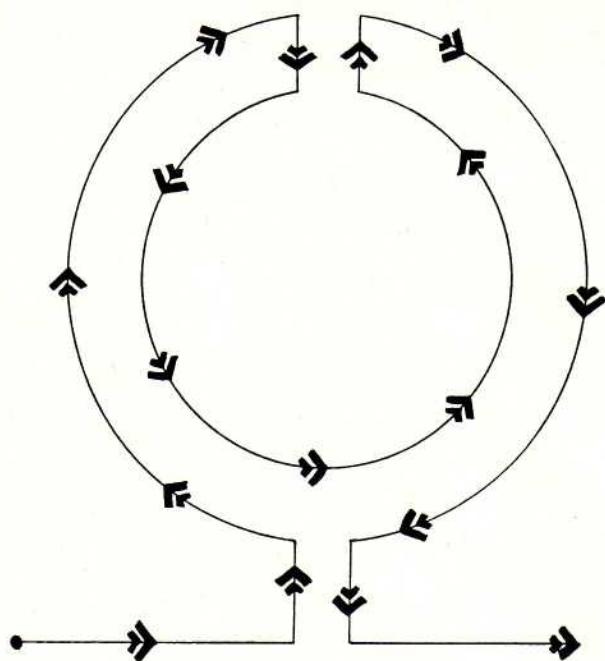
THE ROLLER COASTER - The logical succession of the Bow Tie. Closeness to the ground counts here, as does the overall symmetry of the figure.



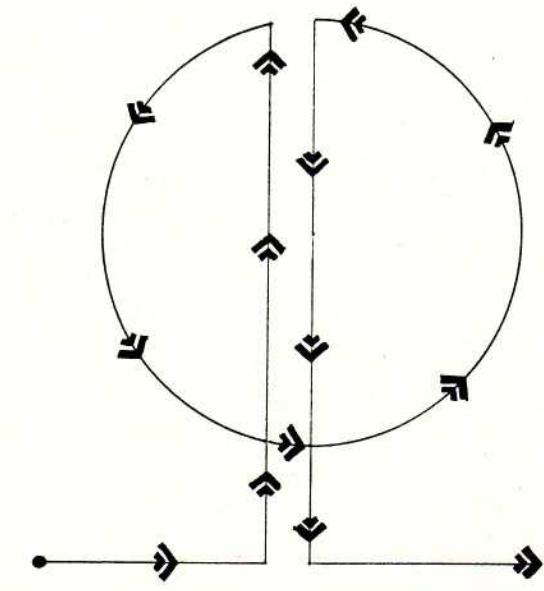
REVERSE DIAMOND - Watch the last (downwards) corner. Symmetry counts here, too.



THE SHIP'S BOTTLE - Made with a wide base so as not to tip over in high seas, the Ship's Bottle is equally hard to fly. No fair flying it backwards! Beware the "suicide" corners on the outsides.



BROKEN RING - Designed by a sadistic Stunt Flyer, this figure can come close to being impossible in low winds. Not for those with weak hearts.



DIVIDED CIRCLE - The larger the circle the better. Bear in mind that this one isn't symmetrical in the division.



Calendar Of Events

AUGUST 15-21, WASHINGTON STATE INT'L KITE FEST. Northwest Regional Stunt Kite Competition for novice, intermediate, and experienced classes held on August 19. Manufacturer and professional demonstrations on August 20. This week-long event features something for everyone. Contact: W.S.I.K.F., P.O. Box 387, Long Beach, WA 98631.

AUGUST 27-28, MIDWEST NOVICE STUNT KITE COMPETITIONS. Schaumburg, IL. Novice competition only, AKA Dual Line stunt rules. Contact: Al Hargus III at 312-545-9572 or John Karel at 312-627-7648.

SEPTEMBER 3-5, NATIONAL WEST COAST STUNT KITE CHAMPIONSHIPS. San Francisco, CA. Individual and Team Precision and Skydancing. The first championship in the United States to offer cash awards for winners. \$10,000 in prize money. Preliminaries begin on September 3 at 10 AM. Contact: West Coast Nationals, Pier 39, B-12, San Francisco, CA 94133, or call: The Kitemakers of San Francisco, 415-956-3181.



SEPTEMBER 28-OCTOBER 1, 11th ANNUAL AKA CONVENTION. Schaumburg, IL. National Competition in Individual and Team, Experienced and Open, Precision and Ballet. New classification: Innovative Flight, Individuals only (unclassed). Contact: Jim Miller, 312-642-8692. Or write to: AKA 1988 Convention, 383 Le Parc Circle, Buffalo Grove, IL 60089. Pre-registration forms for Dual line competitions available from: AKA Dual Line, Michael Keating, 2283 Bristol Road, Columbus, OH 43210.

Got an upcoming stunt event that you'd like to tell folks about? Just drop a line to SKQ with the details and we'll do the rest!

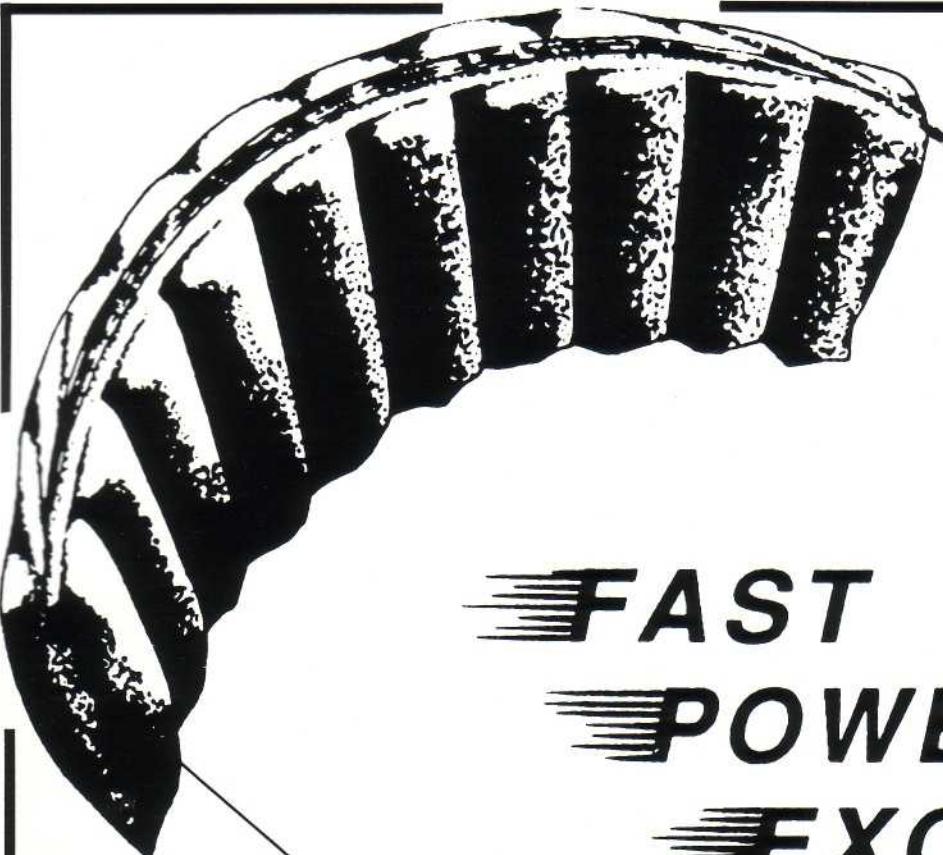
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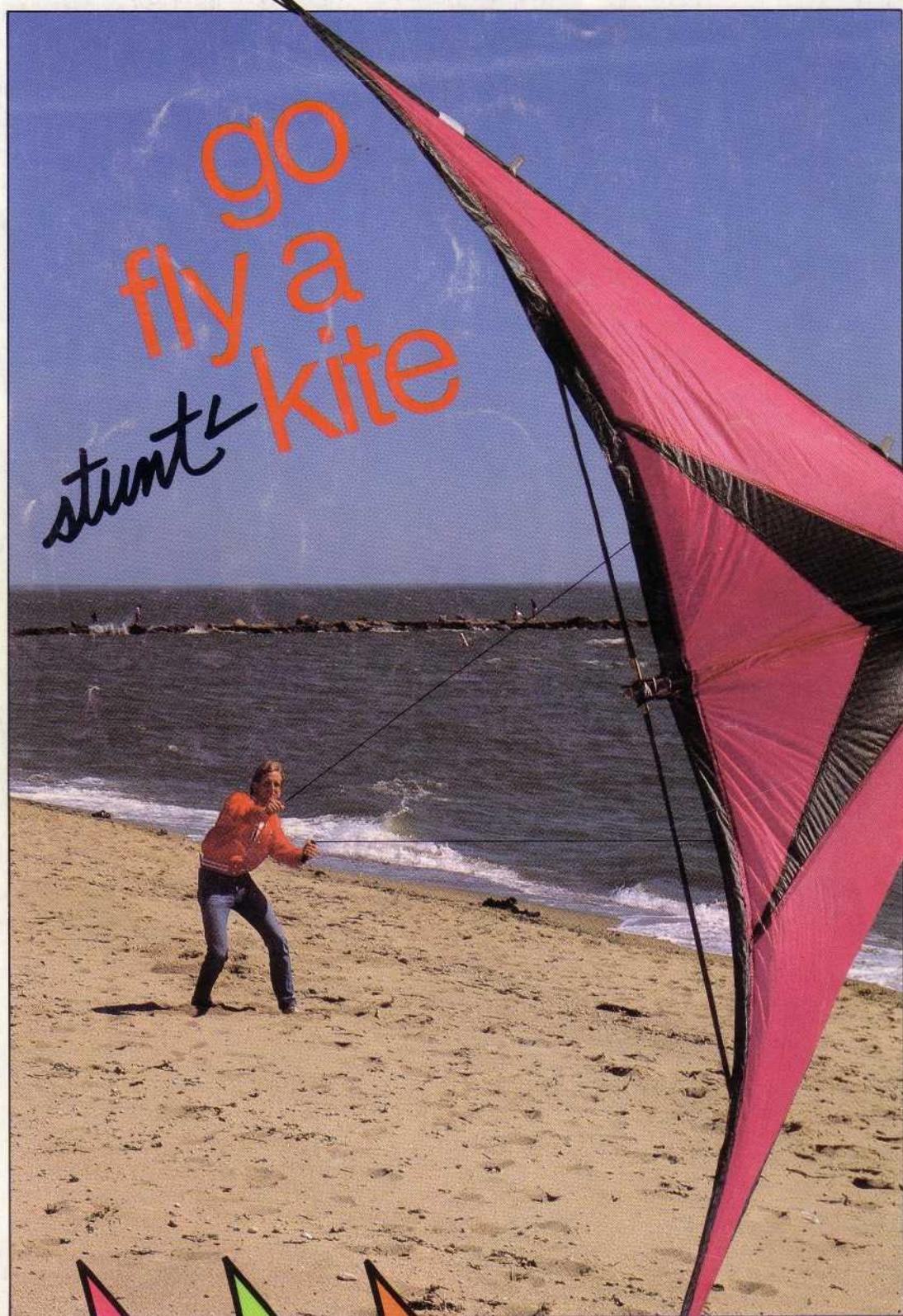
DEALER INQUIRIES WELCOME
CONTACT: Ray Merry, Designer, Inventor
P.O. Box 290, Lavallette, N.J. 08735
(201) 506-0461



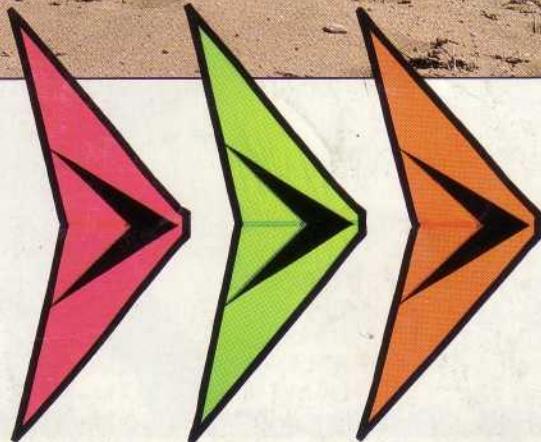
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