

SKQ

STUNT KITE QUARTERLY

SPRING 1993 • VOL. 4 NO. 2

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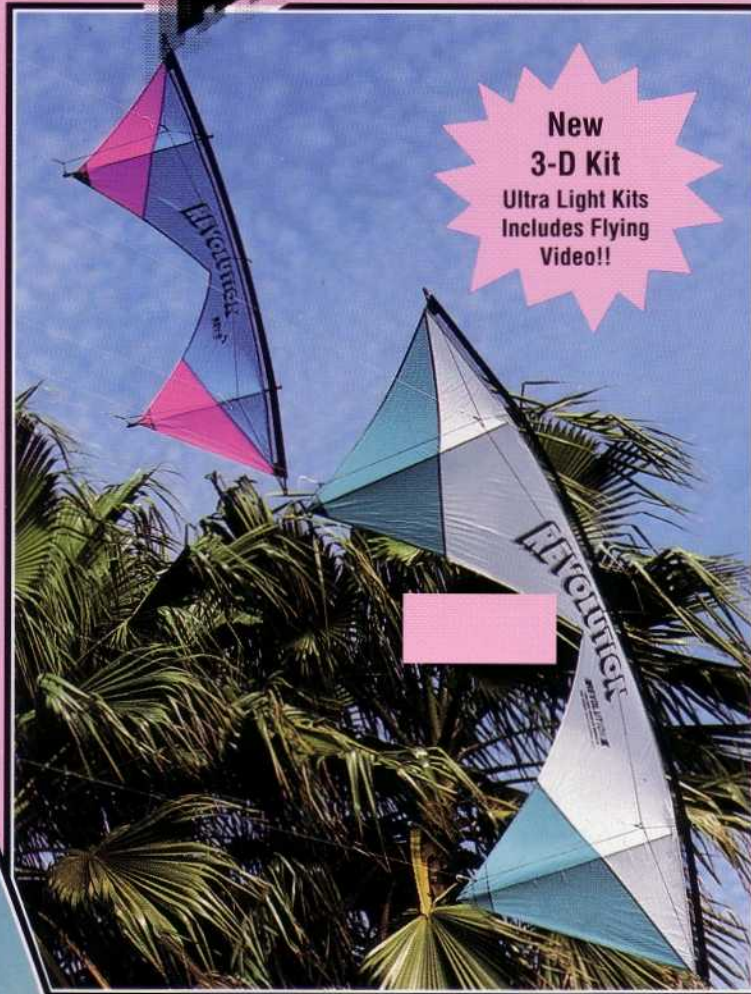
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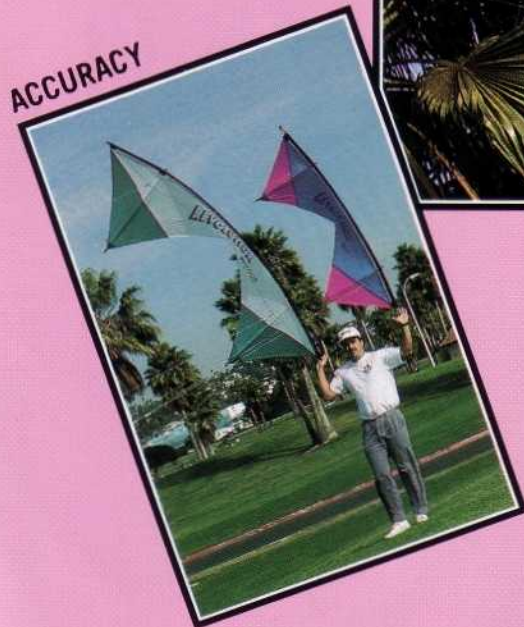
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ON THE COVER: Dave Brittain and Kite meet halfway, off the
California coast. (We've tried to teach him how to fly without the
kite falling out of the sky like that!)

Editorial: Spring...forward.

Ah, the wonders of Spring. When you think of springtime, the chances are good that it evokes a feeling of action and awakening, a new beginning, or perhaps looking forward to shedding the leaden grays of winter.

Certainly, thoughts of the spring season filled the halls at the KTA trade show in January. We talked with manufacturers and retailers filled with such thoughts, and we discussed their plans for the new season. Optimism prevailed, backed up by foresight and planning, and everyone seemed enthusiastic to leave 1992 - a less-than-wonderful year for kiting - behind as we move into the new year. Check the KTA story in this issue for news on this season's new kites and products.

Spring, for some, still arrives much too quickly. I'll always remember those hardy flyers who attended the Valentine's Day fly in Erie, PA. We flew, both literally and figuratively, over the frozen waters of Lake Erie through blowing snow and heavy, gray skies. Strangely enough, the conditions thrilled these folks! Okay, I'll admit - I wasn't cold, and despite my fears I didn't get frostbite, either. Actually, I had a wonderful and exciting experience, and plan to attend next year's event so that I can attempt even faster runs across the open ice. The Valentine's Day fly is truly an adventure. Check it out on page 28, and perhaps you too will feel compelled to venture out into the cold of winter. Think ice!

So, it's Spring '93, and a new issue of SKQ is in your hands! Dare we say that we are back on a quarterly schedule? You bet. 1992 saw SKQ take on a whole new look, thanks to Chuck Walker. During much of 1992, many of the writing and editing tasks were handled by Bob Hanson. I am happy to announce that he has worked himself right into more responsibility! Congratulations to Bob Hanson, the new Editor of SKQ. Since SKQ is produced by flyers whose goal is to provide a forum to disseminate information to other flyers, Bob's comprehensive flying skills would prove to be a valuable resource to meet this end. However, Bob is also dedicated to the growth of stunt kiting, and has given much of his time to promoting kiting, presenting judging seminars and humorous slide shows, filling in as announcer at events, or contributing to the new guidelines for the AKA Conference system. Now, Bob loves to get mail, so I encourage you to write to him. If it's a letter of complaint, though, you should send it to me, for that's where the buck stops. Hope to see you somewhere down the lines.

Good winds & tight lines, Susan.



From the New Editor...

What? I don't get a shiny new scepter and orb for this position?

First, I'd like to thank Susan and the rest of the SKQ "croc" for providing the opportunities that we've had over the past year. It's been a lot of fun, and we're looking forward to an even better year in 1993.

The second thing that I'd like to do is to encourage anyone who has an interest in kiting to jot down a few words about their favorite subject. As Susan mentioned, I enjoy hearing from people and getting mail, (especially the birthday cards from Aunt Sophie where a check always seems to fall out "unexpectedly.") Besides, it would be great to see everyone contributing to the editorial content of the magazine. You may have noticed bylines from people like Bert Tanaka, John Cosby, and Gary King in the past couple of issues. I'd like to solicit this kind of input from everyone, making SKQ more like - excuse the trite expression - "the people's magazine." When you have a moment, and if you'd like to see your name in print, just jot down a few thoughts and ideas, and we'll work with you on a final version. Submit your ideas on 8.5" x 11" paper, cocktail napkins, or the back of a matchbook cover...we're not picky.

Some of the more dedicated competitive flyers may wonder what my plans are for the 1993 season. Well, having had a good year in 1992, I've decided to kick back a bit and return to competitive flying for the sheer fun of it...at selected events. Other events, I'll go just to watch and report on the action. But one thing I'd like competitors to remember is that we should encourage one another toward better, more entertaining routines. Too often, we hear negative-speak and other derogatory or speculative comments at competitions. I promise that if you win at a competition, I'll appreciate and applaud your efforts. On the other hand, if I win, I'll say, "Nyah-nya-na-na-nyah." (Just kidding.)

So, sit back, relax, and catch up on what's been going on in stunt kiting during the winter months. As always, we hope you enjoy the magazine, and we look forward to hearing from you! **Bob**



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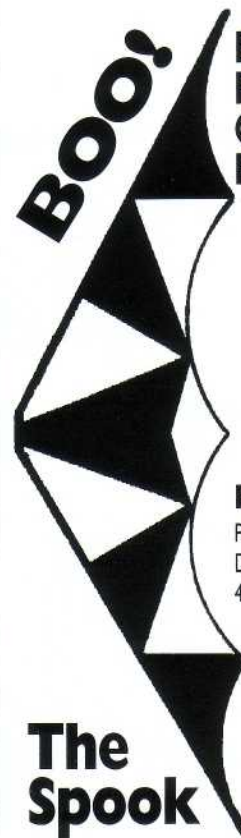
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**The
Spook**

**The results are in...
The critics loved
"Critical Issues!"**

I read with a great deal of interest your editorial "Stunt Kiting – Addressing the Critical Issues" in the Winter 1992 issue. It seems these days that just about everyone is talking about the future of the kiting industry. AKA president David Gomberg is looking for increased membership (Kiting, Nov. 92) and you state "...it seems elementary that the solution is to make the pie bigger by expanding the base number of kite flyers."

You are absolutely correct in your observation. We have to find ways to stimulate public awareness and to tap "under-explored" areas of this country. It is my opinion that a well-promoted national convention would provide an excellent medium to provide this, and it is in this light that I express disappointment in the AKA board decision in selecting Seaside over St. Paul, Minnesota for the site of the 1993 national convention.

In the upper midwest portion of this country, we have isolated this industry by our own design. A majority of our festivals and competitions are held at or near the coasts (apology to Great Lakes SKC; there is one bright, shining light.) You discuss retail sales in your editorial. Why are a majority of the high volume, large selection, successful retailers located near the coasts? Because that is where the perceived action is.

Stimulate the public awareness here, and the manufacturers and associated retailers will sell a few more kites here, and yes, David, the opportunity for new memberships will also exist here. To me, this sounds like a Win/Win situation. I hope the AKA board takes this into consideration the next time around.

Regards,
Richard H. Pratt
Noblesville, Indiana

*Sounds like
"Build it, and they will come."*

We checked with David on this point. He reminded us that in voting to determine the location for 1993 AKA Convention, the Board's decision to go with the Seaside location passed by only one vote, so we can assume that opinions were mixed. That decision was based primarily on site logistics. Even though Gary King, organizer of the 1992 Convention, proved that adequate transportation can be provided for the large number of people attending events, the Board favored a location where the fields are within walking distance of the event headquarters. (As you may know, the proposed St. Paul location required a fairly substantial commute between the fields and the host hotel.) David suggests – again – that anyone with a good, potential convention site should make it known to the AKA. Perhaps you and other people from the area can submit a list of other sites in the midwest that match the list of site requirements that the AKA has developed? I think everyone involved would like to see kiting succeed on both coasts and in the middle.

I have been a kite builder for years, so when I read Susan's editorial last issue, I was so impressed I cut it out and pinned it up on the wall. It was Susan's response to some of these issues that prompts me to speak out, not as a kite flyer or enthusiast, but strictly as the CEO of a kite manufacturing company, and to take her points one step further.

The truth of the matter is simple; kites are too easy to make. To sit down and make a direct copy or a slight variation of someone else's design is a very simple, time-efficient way of "designing" your own kite. You don't have to invest the huge amounts of time and money required to develop and produce original or innovative designs. It's also good to have a steady job outside of kiting so that you need not make any financial commitment whatsoever.

The point is there are too many people who like to fly kites and therefore feel the natural progression

for them is to build and sell kites. The question one should ask before designing kites to sell is more than "Is this kite necessary?" He should ask these questions:

Is there a market? How does this product affect the market? Is the product effectively priced? Are you able to consistently produce the number of kites to satisfy the projected demand?

Do you have the business knowledge required to effectively manage a private company? ...to manage employees, payroll taxes, income taxes, insurance, advertising, and product development. Do you have the cash flow to purchase the rotating inventory of materials and last through the slow reinvestment periods? Most importantly, are you willing to commit yourself completely to the development and growth of the kite industry as a whole? In other words – would you lose the day job?

I, like others, have withstood very meager beginnings, but I entered this industry with ten years of sales and management experience and dedicated myself completely to the development of the kite industry and the creation of innovative and original products which compliment the market.

This is the year in which we must tend to our wounded industry. The legitimate manufacturer must support the full service kite stores (which advance the knowledge of kiting to the public) by not giving in to the garage catalogue discounters. In return the store owners must support the manufacturers by buying the well-marketed, high quality products of the legitimate manufacturers. Then, the biggest winners will be the consumers.

Bob Childs
Boulder, CO

continued on page 6

What's in a Name?

There is a growing concern among established kite manufacturers over product recognition, i.e., what to name a kite. Name identification is a marketing tool that normally requires some imagination and research to avoid any conflicts with products already on the market.

Lately, though, not much consideration is given to researching a name and how it can adversely affect the product recognition of the originator of that particular name. It seems that even a few of the established manufacturers could care less whose product recognition they step on to promote their own product. Why would someone introduce a new kite to the market, but use an established name of someone else's product?

I see it in all aspects of society these days. No consideration for your fellow man. The gentleman's sport of kiting has turned to business as usual.

Martin Dougherty
Turning Point Kite Co.
Long Beach, CA.

*Martin Dougherty, eh?
Any relation to Ted Dougherty?*

We feel that this letter speaks for itself, but we will suggest that you pursue this issue, first, with the Kite Trade Association (KTA). Perhaps they can help, and perhaps they could develop a simple system where name duplication is no longer such a problem. The market confusion caused by name duplication has, of course, a direct impact on the owner of a trademark name. Sales are lost when customers can't distinguish the two products by name alone, and the product positioning gained by being first with a name is compromised. Good luck.

We just knew there was an audience out there!

I thank SKQ very, very much for the new column, The Novice Guide. For years I have grumped that specialty magazines overlook the needs of the beginner, and don't provide a door to understanding the subject. SKQ is more valuable for the addition. I suggest the topic of: Planning Your Practice.

About Field Tests: Would it be politic[al] to publish manufacturer's addresses?

Blessings and Peace,
John S. Wallace, III.
Los Angeles, CA

Glad we could help, John.

*Thanks to people like you who have told us that they like the new columns, you can look forward to **Novice Guide** running regularly. And the best way to ensure that we address everyone's needs is to send in a short list of those burning questions you might have. We'll do our best to answer them.*

*Which manufacturer's address did you want? Put succinctly, we don't print contact information because **Field Test** is exactly what it looks like; a place where we present thoroughly-researched reviews of kites, and not free advertisements for manufacturers. It's subtle, but take a look at the way we present the information and you'll see that we don't "pretty it up." Dedicated pages, straight black & white photography, and plain talk. We're trying to tell you as much as possible about the performance characteristics of the kite. Check the manufacturer's ad – whether in **SKQ** or in one of the other kiting magazines – for an address and phone number.*

The Winter issue was the first SKQ I have purchased, although I have been involved in kiting for several years. I enjoyed the interview with Roger Chewing and the story about the competition in Japan.

The reason I picked up the magazine was the cover note referring to your new departments: The Novice Guide and Flight Secrets. Both departments were useful to me. It wouldn't hurt to expand them. I have been involved seriously for three years, and have just begun to enter competitions. I find it difficult to get anyone to teach me any advanced "tricks."

I was looking for the results from Sandy Hook (October 1992), but they were not there. Where are they?

Thank you,
Stephen J. Millner
Yardley, PA

Millner, Millner...now where have we heard that name before? Ah, there you are in the

Competition Results section of this issue. Because of our publication schedule for V4N1 ("Now...where **did** we leave that stupid publication schedule?"), we included scores only for events through July's Newport SKC. Not to worry, all scores that have been made available to us up through the Golden Isles SKC have been included this time. And if you're ready to try some interesting launches and dazzle your friends, check out this issue's **Flight Secrets** column. Thanks for writing!

Son of "Wanderings"

I would like to congratulate you on three successful years of publication. I look forward to seeing a new issue of SKQ at my favorite kite outlet with as much anticipation as I do a new model of stunter. Although I am not a competitive flyer, I enjoy reading the competition reports with an eye on new maneuvers to try out on the field. My favorite feature, though, is the new product review. You have helped me make several good choices in new equipment.

Among the recent additions, I thoroughly appreciate the "Wanderings" column, as well as the previews of kite accessories. Like many stunt addicts, space is often a premium in my kite bag, and anything which helps save space is quite valuable.

Let me offer a tip to my fellow pilots on flying areas which may not have occurred to them. Not far from my home, a local radio-control flyers club maintains a grass airstrip. Since winds sufficient to fly all but the very lightest kites makes R/C piloting nearly impossible, I was easily able to make arrangements with the club to use the facility as a kite field in exchange for helping maintain the field. It makes for an ideal flying space; very large and flat, with bordering trees far enough away to counter any significant wind shadow. I would recommend to any cramped kites that they look up local R/C clubs for similar cooperative arrangements.

I thank you for your time and your fine publication.

Sincerely,
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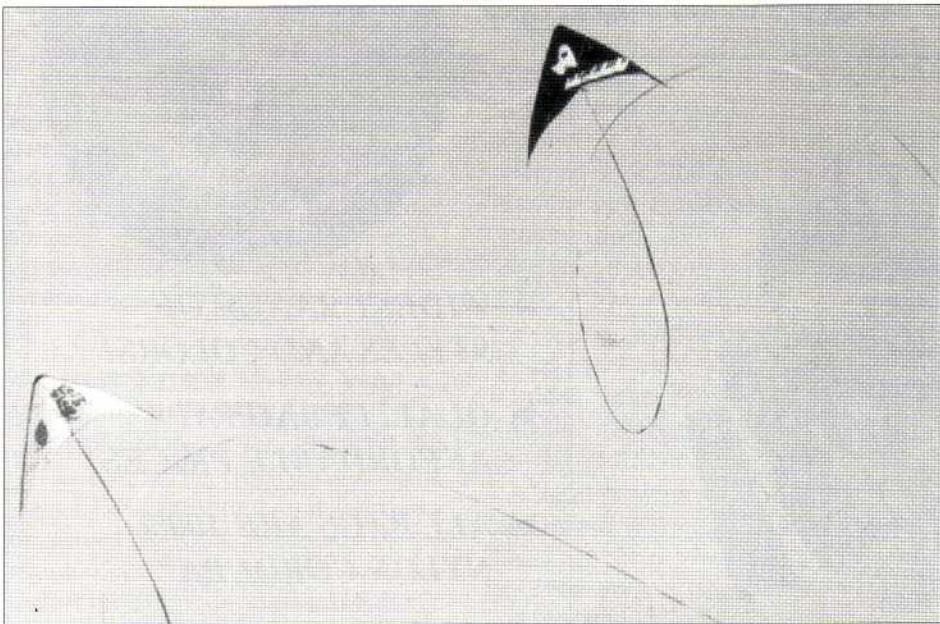
High Fashion & High Flying Advertising

What does haute couture designer Giorgio Armani know about kites? He knows that when they are used for promotion at grand openings, they create "lasting visibility." Steve Kent, of Kites Etc. in Newport Beach, CA, managed the kite advertising for Armani at three grand openings in 1992 with an additional three openings scheduled for 1993. Using up to 120 Rokkakus silkscreened with the Armani logo, Steve has run promotions in Santa Monica and La Jolla, CA, as well as Miami Beach, FL. Lofting dozens of kites is no small task, and assistance has been provided by local kite stores and clubs, among them the San Diego Kite Club, All About Kites, Action Kites and Skyward Kite Shop. Although the wind is a major factor in determining the number of kites that can be flown, the Armani company is quite pleased and will continue to use this method of advertising in the future.



How will they know? Here's one way to get your message across.

And The Winner Is.....



Lee Parkhurst of Vienna, VA, won the 1992 Old Dominion SKC photo contest with this picture of two deltas joined by a common tail, piloted by "Photo" Joe Perron.

Plan Ahead!

If you've ever found yourself listening to someone tell of a great event and saying to yourself, "I sure wish I'd been there," then listen up. "Operation High Desert Swarm - Buggy Boogie Thang 1" is already in the planning stages.

Run by first-time event organizer Corey Jensen, it will be the first-ever non-competitive Monday through Thursday "kite happening." Corey's main goal is to infect others with the excitement of Buggy Boogie'n so that it will blossom and spread. There will be no first place or last place finishers, no field boundaries, and no registration fees; just miles of lake bed for zooming, providing fodder for future memories and stories. The Buggy Boogie is slated for January, 1994 so start planning now. For updates and more information call Corey Jensen of Windborne Kites at (408) 373-7422.

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The Sky

Racer.....²

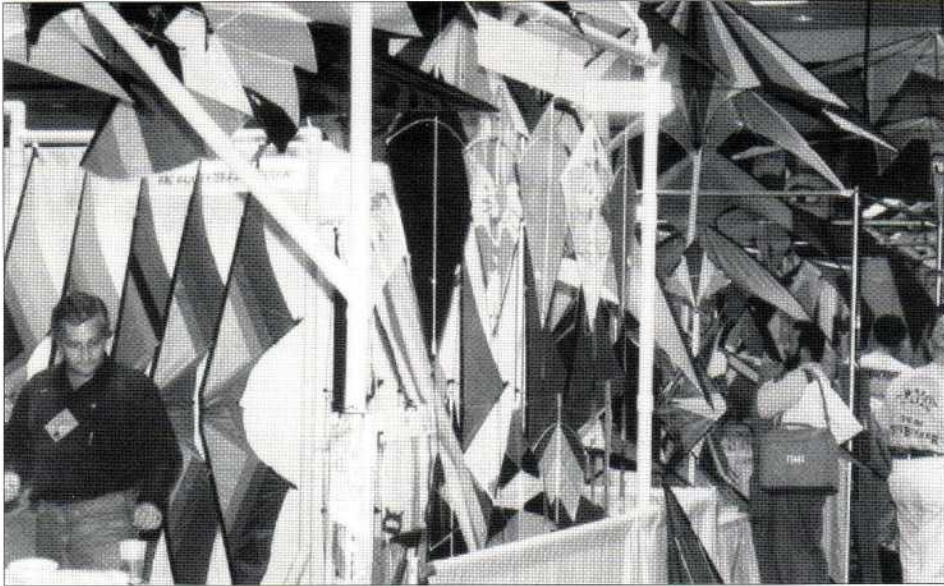
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The 1993 KTA



"Holy mackerel!" That was my first thought on entering the showroom for the Kite Trade Association's (KTA) 1993 Convention in Orlando, Florida. Color overwhelmed the senses, as booth after booth overflowed with yards of colorful ripstop that had been transformed into our favorite product - stunt kites. For a kiter, this show is much like being five years old again, and let loose in a candy store with a pocketful of

Covering the KTA show in the spring of 1990, Cris Batdorff wrote "there seems to be an attitude of professionalism that increases with each passing year..." Whether through an act of professionalism and savvy marketing, or simply as a matter of absolute necessity, one thing that became obvious is that kite makers are really listening to the customers, for if 1992 was the year of ultra-light and ultra-heavy wind kite designs, 1993 is shaping up to be the year of the affordable kite. As retailer Bob Nieman of Chicago Kite Company said, "Manufacturers now hear where the industry is going. For retailers the cost of a kite is a major factor in their ability to sell kites. The emergence of an affordable eight-footer and the push of graphite frames available for under \$100 came on strong. This was a terrific show for retailers!" Indeed, the main topic of discussion about stunt kites was of the expansion of what is now available amongst "affordable" kites. Put another way, the emphasis was on making products available at a price within easy reach of a customer's first or second kite purchase.

"there seems to be an attitude increases

change. My mission, having chosen to accept it, was to do my level best in uncovering everything new and hot in kites and related products for 1993. "Level best" is the operative term, here, and I'll offer my apologies to those of you that I didn't have the chance to talk with at the show. My only excuse is that the manufacturers have an obvious passion for their work, and will happily talk at length to all who are interested. Before I knew it, the closing announcements were coming over the P.A. system! Now, on to all that we uncovered.

Another shift seemed clear, too, by the end of the show. There used to be a time when a manufacturer's best vehicle for gaining visibility, and thus market share, was to sponsor a winning team. It seems that most of the manufacturers have come to the realization that to be most effective, their sponsored teams should not only compete, but should also be active at fairs, flys, and shows in an attempt to bring more new flyers into the fold. Seems as though they've finally cracked the code.

Convention

\$100 or less.

(Although you might talk 'em down to \$99.99)

Coming in at \$100 or less is everything from the simplest diamond kite to a full eight-foot delta. In the smaller wing sizes, we saw a number of new kites, including the Skatt and the Quick Fire from Gayla's WindWalker division. The Quick Fire has been designed with a 1-1/2 inch bridle adjustment range enabling the pilot to dramatically slow the kite down for learning, and then, when comfortable, tune the bridle in order to speed the kite up to a small frame's full speed potential. It should be available for about \$60.00, and will come complete with lines and handles.

From Goodwind's Kites, the Wind Deemon is hot along with the Buzzy Bee and Lil Lady Bug finger-control kites. Top of the Line Kites reports great success with the Snap, (*see review on page 45*) while the Firefli is Peter Powell's new model for the intermediate flyer, with retail expected to be about \$70. Early reports are that it's being compared to the light wind Skylite. It's going to be hot. Skynasaur came on strong this year with their recent marketing agreements with Skyward Kites Manufacturing. Designed to round out their line of kites, they are now distributing both the Tracer (*see review on page 42*) and the new Trxter. Count on the Trxter to live up to its name, and to

manufacturers, the Griffin is an eight-foot delta kite, retailing in the neighborhood of \$100, and will most certainly be appreciated by both retailers and flyers. The consortium concept allows the manufacturers to reduce both their overhead and marketing burden, allowing them to introduce a good performer while keeping costs down.

Power Kites

The affordable kites were certainly notable, but certainly not all that was unveiled. In a time when alternate flying trends frequently include the need for power kites, Kite Innovations is now making the Quadrifoil available in a number of new sizes (perhaps resulting in "power levels made to order.") Frequently seen wheeling in a buggy of his own design, Peter Lynn's Peel kite is now readily available in the U.S., with distribution handled by What's Up. For those who prefer Flexifoil stacks, Flexifoil International has come out with a new sail pattern called the Quattro to add to your collection. From Chicago Fire Kite Company there's a new 12' version of the Magnum Opus. It's called the Elmo, and is designed for power. For whatever reasons you may be looking to incorporate a bit of power into your flying, it's available!

de of professionalism that with each passing year...”

be available for under \$100, including Spectra line. If you've admired the Radian by Prism Design but have held off purchasing one because of its cost, then check out their new low price entry, the Ion. Complete with a laminated field card providing useful guidance for the novice flyer, it will retail for under \$100.

Last, perhaps the most talked about new kite in the show was the Griffin (*see review on page 47*) Developed by a consortium of three

Competition Kites

Fear not, diehards...the quest to produce the ultimate competition kite continues. It would seem that many new designs are developed in response to specific new maneuvers and the skills that are seen in competition events, with the end goal of making a kite that would enable these moves to be more of a sure thing for the competitors. As such, competition kites

continued on page 12

KITA Convention

continued from page 11



The KTA show is a wonderful way to catch up with others. (L) Steve Rubin of Windborne Kites, CA, is seen here visiting with Jane Parker Ambrose and Larry Ambrose of Sky Scraper Kites, CO. Photo: Don McCasland

are continuing to become ever more specialized and advanced. Because these kites tend to be costly, and frequently will vary in their general attributes by only a narrow degree, it becomes ever more of a challenge to determine which kite is the one you've been looking for. Among the new entries we noted: Air Circus, distributor of

a number of imported kites, presents the Pro Air Cheetah (*see review on page 43*) Kite Innovations has a new low wind delta, the Monarch FS. Skyburner's new model, the Pro Dancer, is geared for the freestyler. Sky Delight offers some terrific new sails in low wind models, the Kestrel and the Hummingbird. Skynasaur is now producing a competition favorite, the Tracer (*see review on page 42*) Spectra Star, relying heavily on input from Team High Performance - their sponsored team - has come out with the new Competition Edge. Vince Bobrosky, designer of the Stinger series, now has a new design called the Pro Air, and this kite will be marketed by UP Sports. High Fly Kite Company is releasing a new seven-footer, the Team High Fly Comp.

New Products

As kites continue their evolution, we note that more kite parts are now being tooled specifically for kites. The new parts are clean, smooth, and well made, lending a more refined finish to any kite. Spectra line apparently continues to evolve, and is available in both colors and poly-spectra blends, but we found the Premium Braided Spectra Flylines of particular interest. This line promises to be the purest, thinnest, and most compact spectra line currently available, and if you're flying with spectra line for it's low drag,

this line appears to be very slick indeed.

There are now many choices for winding up your lines. Flat winders continue to be popular and are available in everything from flat black to a reflective neon that promises to be easy to spot on the field. Packaged with a set of color coded, padded handles, Premier's new winder caught our attention because you can use the it for a set of dual and/or quad lines. Wrap quad lines on the winder, and then just pull off 1/2 to fly dual line! For those who like to sleeve their lines or do long splices when joining spectra and kevlar, Premier also has a new 11-1/2" needle that will speed up your work.

The choice of what to stuff all of your kites and lines into continues to expand as easily as M.L.D. Associates' big, new line bag that could easily double as a carry-on bag in your luggage collection. If you just want to carry a few sets of wrapped lines, check out Pocket Line Bags by Over The Line. Stan Swanson of Condor Kites has come out with a bag that is so adaptable that before the show, he couldn't even be sure of all of its benefits. This bag has been designed to be a "constant volume" kite bag. Basically, it is two 1/2 size bags that zip together either to carry broken down kites or full size kites. It has pockets for lines and, with a wonderful touch of simple ingenuity, the ends are screened to allow all those pesky, darned pounds of sand to simply drain out when you pick up the bag. The bag is available in two sizes, but with all of its zippers you can easily adjust it to carry anything from five to twenty kites. Do you want a bag that will also provide shade? Earlier in the year, we picked up a new product called the Sky Roller by Wings on Strings, from Oklahoma City. After opening it up, simply set up a few stakes and guy lines and you have a bonafide lean-to for shelter!

In kite accessories look for lighted arrow nocks from What's Up. There are now a couple of models of kite "brakes," which are basically tailored pieces of screening that when applied to your kite enable you to fly in much higher winds without buying a high wind or screened kite. We saw one from Chicago Fire Kite Company that fits

continued on page 14



TRACE THE PERFECTION OF FLIGHT

SKYNASAUR INC. HAS JOINED FORCES WITH MIKE SIMMONS OF SKYWARD KITES TO MANUFACTURE AND DISTRIBUTE THE TRACER, A SKYNASAUR SIGNATURE SERIES KITE.

Many of you are familiar with the Tracer and have heard or seen firsthand how well its done in international competition (the biggest winner in the Eastern League) since its introduction earlier this year. This kite is hot. It has many features that represent a radical departure from current configurations. It is these features that lead to its extreme performance. Features include: drastically lowered aspect ratio, deep-wall tunneling, extra large sail area, balanced cross bridle system, wide nose clip and induced camber leading edge around an "active tension" graphite frame.

For more information or to place your order call 800-525-0980.

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TRACER

New Products



1



2



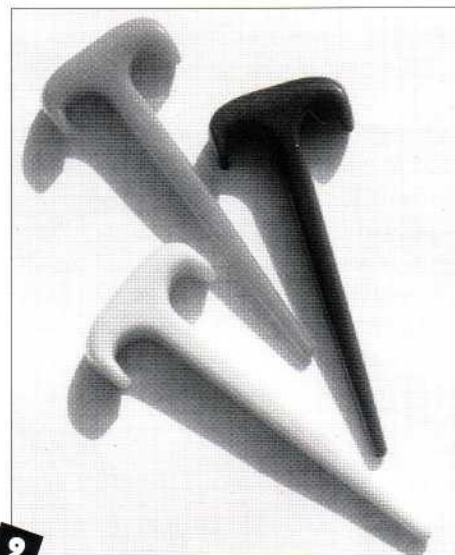
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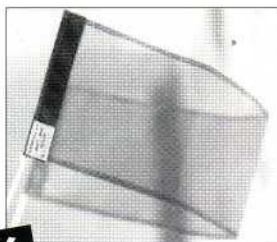
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8



9



6



7

1. Reflective edges make this winder easy to spot.
2. Skyroller carries kites and provides shelter.
3. From Europe, molded kite fittings that snap on and off.
4. Pocket line bags hold line sets in increments of three.
5. Try semi-rigid rubber parts to get a grip.
6. & 7. Air brakes and air dams.
8. Wraps 2 or 4 lines.
9. Famous for winders, Carey's now has stakes.

continued from page 12

behind the kite in the keel area, and another from Hold the Line that attaches to your bridle and fly lines. If you've ever wanted to customize a sail then you may be interested in Design Master Paints, available through Eclipse Kites. Check KiteLines magazine, V9N4, for guidance on applying this paint, and then create your own masterpiece. We saw a few new wind-related toys that looked like fun. If you go out to fly, but the wind doesn't show up, you can pass the time with the Wind Blade. Like stunt kites, it takes two lines, does graceful arcs and stunts, but is easy to use even in a light wind.

Now, for one of the most promising products of the show, if you have enough wind and want to challenge your fellow flyers to a little race, then you simply have to get a Contestant Actuated Timing System. Used for kite races, timing gates are tripped by your fly lines, providing an audible alert and are reported to be 1/100th second accurate, and have already stirred the imaginations of festival organizers. You will be seeing these around, so get ready for some fun!

Speaking of fun, the first ever Buggy Boogie is in the planning stages for El Mirage, California, directly after next year's KTA show. What do you want to bet that there will be buggy races



timed by CATS at that show? Kite flyers are so creative! And I'd be failing my mission if I didn't tell you about a new book being released by Richard Synergy. It's titled *Stunt Kite Basics, Making All the Right Moves*. Those of you who know Richard have probably seen his precision maneuver T-shirt. Inside the pages of his book, Richard guides you step by step through all of those moves, plus many more. He's even done the requisite math to tell you just how long any part of a move should last based on your line length! Now, flying to a new, distance-based grid at competitions should be a breeze.

Final Thoughts

From a statistical viewpoint, the show seemed to be quite successful. With 194 exhibitors representing 70 companies in 19 countries, the show floor was loaded with 11% more in the way of available gear. Attendance was up 26% from 1992's show, 38% from 1991's show, and a whopping 60% increase from the show held in 1990!

Overwhelming sentiment also says that this year's show was a tremendous success. In the words of Joyce VanFleet of Sodbuster's Sky Toys, "Every year, even though you may think they (the manufacturers) have reached the limits of what they can accomplish, they come out with something new!" First time attendee Bob Gonyer, of Kites & Flags, found the show immensely informative. Indeed, we can not imagine that a retailer could manage to stay abreast of all the progress being made without attending the KTA Convention. Add that exposure to the Retailer's Round Tables, offering information geared toward making your business more successful, and you've got a winning combination. ▲

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PRO *file*



Life can seem rather flat, at times. Between the mundane tasks of working, getting up early, and doing the million little things that are required of us, we look for diversion and excitement to make the whole process more entertaining. That's probably why we love to fly kites. A few of us with thrill-seeking personalities look for even more intense experiences wherever we can find them.

On our way out to witness the night fly at the 1993 AKA Annual Convention in Lubbock, TX, Susan Batdorff and I stepped off of the elevator onto the second floor of the hotel that served as the Convention headquarters. But what was that sound? It took only a moment to identify it as soft-but-building New

Age music echoing off the walls of the 5-story hotel atrium. We stepped around to the balcony

railing, looking down to see both Joe Vaughn and David Brittain on the ground floor of the atrium. Below us, Joe and Dave were doing some serious interior re-decorating, moving chairs, lamps, tables, and other obstacles either to the outside perimeter or toward the fountain in the center. Above us, the rooms and rafters were draped with kites, banners, and windsocks, barely muting the echoes of the music that created an eerie, aural, but equally colorful backdrop to the scene.



by David Brittain, with Bob Hanson

God, Focus, and One-Wrap Spars: A Closer Look at the Amazing David Brittain.

Repeatedly, I called down to get David's attention. No answer. Totally serious, with a look of intense concentration on his face, David seemed completely immersed in what he was doing as he finished prepping his ultra-light Rev II. Turning to Susan, I said, "You know, we shouldn't leave right now. This is gonna be one helluva one-time show. Let's stay." Others, apparently, had the same thought, and before long a small crowd had developed, lining the balconies on every level.

We weren't disappointed. Vaughn put the first kite up, a small, light fighter kite being flown with a finesse that only Grand Master Joe can pull from a fighter. Brittain popped his kite overhead into the still air of the atrium, and the session was underway. We were watching two of the best doing what most of us can only envision; flying indoors, delicately playing off of any and all obstacles, completely focused on translating a feeling into body movements and then into the motion of a kite. The people, the kites, and the music worked together to create a unique and effective mood setting for superb flying.

But what impressed us most was the intensity with which David approached his flying. Never before have we seen someone so focused as to exclude all other input. He takes his flying quite seriously, and yet elicits nothing but fun, entertainment, and amazement for all who come to watch. Driven by his emotions, he holds his sport close to the heart, believing in what he does, and holding a devout faith in God that makes him a

genuinely great person. It is this belief, he says, that keeps him "level-headed," and he feels that his flying is a gift from Christ.

David took a great deal of time to tell us more about how he got to this point, and then shared with us some of the secrets to his flying style. This is not so much a story about the person, and it's not necessarily a "how-to" guide to no-wind flying. Put the two together, though, mix in a full measure of focus, ego, enthusiasm and intensity, and you'll get a package that is truly one-of-a-kind. There ain't nobody doin' it quite like David!

SKQ: David, how did you get started with what you're doing now?

Brittain: I've always been fascinated by flight, ever since early childhood. I enjoyed those nickel balsa gliders immensely. When I was older, I played around with control line .049 model planes. Funny thing, though, I was a very bad pilot. I always enjoyed physically coordinated outdoor activities, like unicycling, biking, tennis, hiking, and Frisbee, so kite flying fit right in.

After dabbling with hang gliding and taking to heart the saying "better on the ground wishing you were in the air, than in the air wishing you were on the ground", I first flew a Team kite on my honeymoon in Hawaii in 1987. I loved it immediately. My best friend worked at a kite shop in Boulder, Colorado - where I'm from originally - so I bought a Trlby 3-pack and flew it immediately. I'll never forget the joy of



TOP ROW: Poetry in motion.

ABOVE PHOTO: Think catching one REV II is tough? Try three at a time.

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doing my first loop; what a gas!

Soon after, I needed the best, so a Top of the Line Team kite was my choice. Once again, I flew a lot, and soon. Dealing with the fickle Colorado winds tended to get me down, but the air time always seemed worth it. Even from the beginning I challenged myself to fly perfectly, always striving to be better. One day while thinking about a kite's angle of attack, I pondered the idea of a third line on the nose of the kite, connected to a harness on the pilot's chest, thereby allowing speed control. About a week later, a friend called to say that the magic was about to begin. Someone had developed a four-line, bow-tie-shaped kite. This helicopter of kites had the ability to hover in any orientation and fly backwards, allowing speed control, center spins, and the like.

Now the unpredictable winds were really a drag. Since this kite seemed to be the ultimate challenge to master, I wanted to fly every spare moment possible. I moved to Portland, Oregon so that my now-ex-wife could complete her graduate degree, and there I met Mike Sterling and the Cyborg team kite addicts. Voila! With other kite pilots to fly with, things seemed excellent. I spent an awful lot of time flying, almost every day. I made personal compulsory charts and would practice them to perfect my control of the Revolution. I went to every organized fly I could. I flew for the sheer fun of it, and yet was constantly amazed with how precisely I could make it fly.

Winter came around, and I found out that the northwest is, well, wet. I would try to fly anyway until either the kite or myself was too wet and cold. Then, a realization hit me. Portland had the Willamette River bridges! I found my own Wanderings zone under the Hawthorne Bridge. It served as a

wind tunnel and it was dry! Being a construction worker, we had time off when it rained hard, so even though I couldn't make money, I got to fly under the bridge. I would crank up the stereo and fly, Fly, FLY! Very early on I realized that people would stop to watch. Many people would approach me and ask a bunch of questions.

SKQ: How did you get started in competition?

D.B.: In the northwest, quadline competitions began in the summer of 1990. I couldn't wait to compare my skill with others. I could never sleep the night before I flew. It wasn't so much nerves, but the excitement of competing. I craved it. I have to give thanks to the A.O.K. (Association of Oregon Kites), and all the pilots in the northwest. There's a lot of organized flying to be enjoyed there.

Innovative flying sparked my imagination right off the bat. As best I could tell, props were the way to really entertain an audience. Although I always wanted to fly team quadline, I could never find teammates so I knew I had to go it alone. Ever since reading my first issue of SKQ, Lee Sedgwick was my hero, and still is. I'm grateful for his creativity and endless inspiration!

SKQ: And now, you've stopped competing and are concentrating on shows and demos?

D.B.: It occurred to me that people who know nothing about kites are entertained by watching what the Revs could do, and I began wondering if kite shows were a viable idea. A major problem, though, was lack of space and, more importantly, a lack of good, consistent wind. My spirits became a little dampened until I contacted Revolution Kites and got a hold on ultralight kites that allowed me to fly in less and less wind. With the Revs having such an incredible angle of attack, controlled no-wind flying became possible with a bit of practice.

Then, about a year ago, I sneaked into a gymnasium and flew. It was an amazing experience, somewhat like the first loop I mentioned earlier. Later, I secured a high school gym in which to practice. My mind raced with ideas of half-time basketball shows, ice hockey events, school kite shows, and the like. In order to gain some notoriety, I established an indoor sport kite world record. (See SKQ, Vol. 4, No. 1) I needed to compete on the circuit to establish myself as a reputable flyer, and 15 First Place finishes later, I'm pretty sure that I'm through with competition. I will always love to be there and will always be happy to demo, but I'd much prefer to show modern kite flying where it hasn't been seen before, to expose non-kiters to our sport. I'm full steam ahead in developing both indoor and outdoor shows.

SKQ: Care to let us in on some of the details? How about telling us more about some of your moves and ideas?

D.B.: Okay, now for some of the "how to" meat. I'd really like to show people how much fun flying a modern kite, especially a quadline, can be. In these days of fast, hectic lifestyles, taking time out to "Go fly a kite" is a great idea. It's too much fun to fly, and I'm looking forward to exposing as many people as possible, in a captive indoor environment, to where kiting has progressed.

Indoor Equipment Used

- Revolution I, Super Ultralight, with a 1/2-ounce sail and two-wrap graphite spars.
- Rev-II, Super Ultralight, with a 1/2-ounce sail, SVL graphite spars and extended Ultralight handles.
- 80 lb. non-stretch, high performance Spectra or equivalent line.

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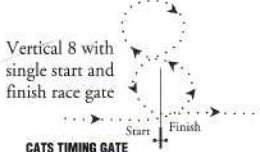
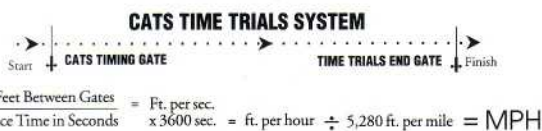
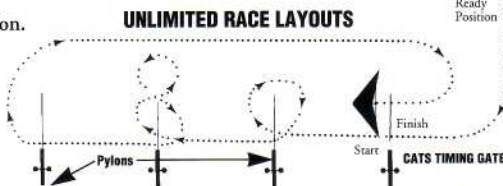
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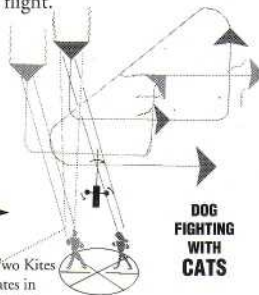
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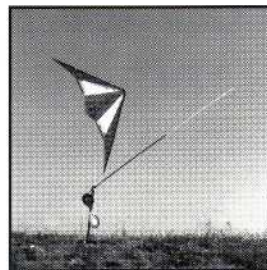
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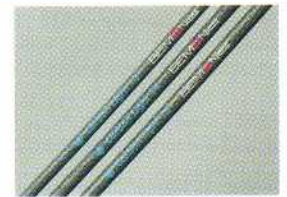
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continued from page 18

Indoor Flying Techniques - Location

For my money, the Revolution quadline kites, because of their extreme controllability, are the best choices for flying inside. First, of course, you'll need to locate a site. The best is a gym or basketball court, but any indoor area is limited only by space and your skill and determination. Obviously, the smaller the space the shorter the lines you should use. The longer the line length the slower you'll have to turn the kite, and conversely, the shorter the lines the quicker the turn. Experiment and see what feels most comfortable. For the indoor flying record, I flew on 30-foot lines, but have flown on as short as only 9 feet. I feel about 20 feet is pretty good for most work.

Line Tying Techniques

I don't sleeve lines for low wind or indoor flying. I simply tie a figure-8 knot and melt the loose ends into a ball near the knot. All lines must be exactly even. If they're not, tie an overhand knot near your loop to shorten. I make about a 4" loop so that a larks-head is easy to incorporate. Make sure you pre-stretch your line, always.

The line is attached to the kite via the 3-D caps available from Revolution which eliminate the bridle, thereby streamlining and avoiding tangles. You may want to explore how a larks head is used to attach a knotted line. I tie an additional "pull-loop" on the end of my loop to make it very easy to remove. I create an adjustment line from the top of the handles by tying overhand knots in a length of SkyBond about every 1/2 inch or so. To give the kite more forward drive, shorten the top line, and to gain more reverse you should shorten the bottom set.

Indoor Flying Techniques

Flying on short lines allows for throws, catches, easy 360s and fly-overs.

360s

To begin, fly the kite forward with the leading edge perpendicular to the ground, about halfway across the "window." Remember, since you are flying in no/low wind, the window is usually a hypothetical area that we'll use for reference! As you reach the edge, back up, away from the kite, in an arc (See SKQ Vol. 3 No. 2.) You must back up faster than any wind speed in order to keep the kite airborne. Practice very low wind 360s outside to be comfortable, and remember to go in both directions, so that you don't wind up favoring one direction over the other.

My theory of indoor flying is that you are always pulling the kite through the air. At first, you'll have a tendency to feel like you have to move your body really fast to keep the kite airborne. But concentrate on efficiency of movement. A fast walk is sufficient, and after a bit of practice, a slow comfortable pace is all that's necessary. Remember, in no- or low-wind situations, you must always be moving away from the kite in order to keep it flying, so when flying a 360 you should be walking away in a circle.

Fly Over

A Fly Over is where you fly the kite up and over your head. To do this, walk backwards flying the kite straight up, with the spar on top. When the kite reaches the top of the arc, turn your body around 180 degrees and continue to walk backwards in the other direction, flying the kite inverted toward the floor. Alternatively, you can finish the last half of this move with a Fly Away.



Fly Away

As with dual line kites, by flying with the kite up high and inverted, you no longer need to be moving away. In fact, because the kite will airplane (glide) you can recover ground and walk towards the kite.

Tip Drags

Try flying forward tip drags indoors. This is best done when the kite is tilted forward at a 45-degree angle. This works well due to the uniform nature of a floor.

Hovering

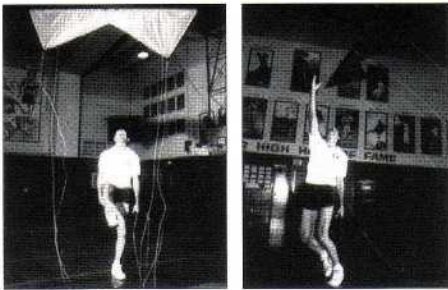
It is possible to fly a hover from the pilot's perspective. Obviously, the kite is still being

pulled through the air but is not going forward, backward, up, or down. Any orientation can be achieved, although flying the kite with the spar perpendicular to the ground generates more lift than either inverted or horizontal orientations. 360s can be flown forward, backward, inverted, or upright, or, of course, combinations of all orientations. If you're flying and are going to hit a wall or something, simply reverse the kite to get away. Believe me, it really is not that hard to fly a Rev inside. We just recently flew a 3-stack of Rev 2's inside - looks very cool. Now I'm working on stack 3-D throws and catches.

3-D

Three-Dimensional, or "3-D" flying is a technique developed by Lee Sedgwick, whereby the Revolution is hand-thrown out into flight and then pulled back out of flight to be caught by the pilot. Although the Rev-II tends to work better, you can also do this with the larger, standard Revolution.

continued on page 22



Foot Launch

continued from page 21

To practice this, having the kite on short lines - 15 to 30 feet - is critical. With more practice, 3-Ds can be done on longer lines.

To get the feel of the pull & catch, I like to start with the kite on the ground, upright on its tips. This allows time to learn to catch without having to worry about getting both handles into one hand. Starting with the kite upright, with the tips on the ground and leaned back at an angle away from you, place both handles in your left hand (if you're right-handed), and leave your left arm comfortably outstretched. Rotate your wrist back (thumb towards you) while pulling your left arm towards your body in a smooth, fluid motion. At about the same time, reach out with your right hand and grab the top lines and pull them sharply toward you. This will force the kite to glide directly at you, leading edge first. Catch the kite with your right hand as you would a baseball, fingers up. Getting the kite to launch up about 3 feet or so with your left hand and pulling the top lines with your right takes some timing to get the kite to come towards you at the right height. If outside, the stronger the wind, the faster and farther one has to pull the lines. If you pull too long and hard, the kite will glide over your head. But, if you don't pull enough, it will hit the ground in front of you. With a little practice anyone can get it.

3-D Throws-Standard

With both handles in your left hand, support the kite at about

shoulder level, face (bridle side) down with the sail parallel to the ground. You can use your left hand to "brace" the kite where the vertical strut meets the leading edge. The tips are to your right and the spar is pointing away from you like a spear. The right hand should be at the rear of the spar. Throw the kite with the right hand and follow through to the left of your body. While the kite is gliding toward the end of the lines, you must grab your right handle from your left hand and be prepared to fly from the inverted position that the kite will be in when it reaches the end of the lines.

Underhand Throw

Start with the handles in left hand, kite on the ground just in front of you, tips down, with the face of kite away from you. Grab the kite in the center of the leading edge with your fingers on the face of the kite. With your right hand, hold the kite level against your body at about mid-height, with the front of kite facing forward. Extend your arm to throw the kite underhanded.

Behind the Back Catch, Line Wind Up, Throw, Unspin

Good luck visualizing this one (*much less enunciating it*), but here goes: This is a Frisbee-style move. Pull and catch the kite on the leading edge with your right hand behind your back. Once caught, wrap yourself in the lines by turning your body one rotation to your right. Then, throw the kite, but before it reaches the end of the lines, untangle yourself by spinning one rotation to your left, and fly away.



(We told you he was amazing!)

Other Ideas...

Under the Leg Catch and Throw: Pull and catch the kite under one leg with your right hand, then throw while your arm is still under your leg.

Foot Launch: Lay the kite face down, with the tips toward you (spar away) on the ground. Place your foot under the "V" of the sail. Lifting your foot up and out to launch the kite into flight, fling the kite downwind with your foot. This is like the underhand throw, but starting from the ground with your foot.

Smack Out: Here the kite is not caught or thrown, but after a pull as it comes in, you smack the kite back out into flight. Hit it on the left side of the leading edge between the center and the left strut.

Pull Over: Initiate this like a 3-D catch from a ground start, but pull very sharply so that the kite glides over your head. Don't catch it, but let it glide to the end of the lines and continue flying "upwind."

All of these 3-D pulls can be done from a ground start or from flight, but it is more difficult from flight as you have to get the right handle into your left hand to grab the lines while keeping the kite level so when you pull the kite comes to you.

There. That should get you started on a day of "too much fun!" Clearly, one is limited only by imagination and creativity, and we're looking forward to seeing ever more interesting and innovative flying from people like David. ▲

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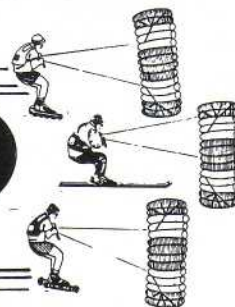
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How to perform: "The Broken Yo-Yo"

by Bob Childs

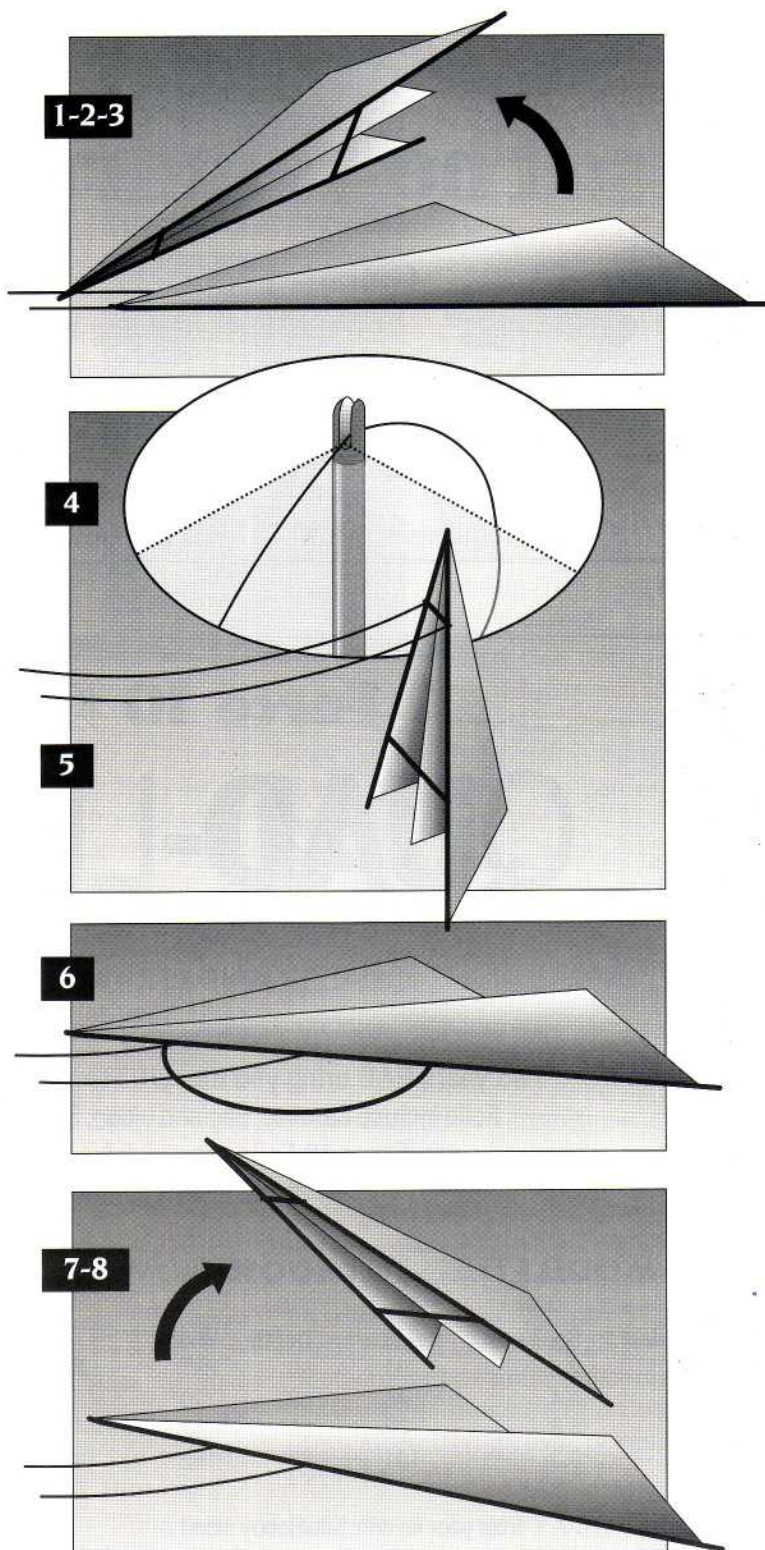
To me there is nothing better than a warm afternoon at a favorite flying field, a steady breeze at one's back and a head full of new ideas to try out.

The Broken Yo-Yo launch was the product of several hours of experimentation, making a terrible mess of my lines, trying to come up with some new tricks for competition. To me the best tricks are ones that have never been seen before and possess a degree of risk as well as a major thrill factor. Christened The Broken Yo-Yo because of the way the kite rolls down the string but doesn't come back, this move provides all of these elements.

The Broken Yo-Yo has been performed with many delta shaped stunt kites equipped with stand-offs.

1. With the kite in a launch position straight downwind from the pilot, stake the handles in the ground and approach the kite.
2. Lay the nose of the kite on the ground pointing toward the handles and directly between the flying lines.
3. Roll the kite tail over the nose one or two times, effectively wrapping the kite up into the lines. The lines should wrap around each wing of the kite between the upper and lower spreaders, but be careful not to tangle them on the vinyl tubes.
4. Use the arrow nock from the stand-offs as a guide to run the lines through. This allows the pressure from the lines to be supported by the frame and not the skin. Note that on larger kites you may have to beef up the stand-offs to handle the extra pressure.
5. Stand the kite up on its wing tips and run the flying lines over the top spreader vinyls to hold the kite in an upright position. Return to the handles.
6. If your kite is equipped with a Bone relaucher, set the kite on the Bone pointed upwind. With only a tug the kite can be launched.
7. Regular launch: With a smooth motion, lean the kite forward 45 degrees until the lines pop off the vinyls. A quick, even pull will swoop the kite into the air. The kite will climb as it unwraps off the lines.
8. As the kite rotates from the final wrap, it will stall at the end of the lines, ready for forward flight.

When you have mastered The Broken Yo-Yo with one or two wraps, try three or more. Remember, most advanced tricks require finesse and control, so do not force the kite or else the Broken Yo-Yo will end in a broken kite.





Along with this creative individual launch, we witnessed a number of equally creative team launches during the 1992 competition season.

Above we see the 1992 World Cup winning team, High Performance, at the 1992 North Coast Challenge. They held a captive audience by starting with this delicate balancing act. Tucking a wingtip through the bungee cord of another kite can assist in creating a grand start to a routine.

Here at the Mid-Atlantic SKC, Team Shred tucks the nose of the #1 kite under the upper spreader of the #3 kite, resulting in a duo-controlled quadline kite of sorts. This kite is launched straight up, only to be broken apart by a full speed #2 kite. Used as the opening for the freestyle segment of Masters Team Precision, it helped them finish in a 1st place tie in the Eastern League.



Proposed new AKA Rule

2. a. The use of tails, relaunch bones, accelerators, coupling devices and other items attached to the kites are permitted. Only those items utilized that are directly attached (either temporarily or permanently) to the kite will be allowed. Non-stock items may be used. The use of any form of pyrotechnics attached to a kite is not allowed. There may be an exception for Innovative performances, check with the Event Organizer and Chief Judge for a ruling on potentially dangerous and or hazardous materials.

Belmont Shores, CA: The Undiscovered Country

by Bert Tanaka

The Los Angeles area is huge, so you'd think it would be an easy matter to locate good flying fields, but this really isn't the case. Sport kite pilots require large, open, and preferably level fields to operate on, so no land located on the foothills, or close to the wind-sheltered feet of them, offer themselves as likely sites. Most parks in the area have those anti-kite obstacles (trees) that make flying with lines longer than 20 feet just another way to turn kites into expensive tree ornaments. There are open fields whose designs do not follow those of the public parks, but they are owned by private companies such as Northrop, General Dynamics, Miller Brewing or any one of the many golf courses. And, as M C

Hammer says, "Do-da-da-da, da-da, da-da... Can't touch dis."

Because school playing fields are located in heavily populated residential areas, most of them are fenced off to make public access more difficult. Additionally, it is common practice to landscape the perimeters of these fields with tall trees to give the field protection from the wind. So, if you do find a field with all the necessary elements, all there is left to do is to compete for space with neighborhood sports teams, golfers, Frisbee enthusiasts, model airplane pilots, the field water sprinkling system, dogs, little kids, and adults that are forever asking you to please move over just a little bit more. If I ever do get a clear shot at one of these fields, I don't fly, but instead rush down to my local convenience store to buy a lottery ticket because I know that

"Today Is My Lucky Day!"

But then there's the beach. On a good day, the wind comes in off the water like an invisible wall. High. Wide. Smooth. The flat sands provide a perfect stage for launches into a full day of fun and relaxation in wind that often borders on perfection. On days like these, you really get to see what your favorite kite can do, and yet nearly everything you'll put into the sky becomes your favorite kite.

Belmont Shores is a place that has been known to regularly experience these ideal wind conditions, even in the questionable winter season. Belmont Shores is the wide strip of

that have meters and cost fifty cents an hour to use. In either case, you can step from your car directly onto a beach that is approximately a quarter of a mile wide, and extends in both directions for miles. There is always plenty of room. Even during the summer, it doesn't seem to get very crowded.

There are no waves in this part of the harbor, so there are no surfers. The sand is coarse and filled with small bits of shells so, although clean, it's not particularly pleasant to walk bare foot. Although there are only a few stores and restaurants on this part of the beach, this helps to keep this part



sand that runs for several miles along the Long Beach Outer Harbor shoreline just south of L.A. Zig-zagging its way down the shoreline for several miles is a 12-foot-wide ribbon of concrete that is divided into two paths. Joggers and walkers use one section for foot traffic to exercise and run along the beach. The other section is used by roller-skaters, roller-bladers, and cyclists. There are public restrooms located at regular intervals along this bikeway, and the beaches are dragged regularly and kept in great condition by the City of Long Beach. If you drive down Ocean Boulevard heading southeast, there is a section of Belmont Shores just where the bikeway ends that is an ideal place to fly. During the winter it is uncrowded, and free street parking is easy to find. If you can't find a parking space on the street, there are several parking lots

of the bikeway uncrowded, making this spot a wonderful, roomy place to fly.

Flying kites is a little bit like fishing in that you don't always catch fish on every single trip. On those rare days when the wind is low, you might just try a little in-line skating, or biking, or jogging. Or maybe just kick back a little. This is, after all, the beach. Hopefully, though, you've come on a good day and will get to experience flying in great conditions in a beautiful place full of sun, sand, wind and sea.

Just give me a couple of sandwiches, a thermos of coffee and my Walkman, and I'm a happy man. There is also a small group of regulars that fly at this particular spot and you'll find them to be friendly and quite willing to participate in a pick-up team flying session if you wish.

If you're used to flying in bumpy wind, you'll be in for a real treat!

How to Get There

From the 405 freeway, between the 605 and the 7 freeways, exit on Cherry Avenue. Head south on Cherry Avenue for approximately 10 miles until it dead-ends into Ocean Blvd. Make a left onto Ocean Boulevard and head east for 4 miles until Ocean Boulevard appears to split. Take the right fork and follow this less traveled street that stays near the ocean on your right (there's a Jack in the Box restaurant near this fork). Continue on Ocean Boulevard for another few miles until you see a bunch of sailboats at a small boat launch. Park anywhere past the boat launch.

Other Attractions:

There isn't anything to be forewarned about at Belmont Shores, except that metered parking is strictly enforced and the parking tickets are not cheap. People Watching is a major attraction at most beaches. Look to the north, and you'll see the Long Beach Marina. If you double back to the fork in the road, and this time take the main street that bears to the left, follow this for about a mile, and make a right turn on Second street. This street is the main street for the small community of Belmont Shores and is packed with stores, restaurants, boutiques, and gift shops. Second Street actually goes over to the marina, and in the center of the marina is a large island complete with more stores, a small park, all kinds of boat stuff and a shopping center called Seaport Village. Check out the Queen Mary Exhibit or the romantic Ports of Call village in San Pedro.

Do you have a favorite flying spot, or have you just discovered a cool new place to fly? Drop a couple of lines and a picture for a future Wanderings feature to:

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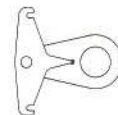
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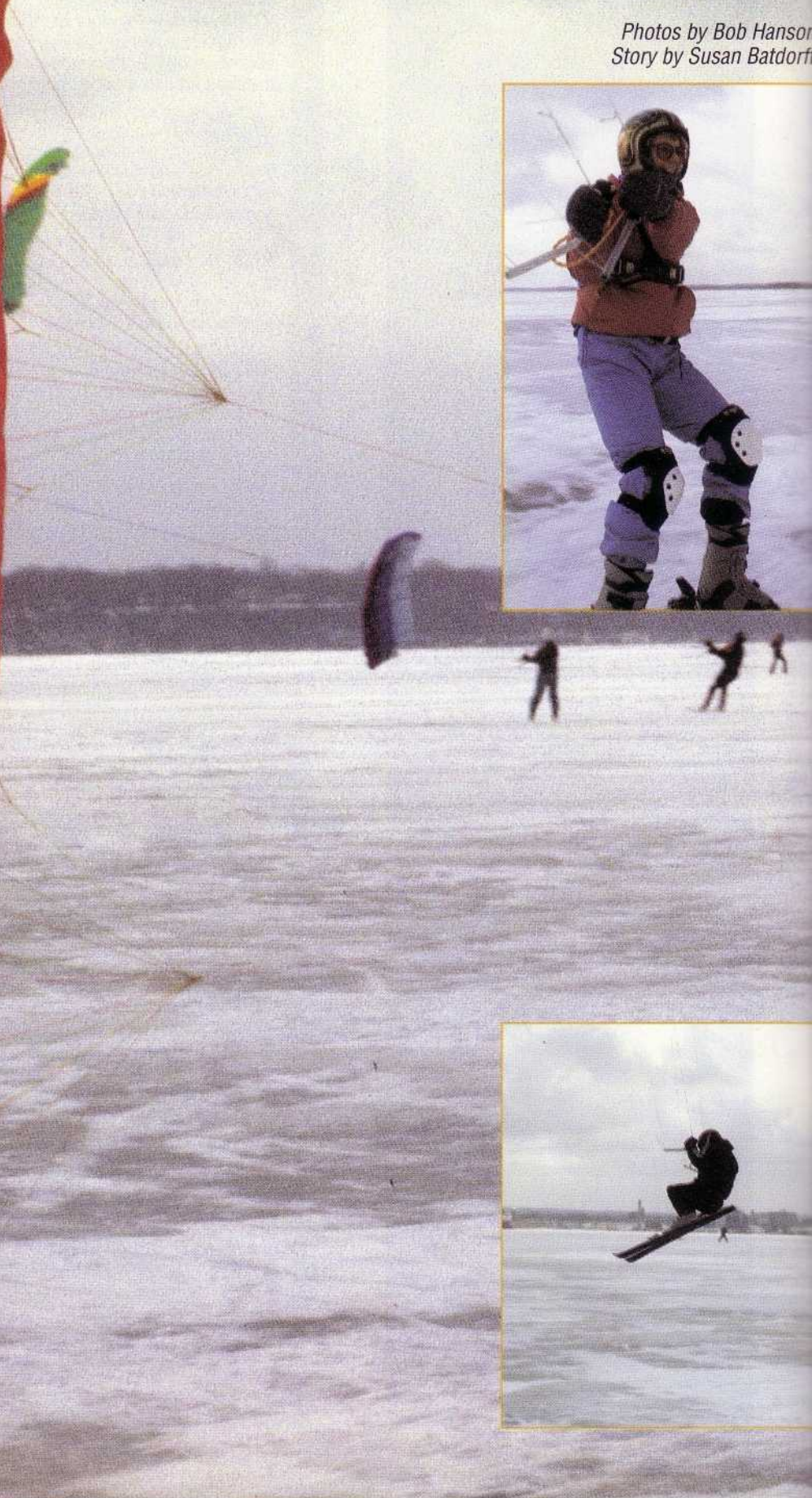
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FIRE & ICE

Photos by Bob Hanson
Story by Susan Batdorf



"This looks like fun," Bob said as he quickly donned his skis and grabbed the lines to a huge Quadrifoil. "Lee's over there, he'll show you what you need to know." And then he was gone.

That's not Lee; that's Darth Vader with a parka.

"I'll ask him," I said to the patch of ice where Bob had just been standing.

"It's exactly like skiing; just lay on the edges," Lee said.

Great. Like, maybe you've been skiing before?

"Okay. I'll give it another try," I reply.

"Are you warm enough, Susan?" they asked.

I'm from southern Florida! Of course I'm not warm enough!

"Yes, I'm warming up fine now; I can almost feel my fingers again," I said.

A couple of us were bathed in a shower of snow as Gary Counts came roaring in at high speed, slamming on the brakes just short of where we were standing.

"Ha-ha-ha," Gary says.

Ha-ha-ha, yourself, bucko! I know where you live and the names of all your children.

"That's very funny, Gary," I said, brushing the snow off, "can I quote you on that?"

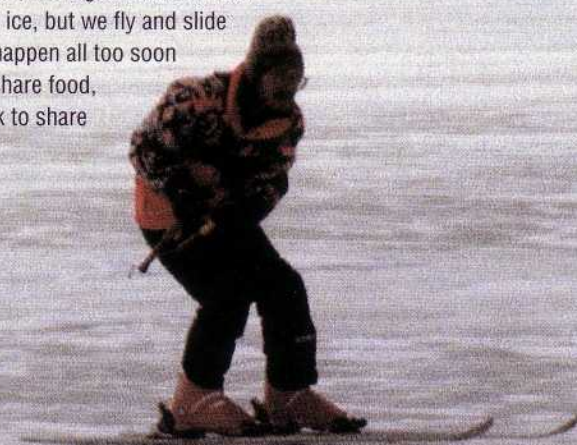
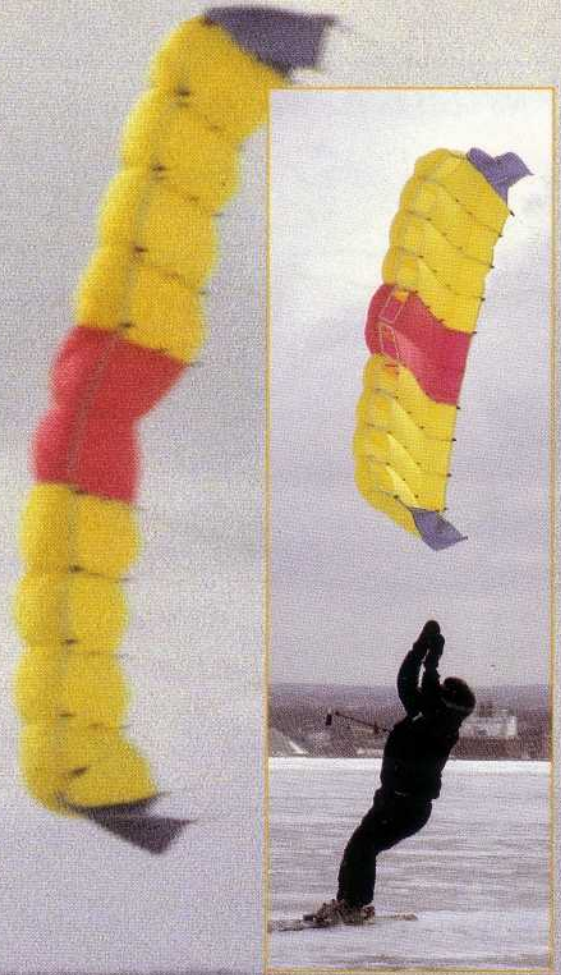
I watch with envy as flyers cruise past me, some at a conservative speed, others seemingly just a blur. The zoomers - some of them hurtling along at 30-40 mph - seem to taunt me as badly as any big brother would. Standing in one spot, I've become an easy target for their heart-jumping sudden stops and showers of shaved ice. To my mind, this only proves that it can be done. Heck, I've got so many clothes on, it wouldn't hurt even if I were to fall.

Hmm, this must be the edge of the ski that Lee was talking about. Suddenly, I'm moving across the ice, leaning back slightly against the pull of the kite, balanced on the most tenuous of "edges." Gaining speed on this strange ten-inch layer of frozen water. Swirling snowflakes and lead-gray skies give me the impression that I'm inside one of those liquid-filled winter wonderland scenes that they sell at gift shops. I'm moving well, after a while, toward the opposite shore when I figure it's about time to turn around and go back.

Turn around ?! Uh...Lee? Gary? Bob? Anybody ?

This year, at least fifty fliers converge on this spot. Every year, the regulars come back and more first-timers show up. We chat briefly while on the ice, but we fly and slide more. We have to keep moving. We know that sunset will happen all too soon in this place. Later, we'll collapse into a local restaurant to share food, stories, and hot toddies. And next February, we'll all be back to share this exhilarating sport. Next year's forecast: **Serious heat!**

Hmmm, can I get skiing lessons in Ft. Lauderdale?



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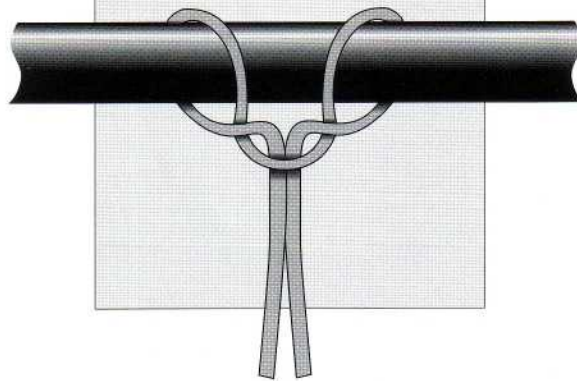
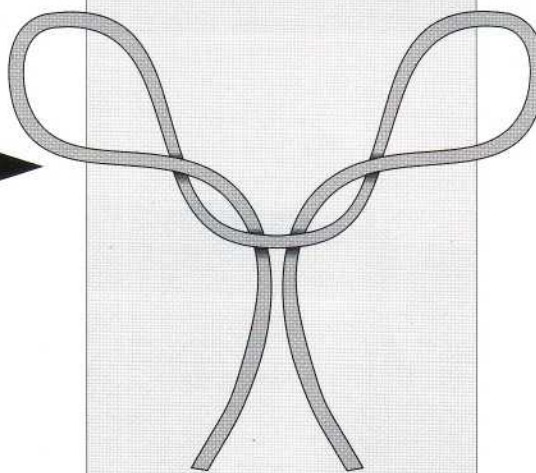
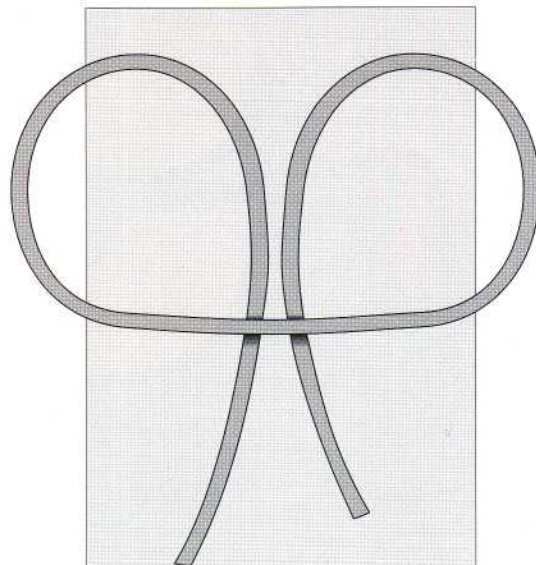


Mike Simmons of Skyward Kite Manufacturing offers the following tips to help prevent certain frustrations that can arise from little problems on a stunt kite.

If the bottom cross spreaders of your kite fit over an internal ferrule, try putting a 1/2 inch of vinyl tubing over the ends to prevent any splitting or chipping on the end of the spreader rod.

Try this 1 loop cats paw knot when you want a line to stay where you put it.

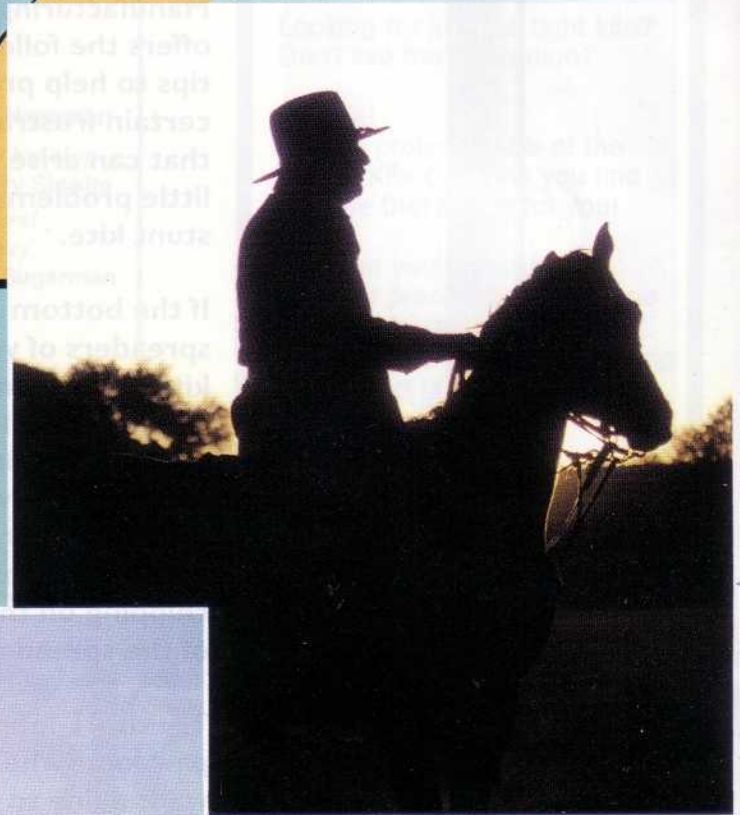
If you find yourself out on the field without any tape to secure your spars, try using one drop of glue (*cynoacrylate works well*) under the very edge of the spreader vinyls. This bond can be easily broken by gently squeezing the vinyl from spar with a pair of needle nose pliers.





92

From the 1st calvary demonstration at Lubbock, Texas...



To the beautiful, wide beaches of Seaside, Oregon, the AKA works to bring you change, organization, and great memories.

93

by David Gomberg

I hope that when you look back on 1993, you will think of it as a year that AKA brought you "more." A number of significant changes are underway that will bring more types of flying opportunities, more rewards and recognition, especially for new competitors, more predictability at events, and make what we do more "spectator friendly." Here are a few highlights:

● AKA Competition Conferences

The biggest news is that the Association is now ranking members performances in a series of geographic regions across the USA.

AKA Conferences are designed to reduce the cost of travel involved with competing, better recognize novice, intermediate and experienced class fliers, and support more local events. Awards will be presented at the end of the season and high ranking fliers will also receive invitations to compete at our National Convention.

I'm really pleased that AKA is moving into the ranking arena. Event sanctioning, Conference rankings, the rule book, and Grand National competition now fit together into a complete and logical process.

This new system is being implemented on a trial basis for 1992-3, with plans to fine-tune the process before it is formally introduced next year. Details about conference boundaries, rules, and points are available from our national office. The main thing to remember is that you have to be an AKA member or your points don't count.

● Rule Changes in the Works

As this article is being written, a series of updates to the International Sport Kite Rules are being prepared. Changes will place an increased emphasis on spectators and on predictability for contestants.

It has long been argued that our events are not really oriented toward spectators. That will change if several

proposed new rules are adopted. Increased safety standards and a buffer zone around competition fields are being considered. Equally important are maximum set-up times and wind rule changes designed to minimize competition delays. If we can make our events more fun to watch, maybe more people will.

Predictability is another important issue for contestants. One proposal will require event organizers to announce compulsory maneuvers, field sizes, and any variations in the rules, at least 30 days before an event. That's good news for fliers that want to practice and teams that need to know how much space to expect.

A revised rule book should be available by spring.

● Insurance and Event Sanctioning

A problem for many smaller or new events is the cost of liability insurance. It's also a potential problem for many fliers. I like to remind people that AKA members are now "covered" any time they fly.

If you are running an event and need to show proof of insurance to get a permit, AKA sanctioning is your answer. The process is simple and costs only \$25. We'll provide insurance certificates and current membership lists so you can make sure everyone is included. And those members who show up will bring \$1,000,000 of insurance with them.

● Powerflying Update

A special AKA committee has been formed to investigate safety, development, and promotion of kite-induced traction. What we're talking about is generally called powerflying. It includes lifting, rolling, skiing, sailing, and jumping.

Good work is coming out of the committee. In the near future, we expect to see a manual of safety guidelines and recommended procedures.

● Non-Competition Flying

The AKA isn't only interested in competition. We have a fun-flying and games manual in production and have just released a one-page pamphlet designed to help new fliers get their kites off the ground. We also have a major education program underway which will culminate in a series of seminars and flying workshops at our next convention.

● Convention Competition

Our next annual convention is scheduled for October 13-17 at the Shilo Hotel in Seaside, Oregon. Competition fliers may also be interested in the fact that the North Coast Challenge, a nationally ranked sport kite event, is scheduled for the same field on October 9th and 10th. Come two days early and take in both events.

The Board is continuing to get feedback about our decision to reduce the amount of competition at the convention and increase demonstrations, workshops, games, and fun flying. Some members disagree, but most have been supportive.

Officially, we're planning to run one heat (roughly 15 fliers or teams) of each competition category. The alternative is to fill our entire five day schedule with qualifying heats which takes nearly every warm body we can find to staff and judge, and more unfortunately, completely dominates single-line and fun flying.

We are planning on a high profile, best-of-the-best season finale that should be well worth watching. We're also expecting plenty of media coverage. I hope you'll plan on joining us in Seaside for the show, for more opportunities to fly than ever before, and for five days with some of the finest and friendliest people you will ever hope to meet.

For more information on AKA, contact the national office at (408) 647-8483 or write 1559 Rockville Pike, Rockville, MD, 20852.



Jones Airfoils Mirage Stunt Kites have been competing and winning in major and minor events since 1984. This record of longevity was accomplished using technology derived from years of observation and extensive testing. Although we have been around for quite some time, this is our first ad due primarily to the fact that we put our dollars toward technology first, so you probably won't see any big glossy color ads from us soon. This is because we want to provide you with high quality and performance at a reasonable price.

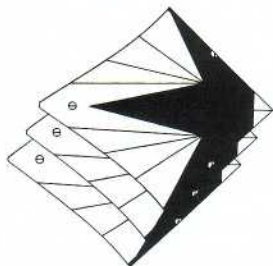
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Thanks to all of you who have helped us become the competitive success we are. We look forward to striving to previously unattained goals in the future with you.

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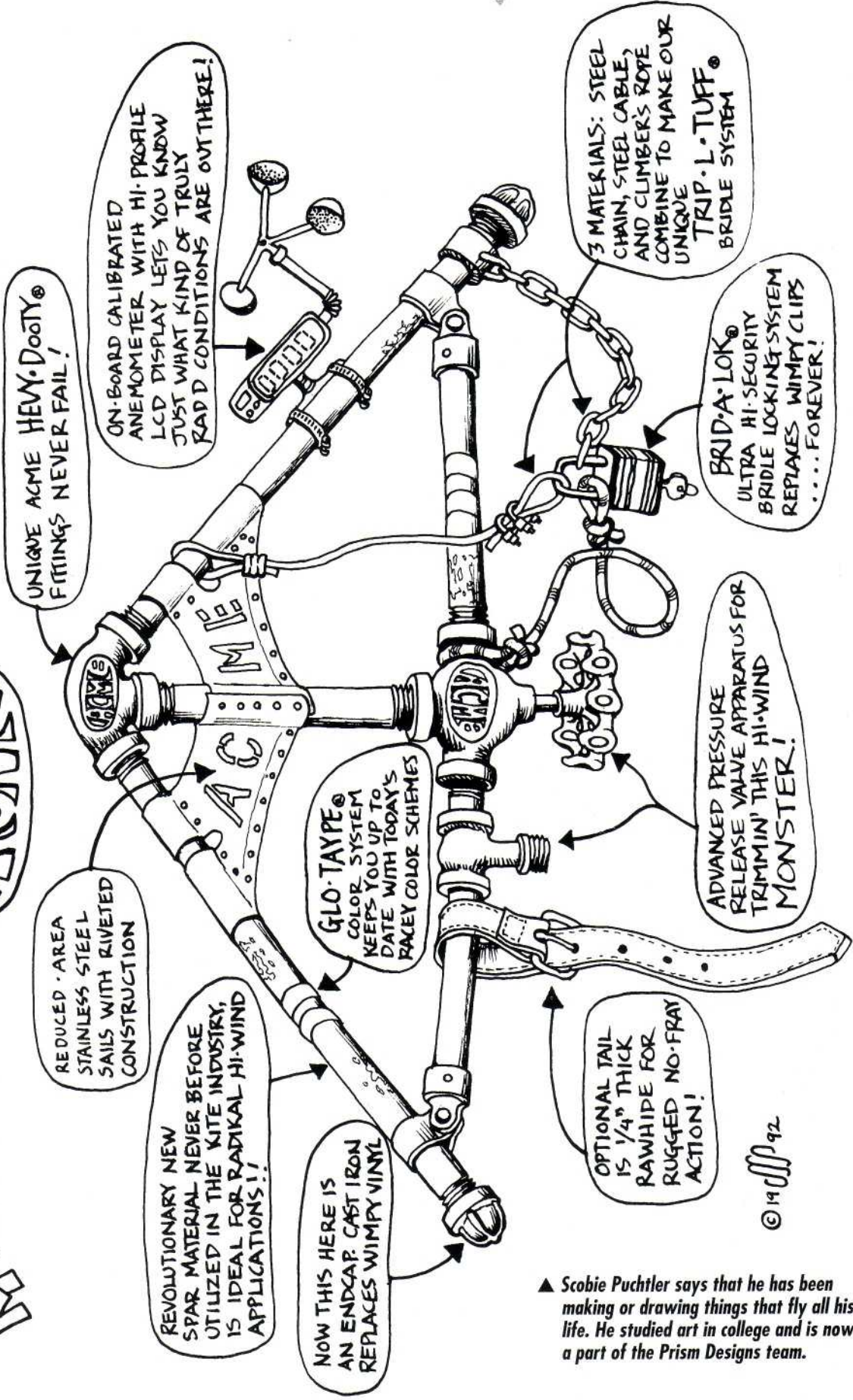
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▲ Scobie Puchtler says that he has been making or drawing things that fly all his life. He studied art in college and is now a part of the Prism Designs team.

The first turn that a pilot usually learns is what we might call "the emergency turn." (We feel that panic is a really harsh word.) The emergency turn is done when the kite is heading straight for the ground with the pilot pulling hard on both lines at the same time, uttering time-honored incantations such as "no!...No!...OH...NO!...Aw, *%#!!" One just as quickly learns that a kite does not respond well to verbal commands.

After you've learned to keep your kite airborne and fly it in a reasonably straight line, the next step is to learn the various types of turns. It may seem fundamental, but understanding the basic turning techniques - and the subtle differences between them - will provide a good, solid foundation for controlling your kite. Later, combining them will become automatic, and the extra control you have will add to the satisfaction of flying and will increase your repertoire of moves.

The two basic turning techniques are the push turn and the pull turn, but as we'll see, what you do when you

come out of the turn will cause the kite to behave differently. The best way to visualize the following descriptions is to begin by flying your kite in a horizontal line, with your arms partially extended, comfortably in front of you at chest level. The concept is the same whether you are going to do a 90-degree turn, an angled turn, or a full loop.

The Pull Turn ◀

The pull turn is the turn many pilots use most of the time, and is one of the first turns you should master. It's also the easiest and most natural to learn. This turn is useful if you wish to maintain forward speed coming out of a turn, and, as such, it causes the smoothest turning of the kite.

While flying horizontally, pull on the line attached to the top wing to start the turn. When you are almost finished turning, push the same hand back to its original position to stop turning.

A slight variation of this turn is accomplished by pulling to initiate the turn, but instead of pushing the same hand out, pull the

opposite hand in to finish the turn. This causes the kite to accelerate out of the turn more noticeably, creating a snap-turn effect that can be used for more aggressive maneuvers.

The Push Turn ▶

The push turn causes the kite to turn tighter than with the pull turn, yet you might find that the kite will lose speed somewhat when coming out of the turn. The push turn is useful in low wind when you have adjusted the bridle to give the kite more forward drive. By pushing your turns, you will still be able to turn the kite sharply even though the bridle adjustment usually makes the kite swing wider. When turning down, the loss of speed in a push turn is useful to help keep your kite from accelerating toward the ground, and when flying figures, this type of speed control is essential for smooth, even flying.

Fly the kite horizontally. Push on the line attached to the bottom wing to begin the turn. When you are almost finished with the turn, pull the same hand back to stop turning. Another way to visualize this motion is to think of a boxer's jab. Punch a jab to begin the turn (push), then pull the hand sharply back to finish. Most flyers find this type of turn better for finding the correct "track," or flying angle, and then using the pull-back motion to snap the kite onto the track.

Of course, there is a variation. Instead of pulling the hand back, as described above, push the opposite hand out to meet the hand that

initiated the turn. This action will cause the kite to slow down considerably, often dumping wind from the sail quickly. Thus, this type of turn is most useful for snap-stall turns and landings.

The Combination ▶◀

After some practice, you might want to work on combining the push and pull turns. In a smooth, fluid motion, try turning with one hand pushing out while the other hand pulls in. Practically speaking, most flyers use a combination of both techniques on nearly all turns. By using the proper mix of both turns, the proficient pilot will learn to adapt to a particular kite's characteristics, and to shape, vary, and control all turns and spins to fit them to the available wind. It is a good idea to practice drills that isolate both types of turns, and you will probably want to experiment with all variations in order to see the differences more clearly.

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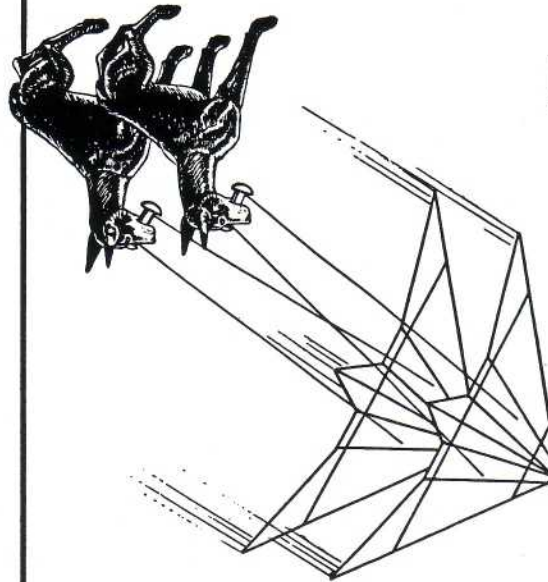
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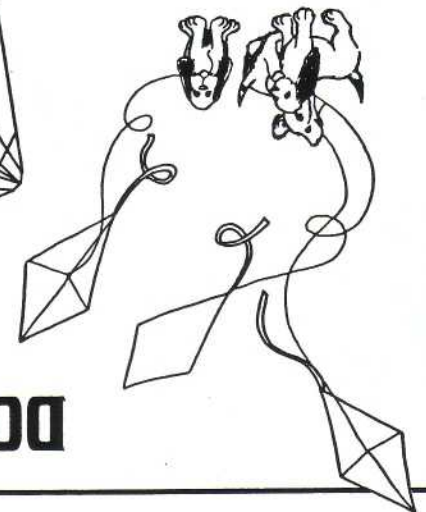
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April 16 and 17 mark the 7th annual Philadelphia International Kite Festival, held in Fairmount Park. The schedule includes comprehensive kitemaking competitions, fun and game activities, an individual and a corporate rokkaku competition, kitemaking workshops, sport kite lessons and games. The event is attended by over 15,000 spectators, regional kite enthusiasts, manufacturers, and guest kitebuilders. This year invited guests are Kathy Goodwind, Randy Tom, Jose Sainz, and Stretch Tucker. Stunt teams demonstrating will be the High Fliers, Team Legend, the Valli Boyz and the Black Sheep. This year manufacturer kite displays will be set up by Skynasaur, Skyward Kites, High Fly Kite Company, UP SPORTS, Legend Sport Kites, & Go Fly A Kite.

MASKC

On May 8 and 9 the 4th Annual Mid Atlantic Stunt Kite Championships returns to Ocean City, MD. Held in conjunction with Ocean City's Springfest Celebration, last year the key word was growth as over 125 flyers competed and thousands of spectators looked on. This competition is fun. Plan to attend the MASKCerade Ball, where kite costumes and kite masks abound. Enter the fun and games activities held on the beach. Learn team flying in a seminar taught by Spectra Sports' Team Tsunami. You won't want to miss this exciting weekend in the "true" kite capital of the world.

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Since its introduction, flyers have asked "When is SKQ going to review the Tracer?" Right now seems to be an excellent time. The designer of the Tracer, Mike Simmons, has reached an agreement with Skynasaur which will have Skynasaur responsible for production of the kite. It's never a trivial or simple matter to turn over production responsibilities to another party, but we're here to say that the integrity of the original Tracer continues through the transition, and this will no doubt continue, for each kite goes through a quality control inspection. This information is passed on to the consumer via a QC card included with each kite.

The foremost attribute of the Tracer is its stability during flight. You might even find that it is stable to the point of predictability, and as such, the Tracer has the ability to transform the appearance of a flyer with six months of experience into looking like they have been flying for a good two years.

The Tracer has a broad nose and a wide, deep keel, resulting in a kite that will easily lock on track as though it were on rails, but there is no compromise of the Tracer's off-wind abilities. Here, the kite is slow, patient, and even. With a significant degree of induced camber in the leading edge, the Tracer performs tight turns, landings, leading edge launches, and wingtip stands consistently time after time. In this respect, you could say that the Tracer is aptly named.

Although a good deal of built-in oversteer has long been a trait of Simmons' kites, you won't really find it in the Tracer. On rapid, small angular maneuvers, or when recovering from a stall on the side of the wind, you will notice a slight amount of understeer, most likely the result of easily dumping the wind, and the delay while waiting for the sail to regain full forward drive. This was also seen to cause a bobble on launching in lower winds.

Most performance marks were consistently good throughout wind ranges covering 2-11 mph. The Tracer tends to go from producing solid and comfortable feedback in low winds to generating truly hefty amounts of pull in higher winds. The kite will start to gain noticeable pull at 5 mph, and by 9 mph becomes a heavyweight. Above 9 mph, the Tracer will draw your full attention in a wrestling match, yet the kite retains its sureness and stability, gaining a speed you won't reach in a lesser wind. Utilize the predictability of the Tracer in a high wind flight, and you'll get an assessment of how well-developed your own hand-to-eye coordination skills are. The kite's low end of 2 mph is reliable, and a skilled pilot could fly it in even less wind than that. In very low wind it is one of the few kites to generate significant lift, and although it will move very slowly, it remains sure and true in responding to your directives.

When examining the construction of the Tracer, you will notice that it makes use of a cross bridle system. Take care to ensure correct placement of the inside bridle legs. The leading edge vinyls are tight on the cross spreaders and we didn't pop a single spar during crashes or heavy-handed maneuvers. As with Simmons' earlier designs, the center T ferrule has been glued to one of the bottom cross spreaders. The suggested and easiest method of seating it in the center vinyl is to gently push while rocking the vinyl back and forth over the ferrule. Do this before putting the cross spreader into the leading edge vinyl to prevent tearing the sail.

The Tracer is at home whether it's being used to cut precision figures, perform graceful ballet routines, or to pop the most radical moves that we know. Flyers new to the Tracer will find it easy to learn and thoroughly predictable in its action. It is not that the kite lacks the ability to be wild, but rather that even at its wildest it tends to be reliable and well known.

Model:

TRACER

Manufacturer:

Skynasaur Kites

Fabric Weight:

.75oz. ripstop nylon

Framing Materials:

Graphite

Wind Range:

2 - 14 mph

Configuration:

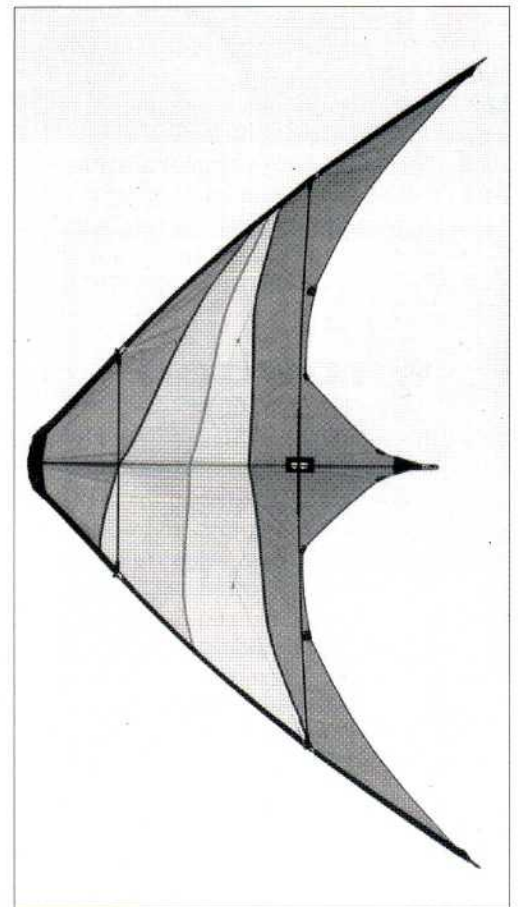
Delta-type (86" wingspan)

Skill Level:

Intermediate - Advanced

MFGR's Suggested Retail:

\$210.00



SB

SKQ received its first kite from Rare Air Kite Co., out of the United Kingdom, in 1990. It was uniquely designed, and an absolute blast to fly. It never failed to draw attention and fascination from other flyers whenever we put it up, and while it was always a staple in our kite bag, regrettably (it is now out of production) we did not review it. It was with this background that we looked forward to putting the Pro Air Cheetah through its paces.

This kite was designed to exhibit the following flight criteria: agile, precise, and smooth handling, along with having "lightning response for daring moves." Our test model looked sleek and streamlined; an all white sail geometrically accented with a small wedge of blue and a narrow casing line of hot pink. Although this is not a high wind kite, it does have areas of screening in it. When set up, the Pro Air Cheetah presents a drum tight sail that is not overly deep. We had some skepticism about its low end wind rating of 2 mph so we started testing there.

What we found while flying in low wind was a kite that handled straight launches without hesitation or bobbles. Flying at a moderate speed, it also executed tight turns well but the most outstanding aspect was its ability to do exact and crisply-executed angular turns. Now intrigued, we looked forward to seeing what the P. A. Cheetah would do in its upper wind range.

Taking the P.A. Cheetah up in wind ranges of 7-12 mph saw the kite's basic flight abilities ranked amongst the very best available. The kite is generally fast but can be easily slowed by the pilot. In part this is due to the Airspill© venting system which also serves to enhance lift. The kite has a normal or average horizontal wind window (that can be pushed) and a greater than average vertical window. Taking the kite as high overhead as possible, and then reducing line tension to the minimum required to retain control over one half of the wing, the Pro Air Cheetah can be directed through one of the most graceful "flat" floats or "leafing" floats presently possible.

So far, the Pro Air Cheetah is given high marks for tracking and turning abilities along with its capability for tremendous grace. This left us to check edge and ground work. As suggested, the "lightning response" compelled us to do daring maneuvers. We didn't find any moves that the kite couldn't perform, but we did find that timing was fairly critical. In crash situations some kites are very "forgiving" and will offer enough float or hang time so that the flyer can regain control over the kite. The Pro Air Cheetah generally offers a smaller measure of hang time, thereby requiring faster reflexes. The kite's response to even minor bridle adjustments is acute. Taking the time to make adjustments for varying wind speeds will help keep you from launching a kite steeped in unwanted oversteer.

Overall, we are impressed with the flying characteristics as well as the construction of the sail. Again we see the use of induced camber along the leading edge. The fittings are clean and care has been taken to place stoppers wherever there's potential for unwanted movement. The ingredients for solid construction all seem to be here, but our test model caused some frustration, requiring frequent minor repairs. In our hands was a kite begging to be flown aggressively, and then it would break. Due to its precise, quick nature we were enticed to do very close ground maneuvers, and perhaps it was our fault that we blew three arrow nocks. Yet we can't account for the loosening of glued parts, or the number of rods -including a cross spreader- that we blew out. The problems were easily fixed, although we feel that at this price they should not have occurred in the first place. We spoke with the designer, Zbys Kaczmarek. He has become aware of similar problems and is working to correct and prevent them. It's almost like getting the kinks out of a high performance race car; once that's done they're hard to beat!

SB

Model:

PRO AIR CHEETAH

Manufacturer:

Rare Air Kite Co.

Fabric Weight:

.75oz. ripstop nylon

Framing Materials:

Graphite

Wind Range:

2 - 15 mph

Configuration:

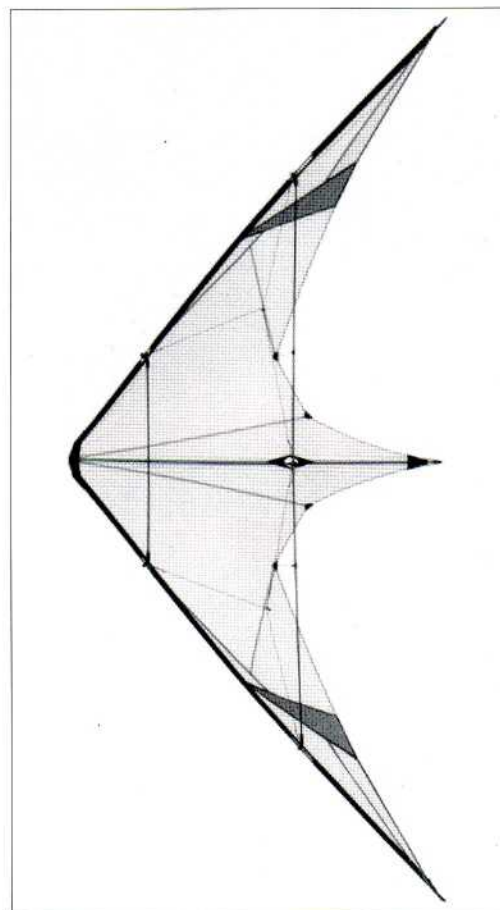
Delta-type (105" wingspan)

Skill Level:

Experienced - Advanced

MFGR's Suggested Retail:

\$300.00



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The wingspread is a mere 48 inches. The leading edge length is exactly 33 inches. Placed on its wingtips, the kite stands only 24 inches tall. "My goodness," we thought as we set up the new Snap, from Top of the Line, "it's a scale model of a Spinoff! How darlin'!" Don't let initial impressions fool you, for even though this kite is tiny when compared to most delta kites, it flies straight and true just like its larger counterparts. Top of the Line advertises the Snap as being "the best flying of small wing kites," and for the most part, we'd have to agree.

We first launched the Snap in a good, stiff breeze of 10+ mph and, with the not pink color of our test kite, it seemed as though we were flying a lump of bubble gum on the end of the lines. Relying more on instinct than visual reference, we found that the kite moved so quickly in this higher breeze that we had to leave extra room as a margin of error on low passes. The second thing we soon realized is that where one normally steers a kite with significant arm and hand movement, we had to scale back our steering motions substantially. Indeed, you'll find that "fingertip control" is the order of the day for flying the Snap in high winds.

After tracing a number of blurred, pink stripes in the sky, we started testing the Snap's off-wind capabilities. Bringing the kite offwind and throwing both lines quickly forward resulted in one of the neatest Turtle moves you'll see. The kite simply lays back out of the wind, and then pops back into flight in a quick 1 - 2 motion, and we were able to do this time after time. Doing ground tricks at higher flying speeds, the Snap reacts with a noticeable amount of "bounce" in it. This is fun, and results in some remarkable moves. Landings were fairly easy and predictable, although working the Snap on the edge of the wind was a double-edged sword; the Snap will hold on the edge of the wind quite nicely, but don't expect it to be easy to hold a wingtip stand. If there are any mixed currents in the ground wind, it seems that the nose of the kite is quickly thrown off balance, and the kite flips flat. Experienced flyers will probably try to recover from this grounded position with a bit of line maneuvering, but unless you trim or rearrange the leading edge vinyls, then the chances are good that you will snag a line and wind up making a trip downfield. Because of the Snap's bounce, unplanned ground contact at moderate speed presents a whole new acrobatic and tumbling experience. It's a bit like controlled chaos, and a welcome challenge.

The Snap is not what most people would think of as a "standard" delta stunter. Because of its size and its playfulness, it feels like a toy. Interestingly, though, the Snap performs many of the more advanced moves we know! The combination of limited pull, fast speed, and the need for fingertip control led us to wonder about a few of the performance points. For example, all of us agreed that the Snap's straight-line tracking capability was good, and yet we noticed that the kite tended to track off at an angle instead of turning off at a predictable 90-degrees. The Snap comes complete with lines and we used these in our testing. Perhaps using longer lines or a stack of Snaps would give the flyer an added edge.

The Snap is a real kick to fly, being light, responsive, and impressively fast. And at this price, most experienced pilots would love to have one of these in the bag, especially for those ultra-high-wind days. We also know that the low price point on this product is especially attractive for beginning fliers, especially considering that lines, handles, and a windspeed meter (of sorts) are included in the package. However, when the winds kick up beyond 10 mph, a novice pilot using the Snap as a first kite might be a bit intimidated by the high speed of the kite and the quick hand-eye coordination required to fly it in those conditions.

We can't help but wonder, too, that if we treat the Snap well and water it regularly, will it grow up to be a full-sized delta? Check out the Snap before it gets any taller, and we'll assure you of flight characteristics that you won't find in most larger deltas.

Model:

SNAP

Manufacturer:

Top of the Line Kites

Fabric Weight:

.75oz. ripstop nylon

Framing Materials:

Fiberglass

Wind Range:

5 - 28 mph

Configuration:

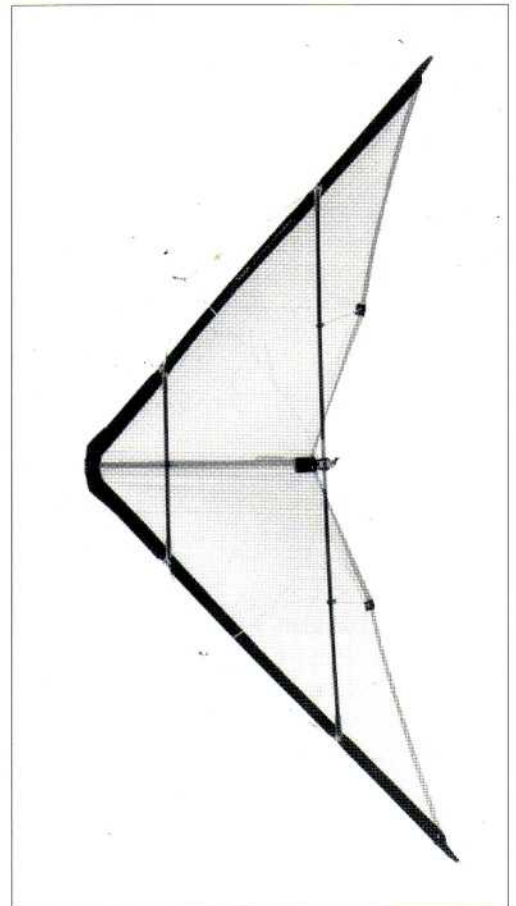
Delta-type (48" wingspan)

Skill Level:

Beginner - Advanced

MFGR's Suggested Retail:

\$57.00



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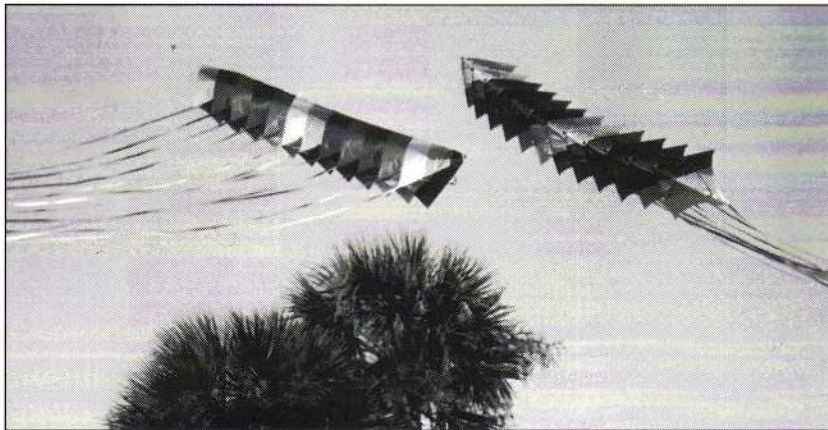
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What happens when three kite manufacturers get together and share their expertise to develop a kite? What if they further expect that kite to become a "staple" amongst the wide variety already out there? Proving the theorem that "The whole is greater than the sum of its parts", Chicago Fire Kite Co., Condor Kites, and It's A Breeze Kite Co. worked together to present a full 8 foot delta wing that would retail for under \$100.00. Certainly, for retailers this was a niche waiting to be filled.

We spoke with the developers and they seemed very sure of what they're offering. We anticipated a solid performer that kept intermediate flyers in mind. Reading the instruction manual we found a numbered diagram of the kite that was referenced not only with the terminology but also a definition of the term. Good start.

So, what does an 8' fiberglass-sparred kite fly like these days? The low end of the suggested wind range is on the conservative side. With basic abilities a flyer could certainly loft the Griffin in less than 6 mph, and the more experienced flyer could do well in less. At about 2-3 mph it becomes work. The Griffin handles straight tracking and wide radius tracking perfectly. Tight turns are quite good, but exiting from turns of more than 180 degrees can show a measure of oversteer. Learning to land the Griffin will be best accomplished with the kite on the edge of the wind, for downwind landings present some difficulty. Launching from a downwind position sees the Griffin take straight off, with no hesitation and no bobbles. The kite has a moderately wide wind window and flying around in it will provide the flyer with a solid feel down the lines throughout the window.

When the time comes to learn how to fly a kite along the edge of the wind, the flyer will be helped by a kite that's very stable in this area. The Griffin is also quite recoverable and it won't be long before a novice flyer has the hang of doing wingtip stands.

When the wind picks up, there can be some distortion to the frame and a noticeable number of decibels resounding from the Griffin. The kite also develops a more insistent pull, and the speed of the kite also increases. We know that new flyers tend to enjoy the above combination, and we advise them to do so safely. Since crashes are part of learning, do your best to take the pressure out of a crash by walking or running toward the kite. Quite nicely, the Griffin retains its strong sense of stability in higher winds.

With Condor Kites producing the sails, and Chicago Kite Co. sparring the kites, construction can be counted on to be solid. Both companies have developed notable reputations in these areas. We would change one thing. It would be reassuring to have more secure stand-offs. They're so easily lost that we suggest you either pay your dealer to do a bit of "dealer prep," or secure them yourself.

All in all, we'd have to say that the Griffin has succeeded in meeting the goals of the manufacturers. It is responsive and stable enough to be helpful to the newer flyer, while being enough kite to keep a flyer's attention from drifting. Will the Griffin end up in hundreds of kite bags? You bet, in fact, we think the availability of the Griffin will help insure new crops of flyers!

Model:

GRIFFIN

Manufacturers:

**Condor Kites
Chicago Fire Kite Co.
It's A Breeze Kite Co.**

Fabric Weight:

.75oz. ripstop nylon

Framing Materials:

Fiberglass (available in graphite)

Wind Range:

6 - 18 mph

Configuration:

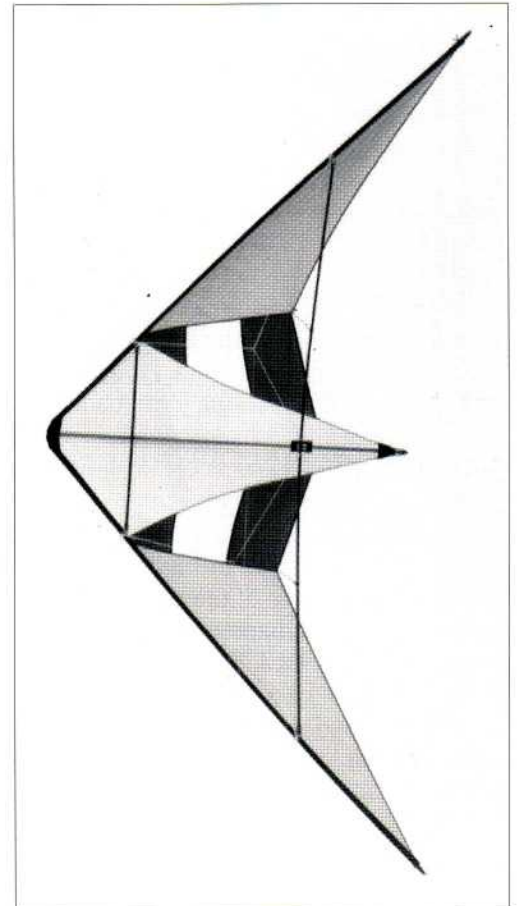
Delta-type (98" wingspan)

Skill Level:

Beginner - Advanced

MFGR's Suggested Retail:

\$100.00 in 6 panel



SB

They say that the more a person hears a piece of music, the more likely they are to enjoy it. The reasoning behind this is based on the comfort of familiarity. Well, my own early days of learning to fly stunt kites were often spent in a tug of war with the kite that left me feeling just a bit stronger for the effort. Flying the West Coast Angel quickly brought these memories back, and it also showed me a kite that I would have wished for had I known it was possible.

I certainly prefer my exercise disguised as fun, and flying a strong pulling large wing delta fits the bill. When a kite pulls strongly enough that you can lean back against it in confidence (use strong line!), it's not only fun, but it can also be used to effectively stretch and strengthen a lot of your muscles. We found that the West Coast Angel was such a kite and we always seemed to pull it out of the bag when winds were above 10 mph. Not everything about the West Coast Angel was familiar to memory my though. No, this is an updated version of some other beginning.

Going back to what's fun: working in sync with a kite in high winds; pull; low kite noise; all while doing fast, accurate, and tight maneuvers. In other words - looking good! If you enjoy solid feedback down your lines and want a kite that is quite stable throughout the wind window, you'll find it in the West Coast Angel. The sail is large and deep, and the kite tracks quite well. The bridle has been designed to introduce a small measure of oversteer. It's quite small in higher winds, more noticeable in lower wind. The slight oversteer does lend to performing exacting tight turns, and tracking and turning abilities combine to form a kite that is at home doing precision or freestyle.

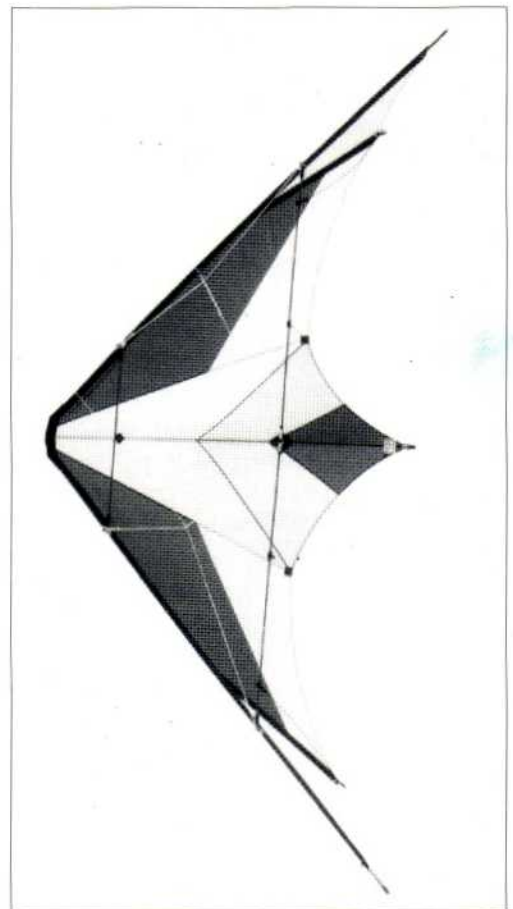
Hold the Line advises that middle of the wind landings are possible in 12 mph without footwork. At first I wondered just how big the kitemakers, Neil Taylor and Greg Dickson, are. As it turns out, the West Coast Angel is quite responsive to having the wind punched out of its sail and stalling. In fact, it will hold its stall position for an admirable amount of time. As the wind picks up you'll either need faster hands or some substantial footwork to do this with the same level of ease. And for a large sail the West Coast Angel handled gusty wind without bucking like a badly shifted vehicle.

The sail is well made and reinforced. With the recent advent of molded kite parts the vinyl set-ups used for holding the stand-offs now seem to need upgrading. There are two stand-offs per side, and the second one helps provide form for battens in the lower wing. The leading edge demonstrates a certain amount of flex in higher winds, resulting in an inward folding that gives the appearance of the batten being the effective leading edge, forming a nice air pocket. Perhaps to allow for this inward bowing, the cross spreaders are kept short enough that they pop on crashing. Keep your tape on hand.

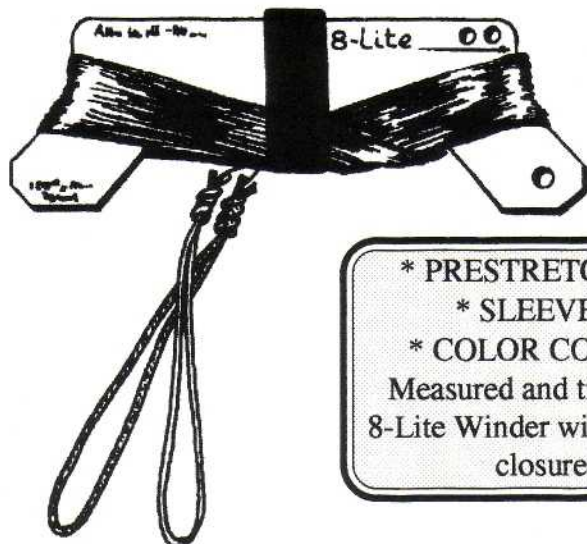
Again, I think back to my early days of flying and I remember being on the beach, absorbed with controlling my kite. Certain aspects appeal to certain people. If your looking for a kite to "lay into," take this one up for a spin.

SB

Model:
WEST COAST ANGEL
Manufacturer:
Hold the Line Kites
Fabric Weight:
.75oz. ripstop nylon
Framing Materials:
Graphite
Wind Range:
4 - 20 mph
Configuration:
Delta-type (96" wingspan)
Skill Level:
Intermediate - Advanced
MFGR's Suggested Retail:
Approximately \$270. U.S.



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4. Bob Smrcina	76.60
5. Chuck Rountree	76.50
6. Gary Sweely	*75.60
7. Chuck Connor	*75.60
8. Robert Codman	75.17
9. Richard Chang	74.50
10. Jim Killian	74.13

▼ Intermediate Individual Precision

1. Lou Behrman	82.90
2. John Eppley	81.83
3. Paul Keller	80.47
4. Eric Schweiss	79.97
5. Bob Smrcina	79.07
6. Jenny Gross	78.43
7. Ming Quock	77.87
8. Jeff Cleaves	76.67
9. Robert Codman	76.57
10. Richard Chang	*76.07

▼ Experienced Team Precision

1. Storm Front	78.37
2. Valli Boyz	67.08
3. Team Image	54.80

▼ Experienced Team Ballet

1. Storm Front	65.63
2. Team Image	59.00
3. Valli Boyz	43.33

▼ Experienced Pairs Ballet

1. The Breeze Brothers	71.23
2. Behind The Lines	66.03
3. John Boyz	59.03
4. KAK Attack	58.90
5. Virginia Windseekers	57.80
6. Breezin	56.67
7. KAK Delta	34.20

▼ Master Team Ballet

1. High Flyers	86.30
2. Roaring Flamingos	81.77
3. Chicago Fire	80.20

▼ Master Pairs Ballet

1. Duodrones	86.50
2. Improv II	86.10
3. Team Sky Burner	80.60
4. Wind Swept	79.00

▼ Master Team Precision

1. High Flyers	82.05
2. Chicago Fire	73.33
3. Roaring Flamingos	69.25
4. Trilogy	50.90

▼ Open Individual Innovative

1. Brian Vanderslice	85.32
2. Stephen Santos	80.85
3. Calvin Mills	76.80
4. John Barresi	75.83

5. Joe Perron	75.05
6. Dave Simpson	65.93
7. Bill Beneker	61.90

▼ Open Individual Quad Ballet

1. John Barresi	92.23
2. Bob Hanson	89.57
3. Jerry Elkerton	86.23
4. Eric Wolff	85.57
5. Calvin Mills	84.30
6. Dave Arnold	83.83
7. Dodd Gross	82.20
8. Ray Melikian	81.40
9. Lou Behrman	78.70
10. Bill Beneker	77.90

▼ Experienced Individual Ballet

1. Dodd Gross	84.73
2. Michael Moore	81.33
3. John Barresi	80.47
4. Steve Huff	80.00
5. Michael Allen	79.13
6. Dave Arnold	*78.10
7. Brad Spivey	*78.10
8. Phil Cooper	77.07
9. Charlie Stimpson	76.83
10. Rene Tremblay Jr	76.47

▼ Experienced Individual Precision

1. Steve Huff	80.10
2. Brad Spivey	78.30
3. John Barresi	77.83
4. Dodd Gross	76.40
5. Matt Cooper	75.53
6. Doug Laubach	75.37
7. Michael Moore	71.90
8. Cubby Saunders	71.67
9. Douglas Stout	70.27
10. John Smith	70.17

▼ Master Individual Ballet

1. Bob Hanson	95.67
2. Susan Batdorff	88.30
3. Abel Ortega	88.30
4. Chris Shultz	86.93
5. Glenn Mueller	85.20
6. Eric Wolff	84.87
7. Jon Trennepohl	83.93
8. Bob Childs	82.27
9. John Tivolacci	81.53
10. Nancy Lizza	81.507

▼ Master Individual Precision

1. Bob Childs	86.57
2. Bob Hanson	86.17
3. Brian Vanderslice	84.37
4. Chris Shultz	84.30
5. Ray Melikian	81.53
6. John Tivolacci	*81.20
7. Jon Trennepohl	*81.20
8. Rod Tanis	81.10
9. Eric Wolff	80.80
10. Vern Balodis	80.43

*AKA Tie Breaker

Sandy Hook Stunt Kite Championships Oct. 10-11, 1992

▼ Novice Individual Precision

1. Charles Stimpson Jr	82.06
2. Ruth Polifrone	80.19
3. Sandy Bertholf	79.53
4. Betty Hirschmann	77.44
5. Samuel Kuser	76.89
6. Marvin Lewis	68.97
7. Alice Hayden	60.61
8. Ken Fenske	52.03
9. Melissa Iasilli	45.76
10. Stephen Millner	45.65

▼ Intermediate Individual Precision

1. Paul Keeler	83.67
2. Richard Chang	80.43
3. Joel Brown	80.10
4. Bob Smrcina	79.53
5. Byron Pratt	79.40
6. Eric Schweiss	78.97
7. Ming Quock	78.60
8. John Hamel	77.60
9. Donald Coleman	75.20
10. Gregory Preston	74.97

▼ Experienced Individual Precision

1. Doug Laubach	82.61
2. Rich Javens	81.62
3. Jenny Gross	81.51
4. Lou Behrman	78.65
5. Mike Fitzpatrick	78.43
6. John Smith	76.78
7. Rene Tremblay	74.03
8. Dave Klein	26.62

▼ Masters Individual Precision

1. John Baressi	89.57
2. Dodd Gross	87.97
3. Bob Hanson	84.57
4. Steve Santos	84.03
5. Sue Batdorff	83.50
6. Quin Rickman	81.90
7. Bill Beneker	78.40
8. John Tivolacci	65.27

▼ Masters Individual Ballet

1. John Baressi	88.37
2. Brian Vanderslice	85.73
3. Bob Hanson	84.60
4. Dodd Gross	83.23
5. Chuck Walker	82.50
6. Dave Arnold	82.07
7. Bill Beneker	81.80
8. Bill Edison	81.30
9. Quinn Rickman	80.27
10. Susan Batdorff	74.97

▼ Experienced Team Ballet

1. Team Image	80.63
2. 6-Pack	77.33
3. Valli Boyz	68.93

▼ Experienced Pairs Ballet

1. Behind The Lines	84.70
2. DJ Jam	78.80

3. Valli Boyz Lite	78.30
4. John Boyz	77.87
▼ Masters Team Ballet	
1. Legend	86.33
2. Black Sheep Squadron	72.70
▼ Masters Pairs Ballet	
1. Where's Dave?	86.27
2. Edison Flight & Power	81.77
3. DK Breezin'	78.83
▼ Open Individual Innovative	
1. Brian Vanderslice	64.52
2. Joe Perron	58.60
▼ Open Quadline Ballet	
1. John Baressi	90.80
2. Bob Hanson	86.27
3. Dave Arnold	76.80
4. Dodd Gross	73.47
5. Lou Behrman	63.73

Golden Isles SKC

Nov. 21-22, 1992

▼ Novice Precision	
1. John Rose	83.23
2. David Prince	80.43
3. Stacey Monroe	78.87
4. Barry Zipp	74.63
5. Betty Hirschman	68.73
6. Steve Oseplo	67.73
7. Jeremie Rogers	66.60
8. Tom McKercher	63.63
9. Tony Futrell	45.73
10. Freeman Register	37.00
▼ Intermediate Precision	
1. Frank Cook	81.77
2. David Monroe	79.17
3. Bob Smrcina	75.37
4. Susan Thonstad	73.64
5. John Goudy	73.47
6. Lee Scanlon	72.53
7. Joel Brown	61.93
8. Aldo Ramirez	60.50
9. Jeffrey Rivers	60.40
10. Reed Richards	58.80
▼ Intermediate - Ballet	
1. Frank Cook	81.50
2. Bob Smrcina	79.27
3. Chip Long	74.87
4. Joel Brown	72.07
5. Aldo Ramirez	69.17
6. Jeffrey Rivers	67.97
7. Susan Mason	67.80
8. John Goudy	67.73
9. Reed Richards	67.20
10. Carl Looper	67.03
▼ Experienced - Precision	
1. Dawn Simmons	84.00
2. John Smith	79.63
3. Ted Dougherty	79.27
4. Bruce McFarland	73.20
5. Rene Tremblay	56.43
▼ Experienced - Ballet	
1. Gary Sweely	86.80
2. Rene Tremblay	85.30
3. Calvin Mills	84.93
4. John Smith	84.30
5. Dawn Simmons	82.57
6. Ben Futrell	80.03
7. Charles Stonestreet	77.77
▼ Masters - Precision	
1. Mike Simmons	88.93
2. Bob Hanson	86.23

3. Dodd Gross	85.70
4. Susan Batdorff	85.33
▼ Masters - Ballet	
1. Dean Jordan	88.03
2. Bob Hanson	87.73
3. Dodd Gross	87.07
4. Susan Batdorff	85.60
5. Mike Simmons	85.03
6. Ralph Offredo	73.70
▼ Experienced Ballet - Pairs	
1. John Boyz	79.70
2. Valli Boyz Lite	71.47
3. Spook A Tude	68.83
4. VA Lovers	56.53
▼ Masters Ballet - Pairs	
1. Skyward Edge	90.43
2. 2 U 2	87.07
3. Windswept	81.23
4. DK Breezin'	68.97
▼ Quadline	
1. Bob Hanson	94.23
2. Dodd Gross	86.60
3. Calvin Mills	84.83
4. Ben Futrell	82.73
5. Charles Stonestreet	79.73
6. Ralph Offredo	78.60
▼ Innovative	
1. Ted Dougherty*	
2. Calvin Mills*	
*Determined by audience applause	
▼ Team Train	
1. DK Breezin'	93.47
2. Team Windswept	84.37
3. Air Rodent	79.33

Outer Banks SKC

Oct. 17-18, 1992

▼ Novice Precision	
1. Stacey Moore	79.87
2. Paul Evans	63.67
3. Kim Walker	63.37
4. Rusty Mattison	59.33
▼ Intermediate Precision	
1. Roger Kniceley	79.63
2. Chuck Conners	79.50
3. Joel Brown	79.17
4. Walter Matthews	77.57
5. Todd Cable	74.80
6. Bill Bramer	71.50
7. Corey Arnold	68.87
▼ Intermediate Ballet	
1. Chuck Connor	81.90
2. Susan Mason	81.50
3. Joel Brown	75.47
4. Bill Bramer	74.53
5. Jeff Rivers	72.57
6. Chuck Rountree	70.50
7. Betty Rountree	70.03
8. David Monroe	67.50
9. Roger Kniceley	66.17
10. Mike Lowack	65.30
▼ Experienced Precision	
1. Doug Laubach	82.10
2. Lou Behrman	75.60
3. Derrick Williams	75.50
4. Keith Anderson	75.40
5. Raymond Taylor	74.60
6. Benji Brazell	74.43
7. Steve Peple	66.37

▼ Experienced Ballet	
1. Steve Peple	86.40
2. Lou Behrman	85.27
3. Doug Laubach	84.20
4. Benji Brazell	82.67
5. Charles Stonestreet	79.90
6. Keith Anderson	79.87
7. Derrick Williams	*78.57
8. Gary Sweely	*78.57
9. Sherrie Arnold	75.87
10. Daryll White	75.67
▼ Masters Precision	
1. Chris Shultz	84.60
2. John Barresi	82.00
▼ Masters Ballet	
1. Chris Shultz	88.53
2. Mike Jones	85.53
3. John Barresi	85.70
4. Ralph Offredo	80.30
5. Dave Arnold	79.10
▼ Experienced Ballet - Pairs	
1. KAK Delta	78.70
2. That's My Line	72.47
3. VA Windseekers	71.80
4. Forge Flyers	71.00
5. VA Lovers	63.27
▼ Masters Ballet - Pairs	
1. Windswept	*80.00
2. KAK Attack	*80.00
▼ Quadline Ballet	
1. John Barresi	93.53
2. Benji Brazell	85.33
3. Dave Arnold	83.30
4. Calvin Mills	83.10
5. Lou Behrman	76.47
6. Charles Stonestreet	73.97
7. James Ervin	63.67
▼ Quadline Ballet - Team	
1. Quadular Improv II	75.63
*AKA Tie Breaker	

North Coast Challenge

Sept. 26-27, 1992

▼ Novice Precision	
1. Steve Irby	70.91
2. Peter E. Haase	70.83
3. Greg Gamble	68.33
4. Carol Reichel	66.58
5. Michael Huff	62.41
6. Carrie Beck	55.91
▼ Intermediate Precision - Final	
1. David Minzel	70.83
2. Will Krause	70.41
3. Matthew Reichel	69.66
4. Dave Coltran	68.83
5. Richard Krogh	67.41
6. Bill Krause	63.16
▼ Intermediate Ballet - Final	
1. Dustin Tackett	77.23
2. Emery Rowand	73.16
3. David Minzel	72.73
4. Dave Coltran	68.60
5. Will Krause	66.87
6. Sen Suzuki	66.56
7. Richard Krogh	54.60
8. Ken Linn	42.73
▼ Intermediate Ballet - Pairs	
1. Air Affair	77.20
2. Joy of Flying	73.10
3. Swiftshore Turbo V's	71.63

▼ Experienced Precision - Final	
1. Masao Endo	76.91
2. John Barresi	76.16
3. Andy Anderson	75.25
4. Dave Sweet	72.33
5. Yumiko Fujimori	71.47
6. Brad Bushell	68.83
7. Raymond Carroll	67.00
8. Ron Christenson	64.08
▼ Experienced Ballet - Final	
1. Masao Endo	86.13
2. Charlie Hill	82.76
3. John Barresi	81.76
4. Al Washington	80.50
5. Sherry Scribner	79.40
6. Keith Hansen	78.96
7. Yumiko Fujimori	78.60
8. B. C. Shelby	78.40
▼ Experienced Precision - Team	
1. Invisible Wind	80.30
2. Wind-A-Soarus	77.78
3. Cutting Edge	76.06
4. Ogo Fly A Kite	74.20
5. Team Cyborg	73.88
6. Partila Eclipse	73.20
7. Air Xpress	71.10
▼ Experienced Ballet - Pairs	
1. Cosmic Storm	82.63
2. Wind Dancers	78.93
3. Partial Eclipse	77.93
▼ Experienced Ballet - Team	
1. Invisible Wind	78.70
2. Wind-A-Soarus	77.16
3. Team Cyborg	75.00
4. Cutting Edge	73.63
5. Air Xpress	73.56
▼ Masters Precision	
1. Bob Hanson	80.86
2. Jim Baldo	77.63
3. Michael Barclay	76.73
4. Mike Benedict	76.10
5. Susan Batdorff	75.86
6. Troy Gunn	75.66
7. Georg Botts	73.20
8. Jon Trennepohl	73.10
9. Jeff Hilliard	72.36
10. Clint Blake	71.13
▼ Masters Ballet	
1. Bob Hanson	88.16
2. Jim Baldo	87.43
3. Jon Trennepohl	84.93
4. Alan Nagao	84.30
5. Steve Thomas	83.50
6. Bert Sumida	82.56
7. Darrin Skinner	80.96
8. Susan Batdorff	79.23
9. Peter Werba	78.06
10. Troy Gunn	76.93
▼ Masters Precision - Team	
1. Air Art	89.65
2. High Performance	85.36
3. Pacific Flyers	81.48
4. Ramjet	79.65
5. Peregrine	76.06
▼ Masters Ballet - Pairs	
1. Sirocco	80.06
2. Leading Edge	77.73
3. Sky Burners	76.06
4. Papalotes	72.36
▼ Masters Ballet - Team	
1. High Performance	86.63
2. Air Art	86.16
3. Ramjet	84.26

4. Pacific Flyers	79.33
5. Peregrine	76.53
▼ Quadline Ballet	
1. Bert Sumida	88.16
2. Allan Guillen	88.13
3. Bob Hanson	87.63
4. David Brittain	86.83
5. Craig McReynolds	86.06
6. John Barresi	85.63
7. Alan Nagao	84.13
8. Troy Gunn	78.93
9. Keith Hansen	78.20
10. Joy Block	64.90

Mid-America SKC

Sept. 12-13, 1992

▼ Junior Precision	
1. Matt Yeager	62.73
2. Ryan Kloostra	61.87
3. Amy Johnson	51.93
▼ Novice Precision	
1. Bob Keller	76.97
2. Terence Riddle	74.20
3. Rick Yeager	72.07
4. Ken Nealey	71.77
5. Terry Fradel	69.57
6. Larry Alcantar	68.93
7. Ryan Kiley	65.10
8. Elaine Johnson	61.50
9. Phil Schrantz	55.83
10. Susan Habel	54.10
11. George Palmerin	50.90
▼ Intermediate Precision	
1. Nathan Whitley	82.33
2. Jan Winkel	82.17
3. John Besson	74.00
4. Steve Rutkowski	72.23
5. Robert Clapp	69.30
6. Joe Wright	68.67
7. Colleen Helminiak	68.37
8. Ken Blain	67.90
9. Bryan Schackmuth	64.37
10. Ben Whitley	59.30
▼ Intermediate Ballet	
1. Bryan Schackmuth	86.02
2. Ken Blain	85.40
3. Jan Winkel	83.27
4. Bob Keller	82.30
5. Phil Schrantz	81.33
6. John Besson	81.07
7. Colleen Helminiak	80.27
8. Nathan Whitley	79.50
9. Dan Bryda	78.47
10. Joe Wright	78.20
▼ Experienced Precision	
1. Dennis Martin	88.70
2. Wayne Brunjes	87.43
3. Matt Weiden	85.80
4. Jim Wirt	85.40
5. Craig Spence	82.90
6. Mike Mulroy	81.07
7. Brian Arens	78.90
8. Phil Cooper	78.87
9. Matt Cooper	78.60
10. John Barresi	77.30
▼ Experienced Ballet	
1. John Barresi	86.50
2. Robert Swain	83.30
3. Sam Ritter	82.97
4. Craig Spence	80.93
5. Brian Arens	80.63
6. Mike Mulroy	80.53

7. Matt Cooper	79.73
8. Jim Wirt	79.43
9. Jay McCracken	78.73
10. Dennis Martin	77.60
▼ Masters Precision	
1. Jon Trennepohl	83.37
2. Steve Negten	82.93
▼ Masters Ballet	
1. Jon Trennepohl	88.17
2. Harlen Linke	85.60
▼ Experienced Precision - Team	
1. Screaming Seagulls	84.47
2. Windjammers	81.42
3. Hobby House	79.18
▼ Experienced Ballet - Team	
1. Screaming Seagulls	81.90
2. Windjammers	75.40
3. Hobby House	74.00
▼ Open Ballet - Pairs	
1. Skyburners	83.67
2. Birds of a Different Feather	74.73
3. Rob-N-Air	71.70
4. Carpe Diem	69.90
5. High Impact	66.40
6. Windjammers	65.67
7. Problem Children	59.23
▼ Quadline Ballet	
1. John Barresi	93.23
2. Jon Trennepohl	91.80
3. Sam Ritter	91.47
4. Gary Maynard	84.93
5. Bryan Schackmuth	84.13
6. John Besson	80.93

Eastern League Final Standings 1992

▼ Intermediate Precision	
1. Lou Behrman	110
2. Dawn Simmons	70
3. Derrick Williams	52
4. David Snyder	47
5. John Eppley	45
6. Reed Richards	43
7. Doug Laubach	37
8. Jenny Gross	32
Aldo Ramirez	32
Richard Synergy	32
▼ Intermediate Ballet	
1. Gary Sweely	110
2. Lou Behrman	72
3. Sherrie Arnold	66
Dawn Simmons	60
5. Jenny Gross	47
6. Doug Laubach	45
7. Derrick Williams	39
8. Adam Lavelle	35
9. Dave Snyder	27
10. Eric Schweiss	25
▼ Experienced Precision	
1. John Barresi	105
2. Brad Spivey	95
3. Dodd Gross	82
Steve Huff	82
4. Michael Moore	70
5. Mike Fitzpatrick	48
6. Warren Saunders	46
7. Mike Donley	35
8. Marty Sasaki	28
9. Rich Javens	27

▼ Experienced Ballet	
1. John Barresi	100
2. Dodd Gross	94
3. Michael Moore	74
4. Steve Huff	72
5. Dave Arnold	69
6. Brad Spivey	49
7. Todd Nelson	40
8. Heather Morrow	36
9. Stacey Carmichael	27
10. Paul Phillips	22
Thom Powers	22
▼ Experienced Precision - Team	
1. Storm Front	125
2. Team Image	82
3. Valli Boyz	64
4. Behind the Lines	30
5. Impromptu	25
▼ Experienced Ballet - Team	
1. Storm Front	100
2. Team Image	87
3. Valli Boyz	60
4. Behind the Lines	37
5. Tempest	25
Windswept - 3	25
▼ Experienced Ballet - Pairs	
1. Breeze Brothers	120
2. KAK Attack	100
3. D K Breezin'	87
4. Virginia Windseekers	69
5. Still Lookin' Skyward	50
▼ Masters Precision	
1. Bob Hanson	105
2. Chris Shultz	74
3. Pam Kirk	55
4. Abel Ortega	53
5. Susan Batdorff	52
6. Mike Simmons	50
7. Ron Reich	45
8. Bob Childs	41
9. Bill Edison	37
10. Ray Melikian	25
▼ Masters Ballet	
1. Bob Hanson	125
2. Chris Shultz	73
3. Roger Chewning	71
4. Bill Edison	60
5. Mike Simmons	55
6. Abel Ortega	54
7. Susan Batdorff	43
8. John MacLauchlan	41
9. Ron Reich	32
10. Chuck Walker	28
▼ Masters Precision - Team	
1. High Flyers	72
Team Shred	72
2. Black Sheep Squadron	70
Tsunami	70
3. Trilogy	69
▼ Masters Ballet - Team	
1. High Flyers	87
2. Team Trilogy	74
3. Tsunami	47
4. Roaring Flamingos	45
Team TOL	45
▼ Masters Ballet - Pairs	
1. Skyward Edge	102
2. Windswept	100
3. Duo Drones	80
4. Edison Flight & Power	40
Improv II	40
▼ Quadline Ballet	
1. Bob Hanson	125

2. John Barresi	110
3. Dave Arnold	80
4. Dodd Gross	77
5. Calvin Mills	75
6. Thom Powers	40
7. Chris Belli	30
8. Jerry Elkerton	27
9. Steve Huff	23
10. Brad Spivey	21
▼ Innovative	
1. Calvin Mills	87
2. John Barresi	82
3. Joe Perron	79
4. John MacLauchlan	65
5. Brian Vanderslice	51
6. Ted Dougherty	50
Bob Hanson	50
7. Bill Beneker	38
8. Billy Jones	37
9. Pete Dolphin	20
Steve Huff	20
Steve Santos	20

David Minzel	10
Michael Kinney	9
▼ Intermediate Ballet	50 pts. max
Ken Linn	26
David Coltran	21
Dustin Tackett	20
Richard Krogh	20
Will Krause	15
Paul DeHope	14
Alex Krawchuk	11
Merlyn Drinkall	10
Michael Kecskemethy	10
Gary Merryman	9
Emery Rowand	9
▼ Intermediate Ballet - Pairs	50 pts. max
Joy of Flying	27
A Wing & A Prayer	20
Air Affair	10
Northwind Flyers	10
Boomers	9
Swiftshore Turbo V's	8
▼ Experienced Precision	40 pts. max
Andy Anderson	29
Shelley Hobbs	15
Dave Sweet	15
Steve Capon	15
Sherry Scribner	15
Ray Carroll	14
Robin Haas	11
Michael Machado	9
Robert Scribner	9
B. C. Shelby	9
▼ Experienced Ballet	40 pts. max
Al Washington	28
Craig McReynolds	24
Shelley Hobbs	22
Steve Capon	19
Stephen Block	17
Michael Machado	16
Pat Detloff	13
B. C. Shelby	10
Sherry Scribner	9
▼ Experienced Precision - Team	40 pts. max
Wind-A-Soarus	37
Cutting Edge	32

Pacific Northwest League Standings 1992

▼ Novice Precision	60 pts. max
Peter Haase	29
Carrie Beck	16
Carol Reichel	14
Steve Irby	10
David Fortna	10
Michael Kinney	9
Bob Beck	9
Roland Milaird	9
Steve Shewchuk	9
▼ Intermediate Precision	50 pts. max
Will Krause	25
Richard Krogh	20
David Coltran	18
Paul DeHope	17
Bill Krause	13
Matt Reichel	12
Dustin Tackett	10

continued on page 54



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continued from page 53

Invisible Wind	32
Team Cyborg	29
OGO Fly A Kite	17
Partial Eclipse	11
Air Express	4
▼ Experienced Ballet - Team 40 pts. max	
Invisible Wind	40
Team Cyborg	33
Wind-A-Soarus	32
Cutting Edge	30
Air Express	6
▼ Experienced Ballet - Pairs 40 pts. max.	
Cosmic Storm	39
Wind Dancers	34
Partial Eclipse	17
Flash	15
Air Express	8
Leading Edge	8
▼ Masters Precision 40 pts. max	
Jim Baldo	40
Troy Gunn	33
Mike Sterling	21
Clint Blake	19
Mike Benedict	16
Jeff Hilliard	15
Mike Barclay	14
Rod Guyette	6
Jerry Kelley	4
▼ Masters Ballet 40 pts. max	
Jim Baldo	40
Troy Gunn	36
Mike Sterling	24
Clint Blake	22
Jerry Kelley	7
▼ Masters Precision - Team 40 pts. max	
Pacific Flyers	35
Ramjet	29
Team Peregrine	27
Wingz	8
▼ Masters Ballet - Team 40 pts. max	
Pacific Flyers	36
Ramjet	30
Team Peregrine	26
Wingz	7
▼ Masters Ballet - Pairs 40 pts. max	
Leading Edge	30
▼ Innovative 30 pts. max	
David Brittain	30
Troy Gunn	26
Craig McReynolds	15
B. C. Shelby	13
Dustin Tackett	13
Don Counce	11
Richard Krogh	11
Joy Block	8
▼ Team Innovative 20 pts. max	
Pacific Flyers	19
Team Peregrine	10
Cosmic Storm	8
▼ Quadline 40 pts. max	
David Brittain	40
Troy Gunn	35
Craig McReynolds	33
Keith Hansen	20
Joy Block	16
Bill Taylor	7
Derek McReynolds	5
▼ Quadline - Team 20 pts. max	
Pacific Flyers	19
Quadular Improv	10
Salt & Pepper	9

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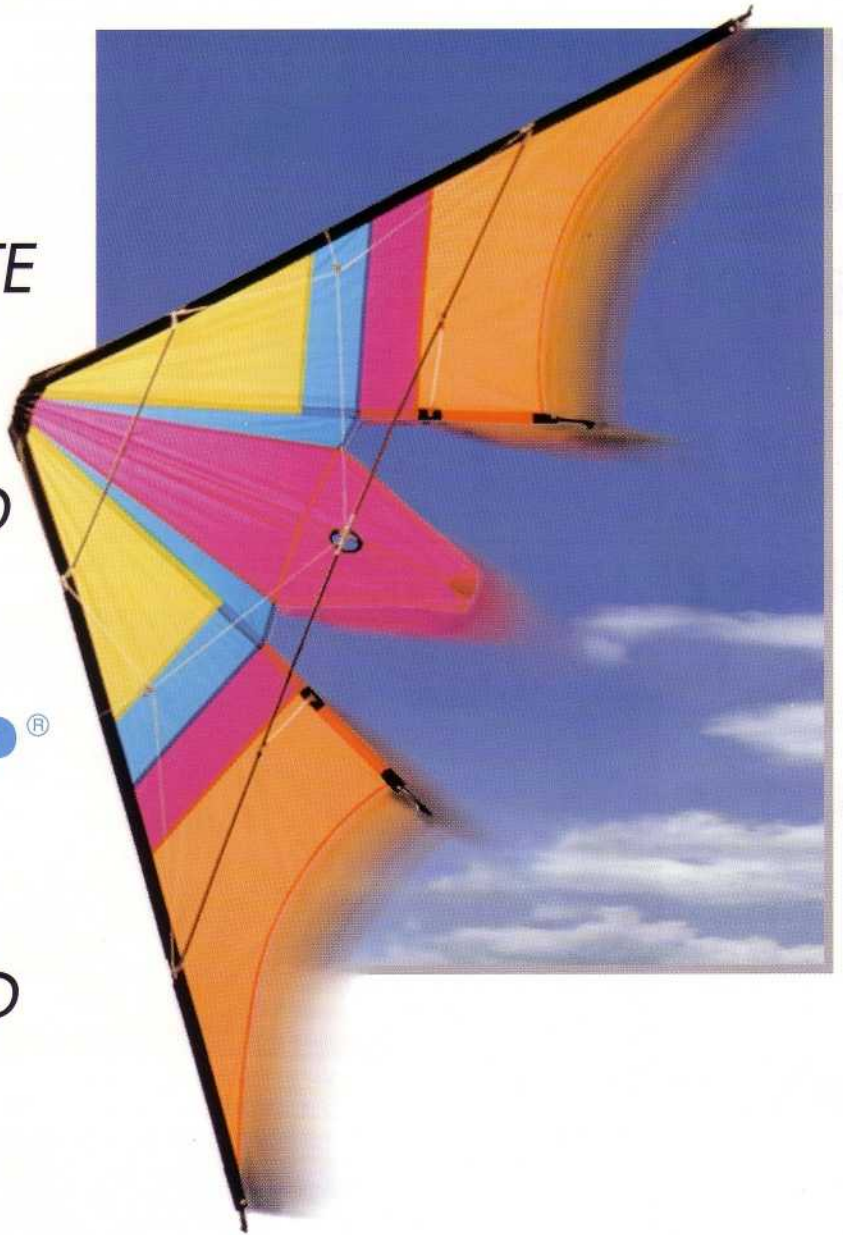
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