

**BONUS!**  
**POCKET KITE**  
**CALENDAR**

# KiteLines™

\$3.50 US

SUMMER 1990, VOL. 8, NO. 1

• AUSTRALIA  
• ENGLAND  
• NEW ZEALAND  
— FESTIVALS  
PAR  
EXCELLENCE

ONE SKY OVER  
BERLIN

PETER LYNN  
TALKS  
TECHNOLOGY

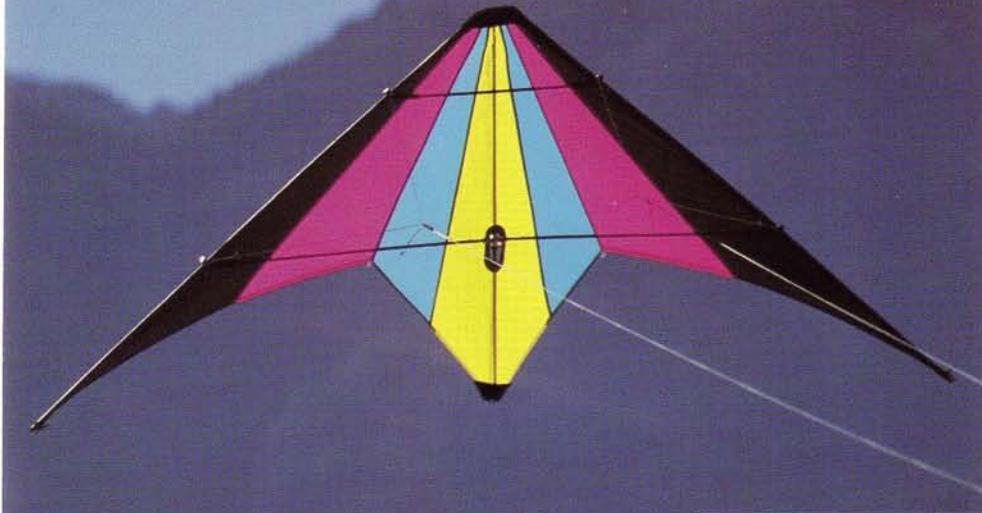
JOEL SCHOLZ  
MAKES A  
STUNTABLE  
PARACHUTE

BOBBY  
STANFIELD  
CLIMBS  
LIFE'S  
STONE  
MOUNTAINS



# Into The Wind

## 1990 Kite Catalog



Have you seen the new  
1990 Into The Wind  
Kite Catalog?

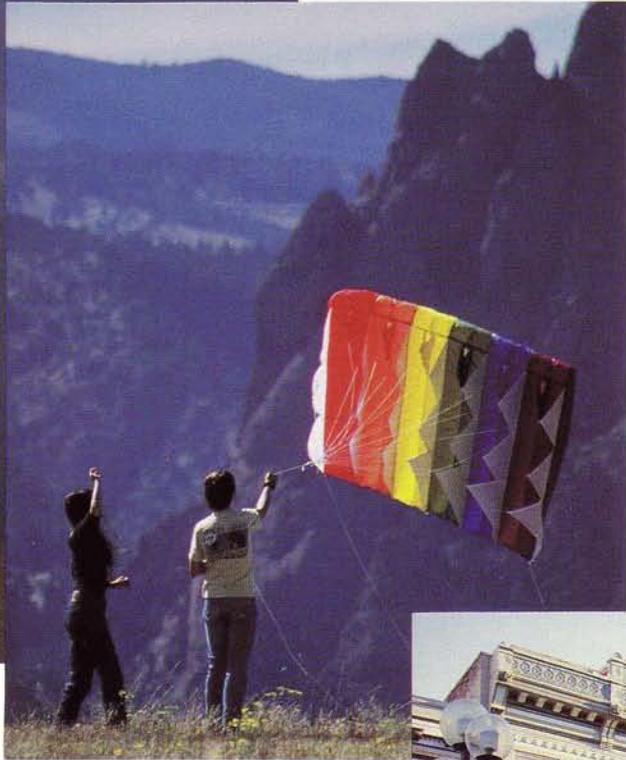
Send for our free 80 page color Kite Catalog. Get the kites you want when you want them. We specialize in unmatched selection and fast service, and we guarantee your complete satisfaction with everything you buy.

For the best kites and service, send for your free Into The Wind Kite Catalog today!

*Retail sales only.*

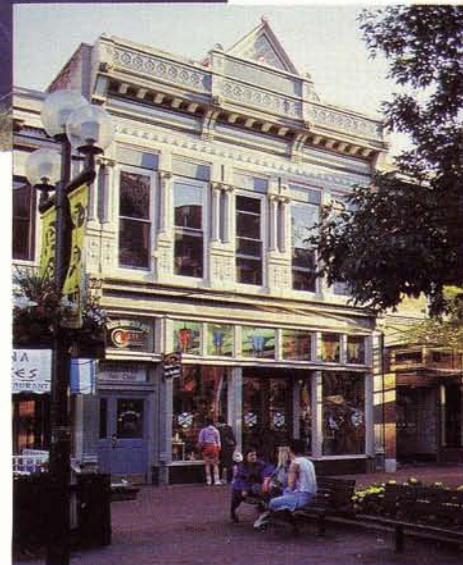
### Into The Wind

1408-G Pearl St.,  
Boulder, CO 80302  
(303) 449-5356



Whatever your style of kiteflying, you'll find what you need in the Into The Wind Kite Catalog:

- Hundreds of kites pictured in full color.
- 16 pages of stunt kites.
- Complete range of kitemaking supplies and tools.
- The best selection of kite line anywhere.
- Kite packs, wind meters and kite lighting systems.
- Windsocks, boomerangs and flying toys.



Into The Wind store on the Boulder Mall



# THE RAINBOW STUNT KITE

**THANKS!**

WE MANUFACTURE AND STOCK A COMPLETE LINE OF KITES, PARTS, AND ACCESSORIES.  
FOR INFORMATION PLEASE CONTACT CHRISTINA DAVIDSON OR CRAIG STRATTON AT:

**COAST KITES, INC.**

15953 MINNESOTA AVENUE • PARAMOUNT, CALIFORNIA 90723 • 1-800-73-KITES

# OMEGA kites

by Reza

For outstanding quality, beauty, performance and excellence of design—fly award-winning Omega kites.

Please send \$5 for portfolio of 20 color photographs of Omega kites. (Portfolio costs to be applied toward initial purchase.)

HI FLI KITES, LTD.  
12101 C East Iliff  
Aurora, Colorado  
80014  
(303) 755-6105



7 1/2-ft. x 10-ft.  
Eagle of Paradox

**Kitelines** ISSN 0192-3439  
succeeding *Kite Tales*  
Copyright © 1990 Aeolus Press, Inc.  
Reproduction in any form, in whole or in part, is strictly prohibited without prior written permission of the publisher.

*Kite Lines* is the comprehensive international journal of kiting, uniquely serving to unify the broadest range of kiting interests. It is published by Aeolus Press, Inc., with editorial offices at 8807 Liberty Road, Randallstown, Maryland 21133, USA, telephone 301-922-1212. *Mailing address:* Post Office Box 466, Randallstown, MD 21133-0466, USA.

*Kite Lines* is endorsed by the International Kitefliers Association and is on file in libraries of the National Air and Space Museum, Smithsonian; National Oceanic and Atmospheric Sciences Administration; University of Notre Dame Sports and Games Research Collection; and Library of Congress.

*Founder:* Robert M. Ingraham  
*Publisher:* Aeolus Press, Inc.  
*Editor:* Valerie Govig  
*Associate Editor:* Leonard M. Conover  
*Assistant Editor:* Kari Cress  
*Circulation & Reader Services:* Dana Derry  
*Production Artist:* Kari Cress  
*Business Consultant:* R. T. McCoy  
*International Correspondents:* Jacques and Laurence Fissier, Simon Freidin

*Editorial Advisory Panel:*

William R. Bigge	Richard F. Kinnaird
Bevan H. Brown	Nat Kobitz
Paul Edward Garber	Arthur Kurle
Melvin Govig	Curtis Marshall
Edwin L. Grauel	Robert S. Price
Gary Hinze	William A. Rutiser
Ray Holland, Jr.	Charles A. Sotich
A. Pete Ianzuzi	Tal Streeter
Robert M. Ingraham	G. William Tyrrell, Jr.
Domina C. Jalbert	

*Kite Lines* works for and with kite clubs and associations around the world, and maintains an updated file on them. Write for information about your nearest group.

*Subscriptions:* In the U.S.A. and possessions, \$12.00 for one year (four issues), \$22.00 for two years (eight issues); all other countries, \$16.00 for one year, \$30.00 for two years (includes air-lifted service). Foreign payments must be in U.S. dollars through a U.S. bank or the U.S. Post Office. Single copies at \$3.50 each are available from the finest kite stores worldwide or the journal offices.

*Change of Address:* Send notification, including both old and new address, to: P.O. Box 466, Randallstown, MD 21133-0466.

*Advertising rates* and information sheet is available upon request.

*Contributions* of information, articles and photographs are always invited. Notification is required if contribution is submitted to any other publication. Return of any material must be requested and a self-addressed envelope with adequate postage provided. First rights reserved in materials published unless otherwise specified. Writers and photographers should request our guidelines before submitting. Accuracy of contents is the responsibility of individual contributors. Diverse views presented in *Kite Lines* are not necessarily those of the editor, staff or advisory panelists.

*Closing dates* for advertising and articles are eight weeks before publication.

## CHINESE KITES

### Flyable Foreign Treasures

Authentic Chinese Kites, created by dedicated kitemakers using traditional techniques and materials, imported by Great Winds.

Detailed coverings of handpainted silk on split bamboo frames shaped by hand.

A rich variety of stunning and charming designs (including butterflies, birds, fish, insects... and the fantastic dragon kites).

Many of these creatures are sturdy, animated fliers. Lovely to display indoors, yet almost remarkable in the air!

The Chinese kites disassemble and fold for easy packing, carrying and storage.

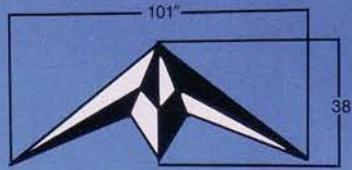
Ask your kite dealer or contact:

## Great Winds Kite Co.

402 Occidental Ave. S. Seattle, Wa. 98104 (206) 624-6886

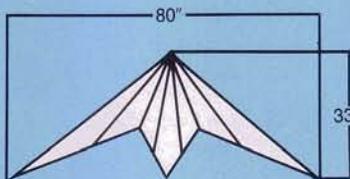
# WHICH IS HOTTEST OF THE HOT? You decide.

There's an ideal Action Kite for every pilot.



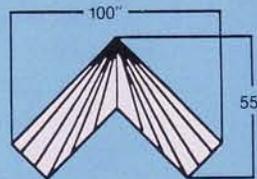
## FIRE DART

The championship caliber FIRE DART offers precision flying, excellent handling, unique graphics and a wide wind range. It is one of the most competitive stunt kites on the market.



## MOON DART

New and racy! This Dart is a fast and responsive flier in a wide range of winds. Well mannered for the beginner, yet it matches the moves of the most demanding stunt enthusiast.

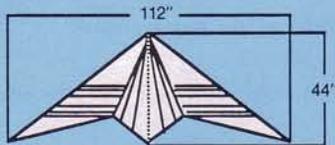


## PHOENIX 20

Why mess with perfection? This mainstay of our company has been in production for years and is still going strong. The award-winning PHOENIX 20 is a real performer in light to moderate winds. Its large size and bold graphics are a sight to behold.

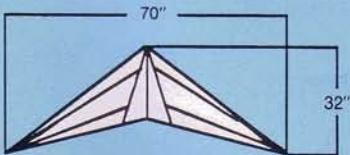
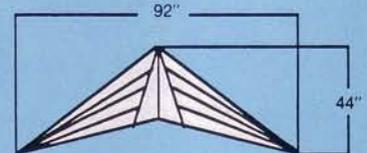
## SUPER SKY DART

This redesign of our standard SKY DART is available in two stunning patterns. Outstanding mobility and fast, sharp turns make this kite an impressive and stylish flier.



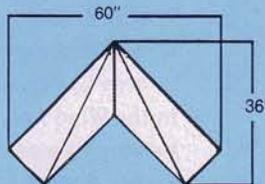
## STAR DART

This kite promises viceless flying. The STAR DART is very sensitive and responsive, but also very forgiving. The STAR DART flies the way you want it to fly.



## NO NA ME

The NO NA ME is a responsive kite, great in moderate to strong winds. It's an excellent high-performance kite for beginners or experienced fliers who want a smaller, faster, lighter-pulling delta wing.



## ACTION 8.2

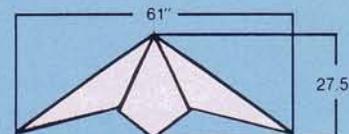
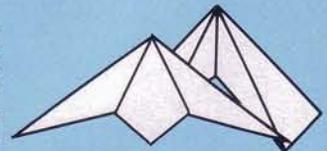
The ACTION 8.2 — imitated but never duplicated. This littler brother of the PHOENIX 20 is popular for its high speed, tight turns and ease of flight. Easy assembly and small storage size make the 8.2 an ideal traveling companion.



**Action Kites**  
on the cutting edge

## ACTION COMBO

The ACTION COMBO is an exciting concept in stunt kites, combining dissimilar but complementary wings to give you a unique style of flight.



## SKY DART

The Action Kite SKY DART receives rave reviews wherever it goes. This kite is a real winner! Its high-speed and extremely sharp turning ability should make this kite your choice for competition.

- 6284 Via Regla, San Diego, CA 92122  
(619) 453-8795
- 4202-Q Sorrento Valley Blvd., San Diego, CA 92121  
(619) 452-6151
- Fax Number: 619-452-2536

dealer inquiries invited

# Kitelines

## Contents

### Features

#### New Zealand 1990 / 30

From ancient native kites of flax to modern marvels in ripstop, this new and exciting international event was worth the trip. Reported by Simon Freidin, with photographs by the author and Steve Webber.

#### The Best It Gets / 41

The color and the spirit of an Aussie event captured by George Peters.

#### The Skies Open Up Over Germany / 42

As the Wall comes down, the kites go up. Eyewitness reports by Axel Voss, Michael Steltzer and Jörg Kopec.

#### What Makes It Great / 45

Looking for a perfect example? Try the Anglo-Japanese Festival of the Air, England. Article and photographs by Jon E. Burkhardt.

#### Fly In Good Health / 58

Safe kiteflying is no accident. Sage advice from Märten Bondestam.

### Departments

#### Letter from the Staff / 8

#### Letters / 10

#### What's New: Kites / 14

The Kaleidoscope Box from Greens of Burnley, the Manta Ray from Peter Lynn, a rokkaku from Windborne Kites & Skytoys, the Star from Hi Fli Kites, and the Swept Wing Box by Mark Cottrell and Martin Lester.

#### What's New: Books / 19

Eight new editions (or additions) for your bookshelf.

#### Design Workshop / 24

Make your own stunting parachute. The Gale Master by kite master Joel Scholz.

#### Tips & Techniques / 27

The ways and means of flag waving from your flying line.

#### Stunt Diary / 28

Back to basic maneuvers and forward to new events.

#### Kite Technology / 51

Peter Lynn ponders the future of kites as art/sport/science.

#### In the Wind / 60

#### For the Record / 66

#### Empty Spaces / 69

Elma Mots and Frank J. Quin.

#### Best of Show / 70

French flying sculpture. Kite by Pierre Fabre. Photograph by Catherine Totems.

### Reader Services

#### Bookstore / 37

#### Back Issues and Reprints / 39

#### Classifieds / 72

#### Directory of Outlets / 73

### Cover

Scott Skinner of Monument, Colorado is a master at piecing ripstop and getting it to fly. This parafoil is one of his many precision-crafted airborne eye-foolers. Scott and his kite were photographed by Simon Freidin at the 1990 New Zealand International Kite Festival.

Reach out  
to the universe  
with your own  
STARFLAKE or  
ASTEROID

**GOODWIND'S  
KITES**  
(Suspended Elevations)  
3333 Wallingford North  
Seattle, WA 98103  
206 633-4780

# SKYNASAUR.

## AEROBATIC SPORT KITES

Experience the thrill of flying with both feet on the ground. Left and right control lines allow adults and children alike to perform an amazing variety of maneuvers including screaming power dives, graceful loops, ground skimming sweeps—even dive into water and come out flying! Skynasaurs come completely assembled in models ranging from the nimble Skyfox to the majestic C74.



# Thanks! Merci! Danke! Gracias! Grazie! Spasibo! Domo!

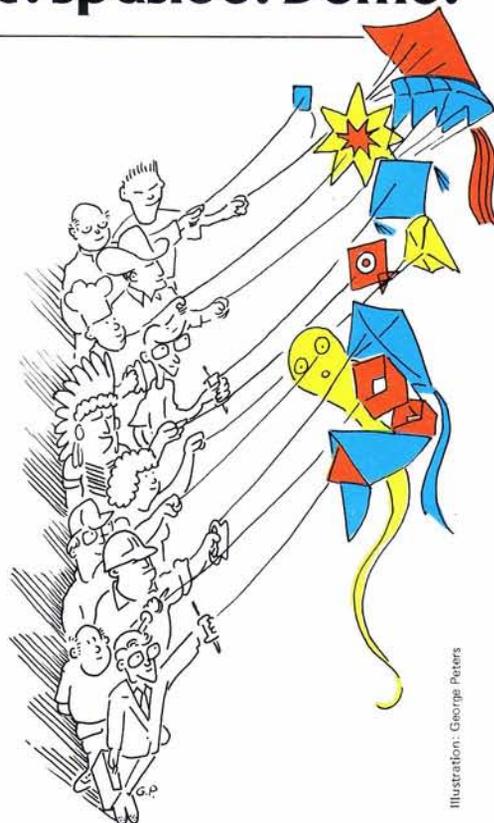
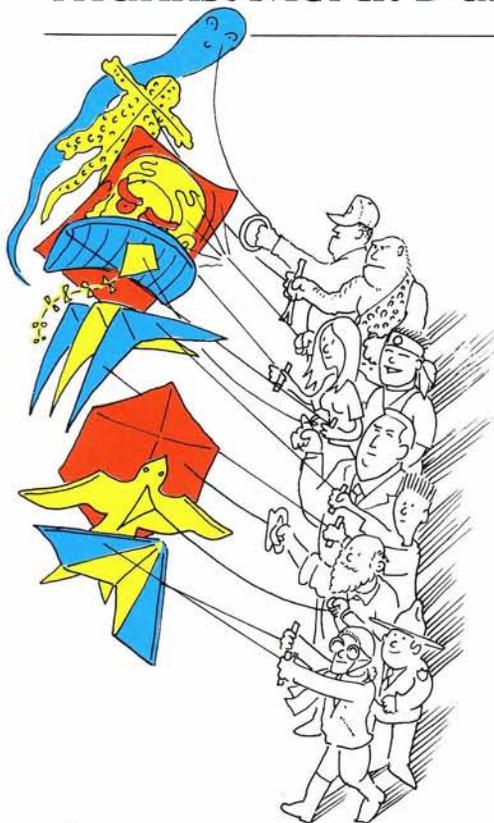


Illustration: George Puters

own from 6 to 50 kites, 80% of us have built a kite, and 75% of us spent more than \$100 on kites last year.

Being an educated group with at least some college, most of us read a variety of publications including hobby, science, news and trade journals. And we read *Kite Lines* from cover to cover, including the ads, saving all back issues. We have from 3 to 10 kite books and occasionally add to that collection. Nevertheless, 38% of us read no kite periodicals except *Kite Lines*. Those who do read others, read several or "everything I can find."

We kitefliers are modest, too. Asked to describe ourselves, 34% use the word "intermediate," 24% say "advanced," 26% "amateur" and 4% "professional."

Though a third of us are relatively new to kiting, 62% have been involved for more than five years. And we *do* fly kites:

**We have interests that run from scuba-diving to chess...**

37% of us fly between 5 and 20 times per month, especially in June and May. With so much activity, it's surprising that 75% of us have never been injured as a result of kiteflying. Of those who have, most needed only a bandage.

We enjoy individual and creative activities such as bicycling, walking, running, photography, music, woodworking, fishing and water sports, to name *only a few*. We have interests that run from scuba diving to chess, and only 3% have no recreational pursuits besides kiteflying.

We are mostly employed as profession-

als in fields such as engineering, science, computers, aeronautics and architecture, or in skilled technical or white collar jobs.

Most of us live in the suburbs or small cities, and our median annual family income is in the \$40-50,000 range.

If some of this sounds dull and typical, it is hardly so. The diversity of responses is difficult to reflect in this small space. The main common thread which binds our diversity is our enthusiasm for kiting as art-sport-science.

—Kari Cress,  
Assistant Editor

P.S. A detailed report of the survey is being sent to everyone who responded, except for those whose addresses were omitted or illegible. A copy of the full report is available to others for \$1.00 and a self-addressed, stamped envelope.

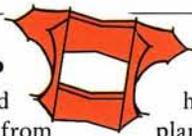
**O** VERWHELMING best describes the 14% response to the survey we sent to subscribers last January.

To all of you who responded and shared your opinions with us, a big THANKS!

We've done surveys before, in 1977 and 1982, but our circulation has quadrupled since 1977. So, in spite of the significant cost and over 150 hours spent doing the survey, we decided it was time to get a better idea of what we kites are doing out there. We realize that the survey could have been better—easier to answer and tabulate—if done a little differently. But we think the results are still interesting. Let us share some of them with you.

What kites do we fly? *All* kites, say 45% of us, while 30% say single-line and 25% say stunt kites. Most of us (73%)

## And the winner is...



**R**OBERT C. BRANNEN of Harvard, Massachusetts is the winner of the first Great Kite Lines Renewal Raffle Cody Kite! Now in his hands is a beautiful new 10-foot Cody made by Dan Flintjer of the Buffalo Cody Kite Company. The kite is the same as one reviewed in the Winter 1989-90 issue of *Kite Lines*. Its suggested retail price is \$1,000.00.

The first words uttered by Robert when we alerted him by telephone are not printable here, but he was, to say the least, elated.

Robert coincidentally was working on a new kite when we

phoned. He said Goble Starbox from

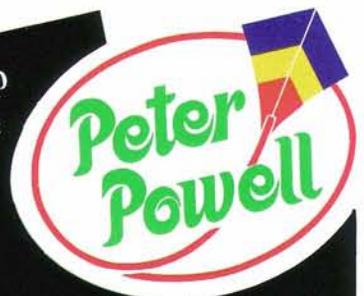
he had previously built a Bill plans in *Kite Lines* and he liked the kite so much he contacted Goble. When our congratulations call was made, Robert was at his sewing machine working on another Starbox, an eight-point "Black Opal."

Tickets for the Raffle were enclosed with a recent mailing of renewal notices to *Kite Lines* subscribers. Future renewal letters will repeat the offer so that eventually all subscribers on the list for renewal through at least 1990 will have a chance to win one of these handsome Codys. —Luke Welsh, Circulation

# SKYRAKER 'ILLUSION'

Delta Stunt Kite  
76" x 36"  
Printed Optical  
Illusion Graphics

Spins on a wing tip  
Fast and accurate



Skyrakers are  
also available  
in 3 & 11 panel  
and ultralite

Top Quality - Superb Flyer - Reasonably Priced

# PETER POWELL

PETER POWELL KITES, INC.  
1040 N.E. 43rd Court  
Fort Lauderdale, FL 33334  
Tel. 305-565-5588 (5 lines)  
FAX 305-565-1569

## FIVE REASONS TO CALL...

- 1 New neon delta-Conynes now in stock.
- 2 Same-day service available.
- 3 No minimum order required.
- 4 Largest selection of toys as well as a wide variety of kites and line.
- 5 New video catalog (VHS only).



### INTERNATIONAL CONNECTIONS



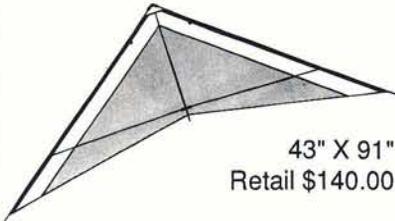
835 WELDON ROAD  
SANTA BARBARA, CA 93109  
(805) 963-2964



## High Tech, Low Tech

new

KITE  
INNOVATIONS™



43" X 91"  
Retail \$140.00

SKYBANDIT™  
GRAPHITE



8'5" X 3'5"  
Retail \$169.00

EVOLUTION



Sparless  
Stunter™

45" X 43"  
Retail \$100.00

KITE  
INNOVATIONS™

P.O. Box 2056  
Spring, TX 77383  
(713)288-0047

Dealer inquiries invited.

### No Idle Hausfrau

The articles about Gayla (in the Winter 1989-90 issue) brought back many fine memories....

We got a good chuckle out of your description of Junction, Texas, because when Bill retired we moved to Leakey, about 30 miles down the "crick" from Junction. While there I had a troop of Cub Scouts and started each with the same winged box kite in our field. I recall one young fellow saying tearfully, "What would I have done if I'd had a Den mother that couldn't climb a tree?"

We got another chuckle out of my being an "idle hausfrau." I've never been one in my life. I've been an unpaid, unsung secretary, kitemaker, traffic manager, paymaster and general gopher—and it still goes on. Now I'm drafting Bill's latest project.

Maybe the time will come someday, after all, I'm only 79. —Viola Green  
Pharr, Texas

### No Nudes

I have just read an item in the Winter 1989-90 *Kite Lines* and I was thoroughly disappointed. The "Clothing Optional Fun Fly" was in my opinion a disgrace to organized kiteflying. The thought of such a thing even happening upsets me, much less its being printed in such a highly respected magazine as yours. I certainly wish some people would get their heads out of the gutter and not have something like this happening again—in Oregon, the claimed "Kite Capital of the World"! Is this the image we kitefliers of America want to leave with foreign fliers and local nonfliers? If something like this does happen again I hope I don't hear it first in *Kite Lines*.

—Mark Talbott  
Leesburg, Virginia

Whatever exists that people deplore, they should still be able to read about it. *Kite Lines* aims only to report the kite news and let the reader pass the judgment—like you did. —The Editors

### High Tech High Flying

Much time has passed since I first wrote you over six years ago to tell of the 62-mile-long line we braided to tether a satellite (Letters, Summer-Fall 1983).

The downward deployed (toward the Earth) tether mission was put on the back burner when NASA decided to begin with

an upward (away from the Earth) tether mission instead. Then the program was delayed (as were all shuttle projects) after the Challenger incident, and it is now on track for a January 1991 launch.

I am currently doing development work in composites and fiber optics for Cortland Cable Company and hope to borrow some of that technology and apply it to making lightweight skeletons for the types of air sculptures I have seen in *Kite Lines*.

Being a gadgeteer of sorts, I am also toying with the idea of running a fiber optic element up the center of a kite line, which may open up new possibilities for high tech kiting with active control. I can see the day when I'll be able to send a kite and camera aloft, and then trigger the shutter through a fiber optic waveguide to take aerial photographs.

I would welcome any inquiries you may want to refer my way on the subject of altitude records. —Douglas P. Bentley  
Cortland, New York

### Flexifoil Air Force

I was flying at Brill Hill in Buckinghamshire, England with my eight Flexifoils and slipped off a 15-foot incline, concussioning myself by landing on my head. I was rushed to hospital where they braced my neck like a whiplash victim and X-rayed, then transported me to the military hospital for observation. Please advise people to remember the strength of kites.

—AIC James C. "Kite" Parsons  
APO New York, New York

### Daydreamer

As a kiteflier, I am best described as an "aspirant" or "dreamer." As a child, I somehow missed out on kiteflying, although I had all the other good things requisite for a happy childhood.

When I found myself the mother of two small girls, I began to make annual attempts to fly the tissue paper kites every dime store displays in March. Each year the attempts failed.

The third year, as we set out, I was chagrined to see that my daughters' faces were expressing a lack of enthusiasm. "You'll see," I said, "this year our kite's really going to fly."

Just about then, the nine-year-old neighbor boy saw us pass by, observed us for a moment, and then said, "That kite ain't gonna fly."

# LINE SPECIALISTS

18 Million Yards  
in stock



DACRON  
KEVLAR  
SPECTRA

The largest supplier  
of handles, spools,  
winders and wrist  
straps. Blank or  
wound with line.



# PETER POWELL

PETER POWELL KITES, INC.  
1040 N.E. 43rd Court  
Fort Lauderdale, FL 33334  
Tel. 305-565-5588 (5 lines)  
FAX 305-565-1569

Indignantly I said, "Of course it is."  
"Naw it ain't."

"What makes you so sure?" I asked him, and he replied, "Because you got the string on the backside."

Well. Having been culturally deprived in early life, I had tied the string as intuition prompted me—and when I shifted it to the convex side of my diamond, the kite flew nobly and delighted my previously skeptical offspring.

I think kites may be the loveliest of human-made objects (with candles a distant second). They are graceful objects of art and craftsmanship. They are "low tech" and do not harm earth or air. They have history behind them, and are multicultural. They call to the child in us, but also challenge our adult intelligence and ingenuity. They are silent (mostly) but they make one's heart sing. Lastly, they are a perfect metaphor for the human aspiration to be free, to rise above all that is low and earthly and reach the heights.

I have one kite, a rainbow colored delta, which I fly a half a dozen times a year. I plan to get a stunter to try out soon. Mostly, I continue to dream. In my favorite daydream, I take a year off from my regular job as a social worker to follow the festivals of kites around the

world. Or, I retire and buy a van and go from kite festival to festival, or indeed follow any breeze that blows. Who knows whether I'll ever actualize these daydreams? Whether I do or not, they have often lifted my heart up out of a heavy mood.

—Elizabeth "Betsy" Shirah  
Madison, Wisconsin

## L'achaim

Here in Israel people are still wondering how one can spend more than \$100 just on a kite. . .

There was a kite festival on October 14, 1989 that was held in the Galilee near a nice park with lots of space. It was called *Mayan Aine Harod* (don't break your tooth for the name).

This festival was sponsored by a soft bag manufacturer called Modan which got into the kite business. They make only two models . . . I think that they build them too heavy.

The festival was in honor of Mr. Yanus Korchack, who was a great educator and saved a lot of Jewish children in the Holocaust while jeopardizing his own life.

I think that this festival was not organized properly in the contest portion but it was colorful and full of fun. I estimated that about 200 kites were in the air at the

peak of the festival, and that was some exceptional scene.

The first place in homemade kites was in the shape of the "peace dove." You know we'd like to have a real peace in our area; that's why this kite took first place, otherwise I wouldn't look at it because it was very poorly made.

—Jack Dolev  
Tel Aviv, ISRAEL

## Staggered Meals

I've been kiteflying for 25 years (starting at 5 years old), beginning with 25¢ paper diamonds and 200-foot cotton twine in the 60s. I remember when synthetic twine, 200 feet for 49¢, came out around 1970.

Over the streets of Brooklyn, New York, my friends and I took turns running to our mothers for some change and then to the candy store for a roll or two more of line to add to the already flying kite. We used long tails made of strips of bedsheets knotted together. We took turns manning the "station," as we called it, which meant holding the line and tying on more and feeding it out.

On a Saturday we'd launch our little paper diamond at about 8 or 9 a.m. and keep her up till sundown, when the wind died or reversed directions (offshore breeze). I think we were up to 20 spools

## **NO MATTER HOW YOU LOOK AT IT**

...the Rainbow Stratoscoop is impressive. A 30-square-foot closed-front foil, it's just one of the more than 40 classic and modern kites for the enthusiast from Greens Kites, Europe's leading manufacturer of ripstop nylon kites since 1977.

Oh yes — We make the aerial camera mount, too!



For the 24-page colour catalogue and U.S. dealer list, please send \$1.00 to **EUROKITES, LTD.** P.O. Box 34, Pacific Grove, California 93950. (408) 647-8363  
Dealer inquiries welcome — please enclose business card and copy of license.

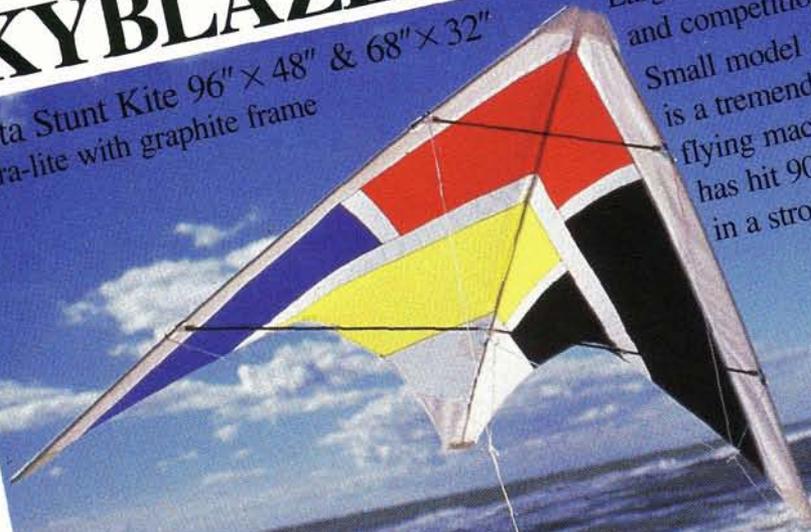
From outside North America, please contact  
**GREENS OF BURNLEY** 246-250 Lowerhouse Lane, Burnley, Lancashire, England BB12 6NG

# SKYBLAZER

Delta Stunt Kite 96" x 48" & 68" x 32"  
Ultra-lite with graphite frame

Large model for light winds  
and competition flying  
Small model 'Baby Blazer'  
is a tremendously fast  
flying machine. It  
has hit 90 m.p.h.  
in a strong breeze

Peter  
Powell



Available now from your local dealer

# PETER POWELL

PETER POWELL KITES, INC.  
1040 N.E. 43rd Court  
Fort Lauderdale, FL 33334  
Tel. 305-565-5588 (5 lines)  
FAX 305-565-1569

## Letters . . . Continued

a few times (20 x 200 feet = 4,000 feet!). Our mothers understood and held our lunches and dinners at different times so there were always a few of us available all day.

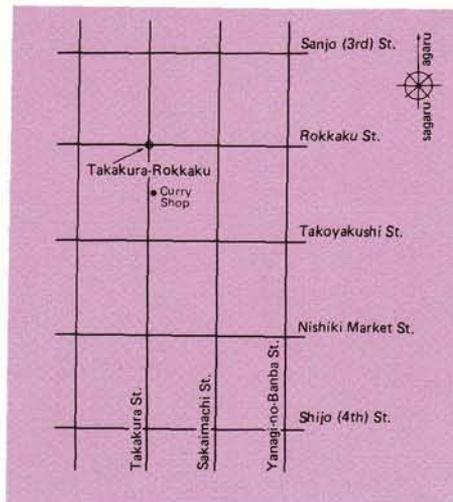
To this day I can't remember why we never retrieved and reused our line and kite. I think the change of wind direction usually fouled us up in the trees and rooftops. The candy store owner needed the business anyway. —Joseph A. Consoli II  
Congers, New York

### Tako Tour Guide

(in answer to our question about a difficult, too-long-to-computerize, address)

The streets of Kyoto-town seem like a chess board. (You know?) So, we use the names of streets not only as our address, but also as a rough location. For example: *sagaru* means down or south, *agaru* means up or north, so this part of my address—*Takakura-Rokkaku-sagaru*—means south of the intersection of Takakura and Rokkaku Streets.

However, there is no relation between the names of the streets and kite words.



*Sanjo Rokkaku* is the hexagonal kite from Sanjo City, as you know. Sanjo Street is Third Street (*san* meaning three and *jo* meaning line, stripe or street).

The origin of Rokkaku Street is the *Rokkaku-Do* (hexagon temple) there.

It's a coincidence that Sanjo Street and Rokkaku Street are located next to each other.

—Tomoshi Takahara  
Kyoto, JAPAN

### Correction

In our article "The Great Kite Lines Stunter Survey" in our Summer 1989 issue, we accidentally omitted from our list of panelists the name of Mike Keating. We apologize to Mike.

### Our Permanent Invitation

Your letter in *Kite Lines* can be part of the ongoing dialogue that makes a community out of kites. Tell the world your ideas, reactions, opinions, discoveries and experiences. All of us can learn from all of us.

If you have photographs or drawings to share, don't be shy. Send them, too. We will return them after using them.

Any letter you write to *Kite Lines* may be considered for publication, so please mark it "not for publication" if you want no doubt to be left about it.

Write to us at *Kite Lines*, P.O. Box 466, Randallstown, Maryland 21133-0466, USA.

# The Flat, the Fat & the Fancy

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

## Enchanting Manta

People around the world have been thrilled by Peter Lynn's centipede, flying as an active puppet/banner from the line below one of his big lifter flare kites or Tri-D boxes. The centipede was interesting, but not a kite.

The Manta Ray lacks only a small margin of the centipede's excitement—and it is a kite. (Peter Lynn's kites are distributed by What's Up, Chagrin Falls, Ohio.)

We have tested quite a few soft kites in the past 13 years and made a few of our own. They are always a challenge to launch and frequently they require patience to finally get flying well. So we were not surprised that we needed two holders to launch the Manta Ray the first time. We were surprised at how well it flew. During stretches of clear steady wind, it flew at angles from 65 to 70 degrees—respectable for any kite, unusual for a soft kite.

Further, the kite's behavior was unique, very light on the line and yet active, with a mind of its own but never showing outright bad manners. This is an *entertaining*

kite to fly (dual-line people, come here, we want to show you something). Of course, spectators will appreciate it, too—its movement, colors, shape and wonderful tail. And they will get a treat that you the flier will miss: the sight of delightfully bulging eyes on the *back* of the kite.

With practice, the Manta Ray could probably be launched single-handed. The pull on the line, even in a 10 mph wind, is moderate and easily within the ability of younger or smaller people to handle.

Like all of Peter Lynn's creations, the Manta Ray not only works, it amazes. The kite's "display-per-pound-of-pull" (DP3) rating is among the highest we have seen.

—M.G./V.G.

## A Truly New Box

Everyone who likes box kites will want to have a Swept Wing Box. Designed by Mark Cottrell and built by Martin Lester (both of The Kite Store, London, England), this is an inspiring design.

Like Brooxes Boxes (by Brooks Leffler out of Bob Price), Peter Lynn's Tri-D box and (he said modestly) the Cloud Seeker,

the Swept Wing Box is a kite that will be copied. The imitators ought to begin by buying an original. Or they can use the plans for the Swept Wing Box in *The Kite Store Book of Kites* written by Mark Cottrell (see the Kite Lines Bookstore).

How to describe it? A one-cell box kite? A stacked delta? A delta box? It is none—or all—of these. It is a swept-wing single-cell box that flies much like a delta.

The design is very carefully worked out to achieve a 90-degree sweep on equal upper and lower surfaces with a slight (10-15 degree) dihedral. The result is a "simple" cellular kite that flies from a single-point bridle and feels like a standard 90-degree delta in flight: nice angle, light pull, good wind range.

One problem we had with the kite was in the assembly, which is rather complicated for so "simple" a kite, especially when you are working from poorly printed instructions. In my wrestling matches with the SWB, the kite won by three broken spars. These are tightly fit—but rather fragile—ramin dowels. No spares were provided in our package. Of course, replacements are easy to find.

Still, in a kite world that seems more and more the province of the complicated, multicelled, multifaceted concoction, the Swept Wing Box is an exercise in understated simplicity. It is new, it is innovative, it is simple and it works.

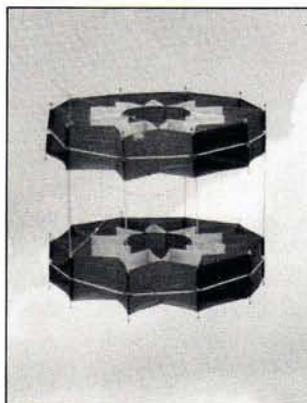
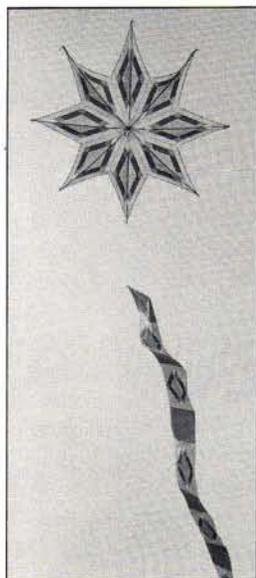
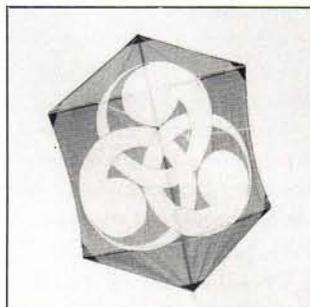
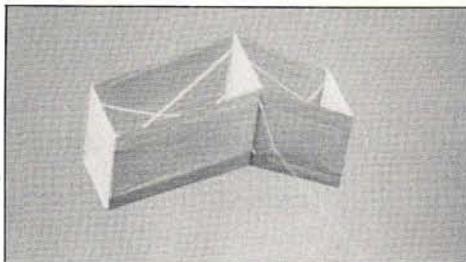
—M.G.

## A Shining Star

Reza Ragheb of Omega Kites in Aurora, Colorado is one of the new breed of kite-makers straddling the ever-dubious distinction between artist and crafter. He really is both, though he protests he is at best a "colorist" rather than a designer ("anything you do comes from somewhere else," he says). He makes kites that look like "one-off" models—but he makes them in relatively large numbers. The kites are generally built to order and vary at least in color from one to the next.

Reza is one of a few artists or near-artists who make a living or near-living in a rare calling that is neither high art nor low trade. On either side of them are practitioners who are making beautiful things in a very commercial way—and "real" artists, for whom kites are almost a taint of prostitution.

So here is Reza in the middle of the



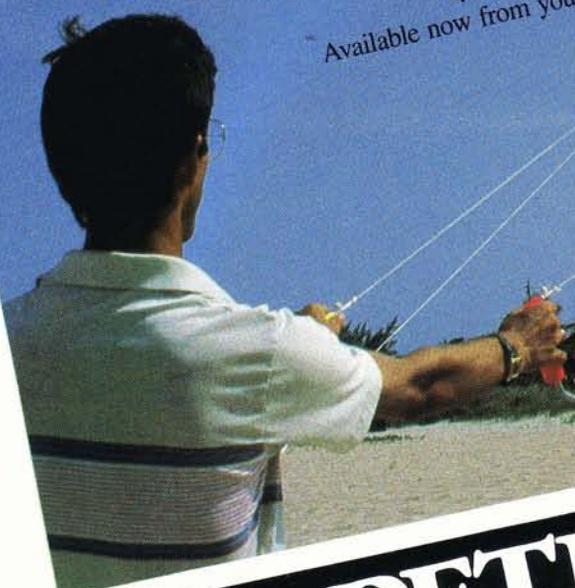
Clockwise from top left: the Swept Wing Box designed by Mark Cottrell, made by Martin Lester; Peter Lynn's Manta Ray; the Kaleidoscope Box by Greens of Burnley; the Omega Star by Omega Kites; and the Tomoe Rokkaku by Windborne Kites and Skytoys.

Valerie Govig

# DOUBLE DIAMOND

QUAD LINE 85" x 42"  
\$136 Retail

Available now from your local dealer



Flys forwards  
Flys backwards  
Spins - like a propeller  
Stops dead in mid air

# PETER POWELL

PETER POWELL KITES, INC.  
1040 N.E. 43rd Court  
Fort Lauderdale, FL 33334  
Tel. 305-565-5588 (5 lines)  
FAX 305-565-1569

August  
20 - 26  
1990!

On the  
World's  
Longest Beach

# 9th ANNUAL WASHINGTON STATE INTERNATIONAL KITE FESTIVAL Long Beach, Washington

For information, write:

WSIKF, P.O. Box 387, Long Beach, WA 98631

Phone: Events (206)665-5744, Accommodations (206)642-2400  
(800)451-2542 (inside Washington), (800)451-2540 (OR, ID, N. CA)

- \*Competitions
- \*Demonstrations
- \*World Records

muddle and enjoying it as much as we do. His kites are generally classic designs to which he adds respectable size, good craftsmanship and an ever-more-assured sense of surface pattern and color.

The Omega Star was a favorite of mine from the moment I pulled it from its carrying bag.

Stars are essentially flat kites, but bowing them for a little dihedral often helps. Stars, like large Bermuda-type kites, fly high and at a good angle. Tails make them fly. Tails make them look good. Tails leave a track in the sky, and have the motion of life. To you piteous souls whose aerodynamic principles allow for no tails, I say: you have not lived.

The Omega Star came to us with light-weight sticks for mild winds. Luckily, you can obtain the kite with stiffer spars. Otherwise the kite will not keep flat enough to fly well except in the lightest winds. It will prove Mel's sermon: "Big flat kites don't care about heavy; big flat kites care about flat." Get the stiffer spars. With them, this kite is a shining star. —V.G.

### Refinement in Rokkakus

The great six-sided wonder of the world, the rokkaku kite, is fairly easy to make for the crafter of moderate skill. Except for the bridling, it is a forgiving design.

(I have built rokkakus from 24 inches to 12 feet in size; I have covered them with paper, Tyvek, ripstop nylon and bedsheet; and I have sparred them with pine, birch,

bamboo and various forms of fiberglass. I have used stiff bowing and flexible bowing. This kite's range of tolerances is wide.)

Here is an example that has somehow evolved from the selecting and balancing of elements to bring about an optimum rokkaku. It's made by Winslow Colwell of Windborne Kites and Skytoys in Middlebury, Vermont.

The size, roughly four-foot, is good for low-wind flying on a light line. The graphics are excellent. The workmanship is much better than necessary.

The best rokkakus have a graceful backward glide that allows them to be "pumped" into the air in low winds. The Windborne rokkaku does this well.

This kite, small as it is, should not be flown in high winds by a small child. On a stiff breeze, it develops enough lift to be dangerous. It could result in line burn or, at least, loss of the kite from being pulled out of a child's hand. But an adult will better appreciate this kite anyway.

—M.G.

### Force Four Kaleidoscope

The Kaleidoscope Box from Greens of Burnley (England) is a four-foot-high double kite, each part being a five-foot-diameter ten-sided multicellular box kite—and that's an understatement.

The kite contains 58 linear feet of heavy fiberglass tubing and over 100 square feet of ripstop nylon. As a comparison, in terms of effective use of materials, the same amount of fabric and similar weights

of structural members would represent any one of these kites: a 20-foot delta, a 14.5-foot Eddy or a 12-foot Bermuda, Edo or rokkaku.

This is not to say that the recent craze for multifaceted box kites has been anything but an interesting excursion in kite sculpture, but the Kaleidoscope Box is near the ridiculous.

Because of its weight, the Kaleidoscope was designed to fly in strong winds—in excess of 12 mph. It flies like a rock in lesser winds. The facets make it interesting in the air from almost any angle, but half the kite (i.e., one of the twins) would be almost as interesting and weigh only 40% of the present structure. In summary, half the kite might fly twice as well, whether it was reduced to one twin of many facets or left as a Siamese but made of fewer (say four) planes.

One interesting characteristic of the Kaleidoscope (we hesitate to call it a virtue) is that, with 10 sides, it is almost a wheel. When the kite comes down in low winds (and it will), it rolls right back across the field to its launch point. This saves wear and tear on the launching assistant, since all the flier has to do is wait for the kite to roll back into position.

Also in its favor is the Kaleidoscope's striking visual effect as well as its ease of assembly. For a kite so complicated in structure, this is a remarkable blessing.

In short, all you need to make a satisfactory choice of this kite is a location with plenty of wind. —M.G.

DATA CHART

Name and Shape of Kite	Retail Price	Dimensions (inches)	Weight (ounces)	Major Components	Portability	Assembly Time	Durability	Wind Range	Ease of Launch	Skill Level
Omega Kites: Omega Star 	325 with tail 550	76x72	25.0	ripstop, fiberglass	VG	4 min.	G	8-15	G	N-I-S
Martin Lester: Swept Wing Box 	75	24x45	8.5	ripstop, ramin dowel	VG	3 min.	G	6-20	E	N-I-S
Peter Lynn: Manta Ray 	330	52x70	13.0	ripstop	E	0 min.	F	8-20	G	N-I-S
Greens Kites: Kaleidoscope Box 	198	48x60	56.0	ripstop, fiberglass	VG	7 min.	G	12-30	G	I-S
Windborne Kites & Skytoys: Tomoe Rokkaku 	75	50x40	6.5	ripstop, fiberglass	VG	3 min.	E	4-20	F	I-S

NOTE: Retail price (in US dollars) is "advertised" or "suggested." Wind range (in mph) covers minimum and maximum speeds deemed suitable by our evaluators. Skill levels: N—Novice, I—Intermediate, S—Skilled. Other ratings: P—Poor, F—Fair, G—Good, VG—Very Good, E—Excellent. Dimensions are in the following order: height x width x depth. Measurements and drawings are made with the kite standing up on the floor facing the viewer.

# 'FISTIES' THE ULTIMATE FLYING CONTROLS

Absolutely the finest stunt kite handles on the market with fast rewriter method



From the leader of the stunt kite world come these perfectly sculpted controls which have been contoured to fit your hands like a glove. This will enable you to transmit your commands exactly to your stunt kite, giving you ultimate and superior control.

After you have finished flying, snap your handles into the winder and wind up your lines in seconds. This fast, easy method keeps your lines neat and tidy. Then, when you are ready to fly again, attach your lines to the kite and walk backwards, spinning out your line.

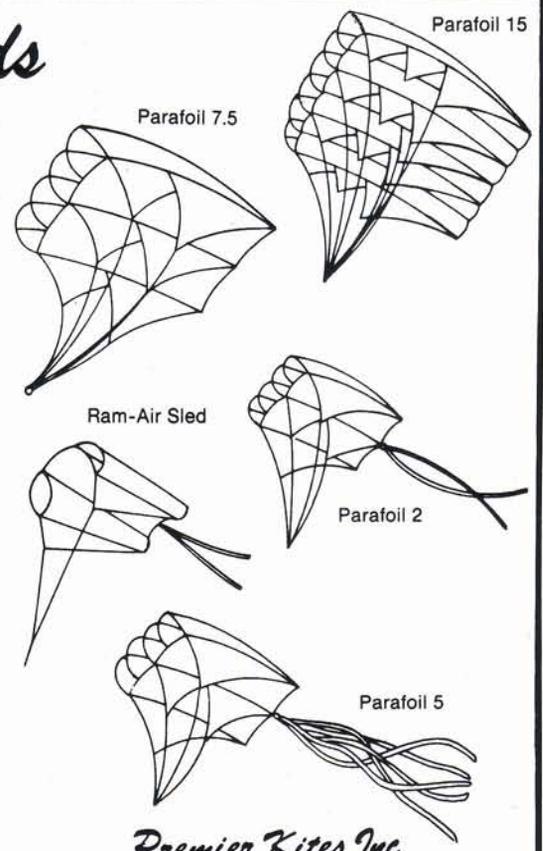


# PETER POWELL

PETER POWELL KITES, INC.  
1040 N.E. 43rd Court  
Fort Lauderdale, FL 33334  
Tel. 305-565-5588 (5 lines)  
FAX 305-565-1569

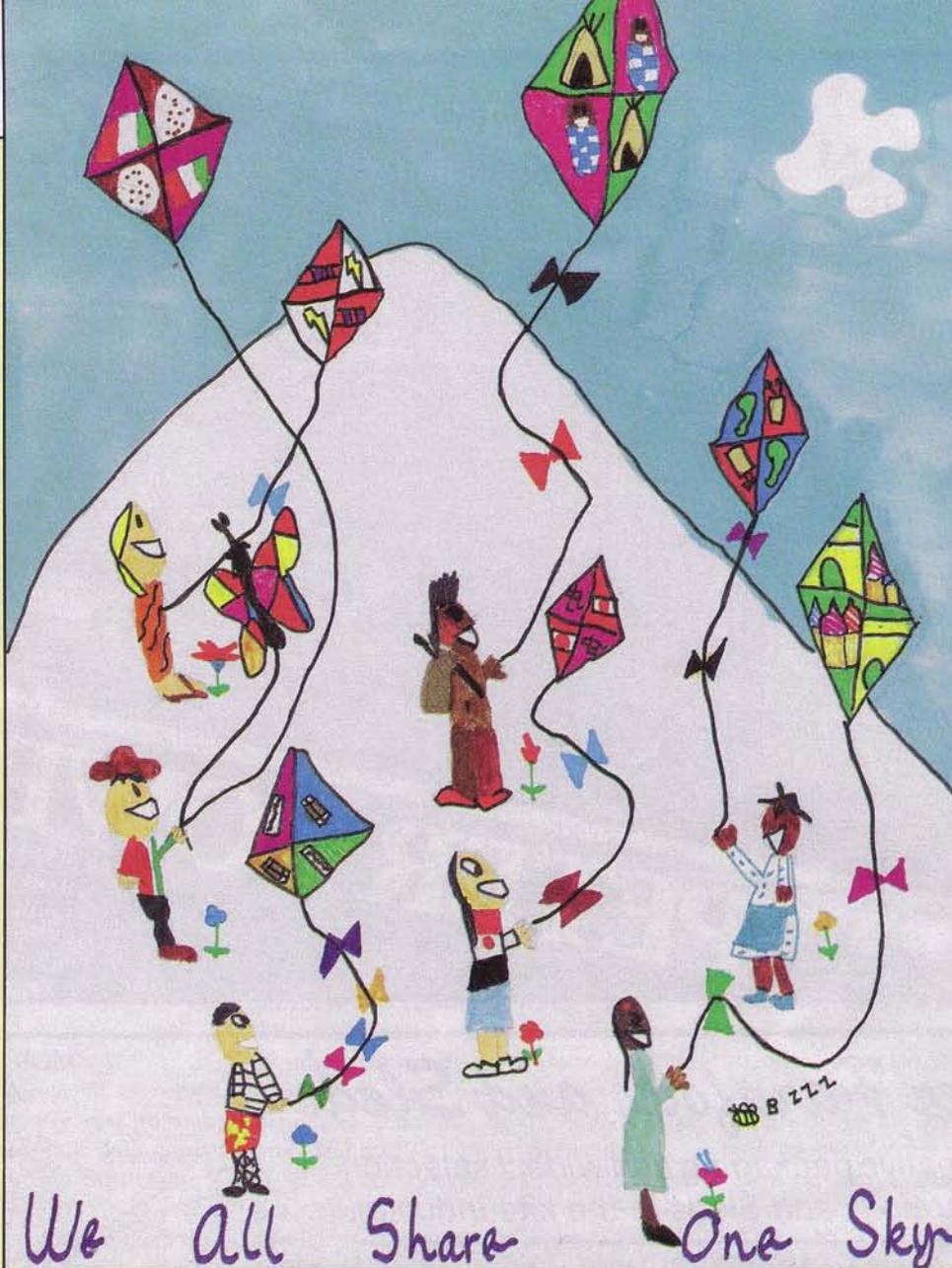
## Premier Parafoils and Sleds

The most creative packaging and widest selection of quality Parafoils and Sleds in the kite industry.



Premier Kites Inc.  
8673 Cherry Lane  
Laurel, Md. 20707  
Tel. 301-604-1881

Here is the 1990 One Sky, One World poster, distributed around the world. It features a painting by 7-year-old second-grader Jennifer Marlowe of Denver, Colorado. Jennifer's work was entered in a Denver poster contest that was part of A World of Difference, the prejudice awareness and reduction program initiated by the Anti-Defamation League of B'nai B'rith and currently active in several American cities. By coincidence, Jennifer knew about both the A World of Difference program and also One Sky, One World. Her school-mates had made kites for the 1989



OSOW event. Her poster blends the ideals of both programs. It depicts smiling children of all colors and nations flying kites on a mountainside. Each kite shows an example of the pride and accomplishments of the various cultures the children represent. Jennifer says, "Prejudice means you hate somebody because they're different. It makes me feel bad... Nobody deserves to be better than anybody else." The Anti-Defamation League and Hi-Flier Mfg. Co. are providing the support to print 15,000 of the 1990 posters, which will be distributed worldwide to participants in the 1990 events of One Sky, One World.

# 5TH ANNUAL INTERNATIONAL KITE-FLY FOR PEACE

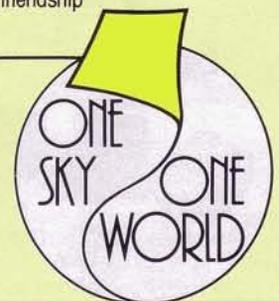
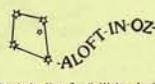
THE KITE an ancient universal symbol of the human spirit soaring above the bounds of the earth  
 THE KITE enhancing understanding, wisdom and enjoyment of life  
 THE KITE the most peaceful of all aircraft

OCTOBER 14,  
1990

As we stand at the crossroads to the future of the planet, join us in celebration of the limitless sky which is meant to be shared by all peace loving people. One Sky, One World kite festivals will be held annually in countries around the world. To express an optimism which supercedes ideologies, people everywhere are asked to participate in or sponsor a One Sky, One World Festival. Share the rich cultural heritage of the kite through a positive statement for the protection of the earth and peace and friendship among all people.

For further information or to receive an official festival registration packet call or write  
**ONE SKY, ONE WORLD**  
 Jane Parker Ambrose c/o Sky Scrapers Kites  
 PO Box 11149  
 Denver, Colorado 80211 USA  
 (303) 433-9518

THIS MESSAGE IS SPONSORED BY



# Something Old, Something New, Something Borrowed

By Valerie Govig and Mel Govig

## Fairly Strong, But Not Too Strong

*Fighter Kites: 29 Original Designs to Make and Fly* by Philippe Gallot (New York: St. Martin's Press, 1989), softcover, 96 pages, \$12.95.

The world of fighter kites encompasses many shapes and traditions, including the Malay or flat-bowed kite that has propagated over the centuries on the shores of the Pacific and Indian Oceans.

No one is certain of this kite's home, though all the countries that share the design claim its origin. Philippe Gallot flatters them all by showing 29 "original" designs, including 27 varieties of Malay, plus a small rokkaku and a Korean kite. (Don't expect great results from the latter two designs as here presented. The construction and flying techniques for these kites are quite different from those for the Malay or Indian, which are the book's real subject.)

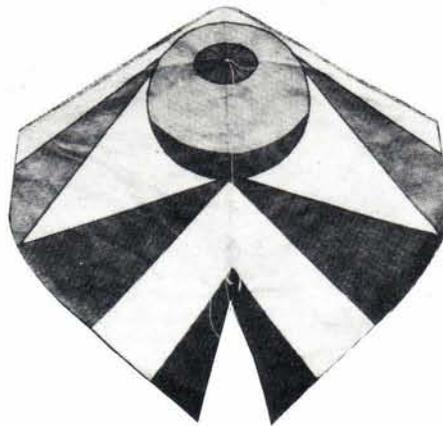
Gallot makes no mention of the kites of the Mediterranean or Caribbean, the papagaio of Brazil, the great war kites of Japan or the refined rituals of Thailand. These all involve other flying techniques and rules of engagement.

The author's enthusiasm for the sport is evident throughout the book and his skill as a builder is obvious. Each kite variation is described in terms of its pull, responsiveness and behavior in various wind conditions. I had the sense that the author has built—and flown—every kite in the book.

I would be happier with the volume if there were more discussion of principles and objectives and less of the cook-book approach. There is a two-page discussion on setting the bridle that fails to address what angle the bridle should achieve, presuming that the builder will use the measurements in the drawings without question. The knotting is described at length without the aid of illustrations.

There are confusions stemming from idiosyncracies of language. For example, "traction" to Gallot means tautness or tension in the line. In another place he advises, "Look for line that is fairly strong but not too strong." What?! You can have a line that's too strong? (Maybe he means "too heavy.")

Some of the most important material is "buried" within specific instructions for particular kites, such as the directions



The "Kiwi," one of the more novel fighter kite designs by Philippe Gallot in his book.

for trimming down (sanding, in fact) fiberglass rods (referred to vaguely throughout the book, finally described with the last kite given).

Some flaws—but many strengths, too, such as: Gallot's candor about the use of spools; the confidence in his instructions for making kites; and the charm in his little side notes, like the one about his Paris shopping trips for button thread.

The work contains good photographs (eight in color), excellent drawings (using both metric and inches) and appetizing book design.

For the experienced kite builder, this book offers a selection of interesting choices in flat-bowed fighter kites. But it does not provide a first-time builder with a guarantee of success. For the novice, I suggest buying and flying one or two fighters before venturing to make them from the plans in this or any other book.

It may appear from my criticisms that I disliked *Fighter Kites*. Not so! I found it to be not only a worthwhile addition to kite literature but a pleasing introduction to a man I would like to meet. —M.G.

## A Matter of Taste

*Kiteworks: Explorations in Kite Building & Flying* by Maxwell Eden (New York: Sterling Publishing Co., 1989), hardcover, 287 pages, \$19.95.

In October, 1986, Maxwell Eden wrote to me about a kite book idea, asking to "pool resources." I begged off. He came to visit and talk of his book-to-be: "big, aesthetic, comprehensive, a coffee table book, full of kite plans."

Over the next two years, Eden wrote

and called me, and I responded, supplying addresses, samples and photographs, and hoping for the best.

After three postponements of publication date, a review copy arrived this February. Certainly good kite literature takes time to produce, but this result didn't live up to my well-fueled expectations. Eden told me the publisher cut large portions, and the author had no control over the final product.

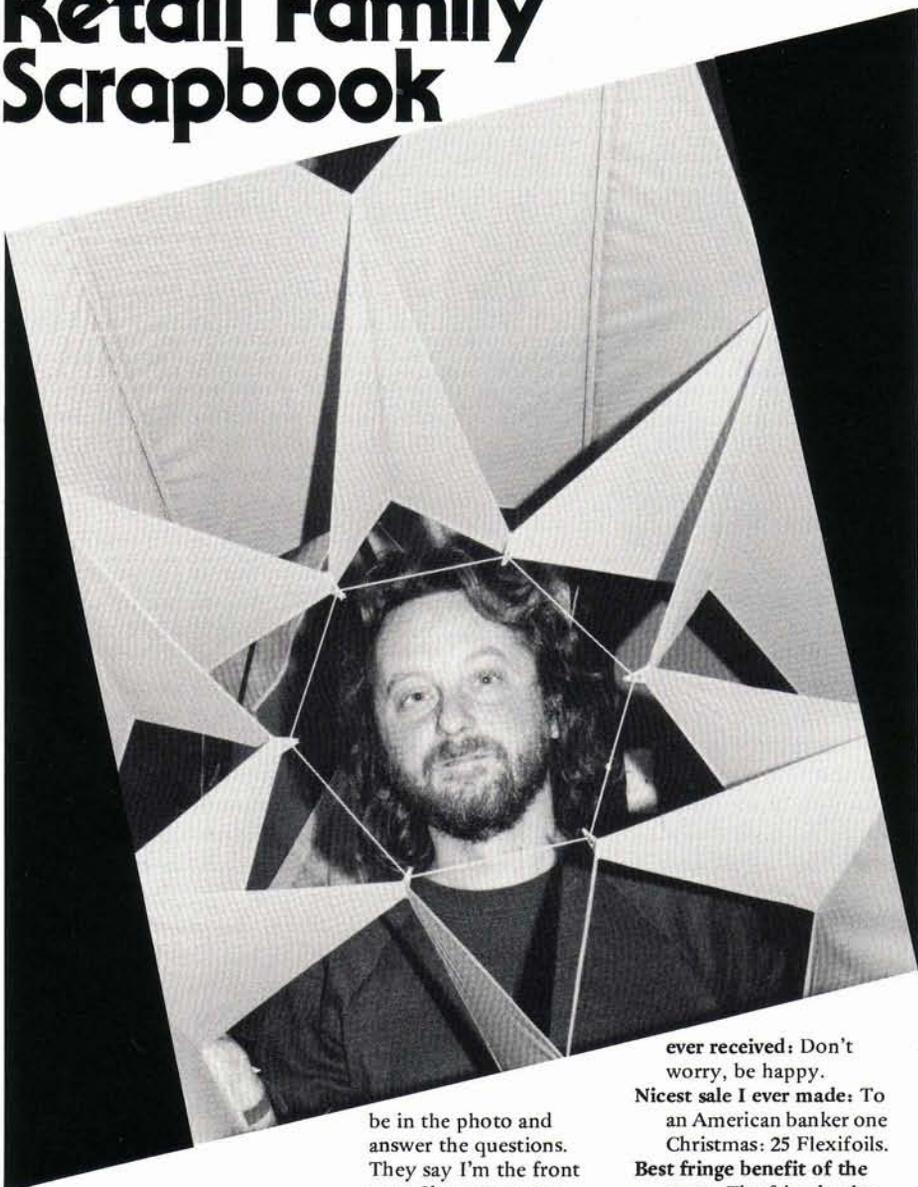
On the positive side, *Kiteworks* is still a big book and contains loads of information, most of which is basically sound. It presents many building techniques as well as the 50 kite plans advertised, of which about a dozen are new. They include such singular designs as Jack Liddell's Giant Diamond, Joel Scholz's Kaleidekite, Bobby Stanfield's Stone Mountain Kite, Adrian Conn's Sting Ray, Martin Lester's Yakko Stakk, George Peters's Pterosaur and a Lee Sedgwick stunter. In addition, there are drawings of two Bill Isenhardt pull-down reels. More familiar material is contributed by Ray Brandes, W. D. (Red) Braswell, Helen Bushell, Caleb Crowell, Alex Dunton, Ed Grauel, Domina Jalbert, Dan Leigh, Peter Lynn, Curtis Marshall, Ron Petralito, Jerry Sinotte, Charlie Sotich, Karl Szilagi and others. If you get the idea this book is *compiled* rather than *created*, you have company. The drawings are detailed enough to show that the kites were well analyzed if not remade from scratch by the author, so the designs seem more trustworthy than some.

But to enjoy them, the reader will have to overlook many shortcomings. Each person will have to gauge his or her own threshold of printed-bungle pain.

Errors vary in importance, but the Red Connection knot will never get into use from these pages. The chapter on world records sets a record of eight errors in two pages. There is no excuse for this because 12 of the 14 records are copied from a very correct source, *The Bearly-Made-It List of Little-Known World Kite-flying Records*.

The word "copy" is strong. What Eden actually did was reword the source. Legally, this is "research." Ethically, it is something else. Minor or missing recognition of sources is a particular blot on a book like this one, which could not have been written without its many generous

# Our Retail Family Scrapbook

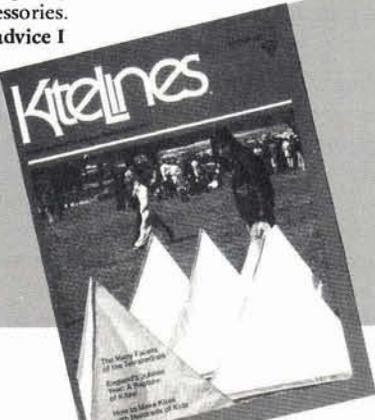


**Store:** The Kite Store Ltd., 48 Neal Street, London WC2H 9PA, England.  
**Floor space:** 650 square feet.  
**Hours:** Mon.-Fri., 10 a.m.-6 p.m.; Sat., 10:30 a.m.-5:30 p.m.  
**Years in business:** 14.  
**Years profitable:** 14 (!).  
**Years carried Kite Lines:** 12.  
**Owners:** Mark Cottrell, Andy King and Martin Lester.  
**Comments from Andy King:** The other guys voted that only I should

be in the photo and answer the questions. They say I'm the front man. I'm not so sure, but there you go!  
**Age:** 37.  
**Favorite food:** Indian.  
**Last book read:** *Train to Hell* by Alexi Sayle.  
**Last kite book read:** *Stunt Kites!* by David Gomberg.  
**Favorite flying spot:** Blackheath, London.  
**Specialty of the store:** A huge range of quality kites and accessories.  
**Most important advice I**

**ever received:** Don't worry, be happy.  
**Nicest sale I ever made:** To an American banker one Christmas: 25 Flexifoils.  
**Best fringe benefit of the store:** The friends, the travel, the achievements, the wine, the women, the song.  
**Favorite issue of Kite Lines:** Comparisons are odious. Every issue is great, but Winter 1977-78 contains classic material by and for the British (and a photo of stunt kite champion Cottrell).

Doesn't your store carry *Kite Lines*? To learn all about the benefits of doing it, write for retailers information package to: *Kite Lines*, P.O. Box 466, Randallstown, MD 21133. Or telephone us at 301/922-1212.



## What's New: Books . . . Continued

contributors, including *Kite Lines*.

Just one of many painful examples: no credit is given to Phil Modjeski for his technique for heat-sealing plastic with the use of an electric light dimmer switch attached to a soldering iron.

Also I wonder about the tetrahedral kite that Eden says he designed "in a flash" of inspiration. It is the same plan as Professor Waldof's except for the bead tension adjusters (also "borrowed"; they probably were first used by Scott Spencer). Eden claims independent discovery, but when queried he admitted, "I used a couple of his ideas." Knowing it took Peter Waldron three years to perfect his design, I have to doubt Eden's originality.

I wish I could say that at least the writing is gracefully composed, but it seldom rises above competent. Several interruptions in the form of "stories" appear here and there, starting with a rambling preface where the author makes the common mistake of describing the Pyramids (square-based, five-sided) as tetrahedrons (triangular on all *four* sides). For me, Eden's extraneous yarns have no appeal, but they are, perhaps, a matter of taste.

The book's design creates confusion. The kite projects section asserts that the kites are arranged in order of increasing complexity, but the Eddy appears ahead of the sled and the barn door after the parafoil. The chapters flow one into another, like one great run-on sentence. Drawings are often separated from text. Details are scattered over several pages. Inconsistencies abound. The appendixes are pathetic.

The use (rather, nonuse) of photographs is puzzling. They are concentrated almost solely on tools and a portfolio from early Flexifoil history (excessively emphasizing that kite, in only one of many cases of unbalanced contents). The book needs to include at least one photo of each kite project. We do get 13 nice color photos of kites, but only four are represented by projects. For the rest of the plans, the author chose to commission paintings instead. Will a kitemaker have confidence that he or she can build a real kite, that will fly, after looking at these paintings? Again, possibly a matter of taste.

In sum, *Kiteworks* is a clumsy book. It tries hard and will probably please many with its abundance of kite plans. With care, an experienced kitemaker could use these plans, but a beginner should be very cautious. Most of us will

want this book in our kite libraries, not because we like it or will use it, but because it documents some new kites.

For the coffee table? A matter of taste.  
—V.G.

### Maori Kites: Ancient Riches

*Te Manu Tukutuku: A Study of the Maori Kite* by Bob Maysmor (Wellington, New Zealand: Allen & Unwin, 1990), softcover, 94 pages, \$25.00 NZ (\$15.00 US)

Here's a kite book that never generalizes, that is so specialized that its audience may be forever limited. Bravely, it does one thing only and does it well.

The book collects, researches, recounts and organizes all the literature and artifacts the author could find on the kites of the Maori (pronounced MOW-ree), the native people of New Zealand.

Some of the material is previously unpublished, but the writer's real contribution is his careful study of the subject.

Bob Maysmor, co-founder of the New Zealand Kitefliers Association (NZKA) and former editor of its newsletter, took about four years to create this book, and it is a fine work of art and craft in its writing, editing, drawing, photography (some in color), design and printing.

The thoroughness is striking, although Skye Morrison says she has seen some kites not documented in this book, that may not have been known through Maysmor's references.

A more apparent shortcoming is that almost no dates are attached to any of the material, even to the point of leaving the *century* uncertain. Perhaps neither written records nor carbon dating were available to the author.

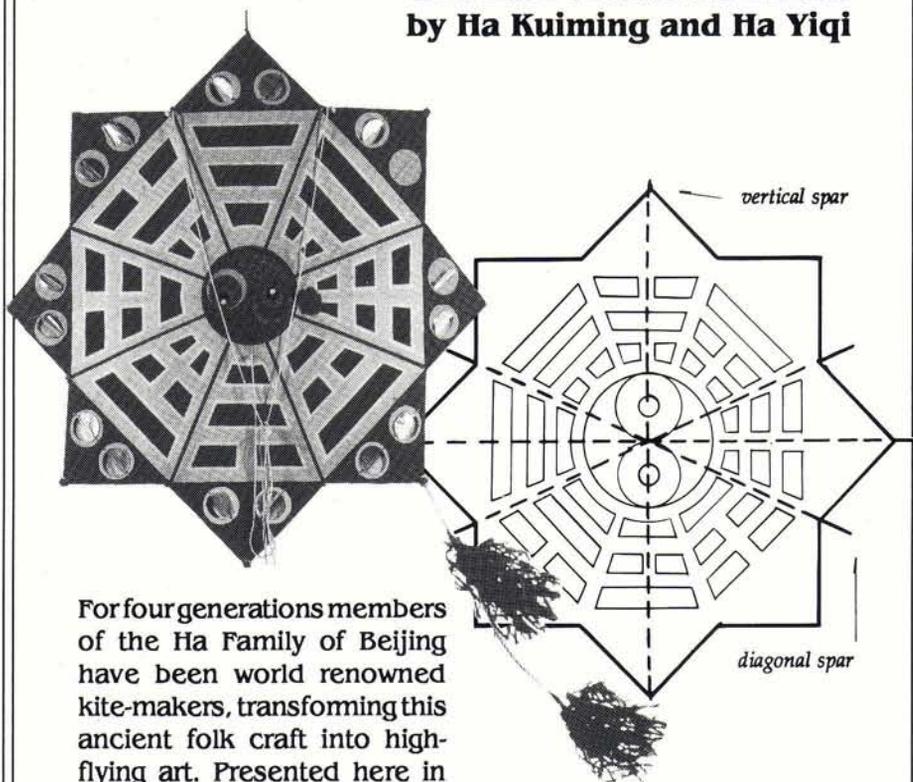
The book's major difficulty is its low readability to anyone not familiar with the tongue-tangling Maori language. It's tough slogging through the underbrush, especially in the first five of the 10 chapters. One section, devoted to the natural materials used for the kites, throws in the Latin names for the plants along with the Maori ones. The eyes glaze over at such sentences as "Kareao, also known as kakareao, karewao and pirita, is a woody liane found throughout New Zealand..." Absolutely no effort has been made to aerate the clods of pedantry. But then, this is the kind of book this *is*.

However, a reader will be rewarded with many arcane pieces of folklore (or history? properly, this is *prehistory*).

Among the more interesting discover-

## On A Breeze From the Other Side of the World Come . . .

### CHINESE ARTISTIC KITES by Ha Kuiming and Ha Yiqi



For four generations members of the Ha Family of Beijing have been world renowned kite-makers, transforming this ancient folk craft into high-flying art. Presented here in this first book-length guide in English to the art and craft of Chinese kite-making are over 80 of their rare and award-winning creations in lavish color. Includes an entertaining history of kites and detailed notes and diagrams on the special techniques of construction and design. Both a fine art album and a readable how-to-manual, this is a book to let your spirits soar.

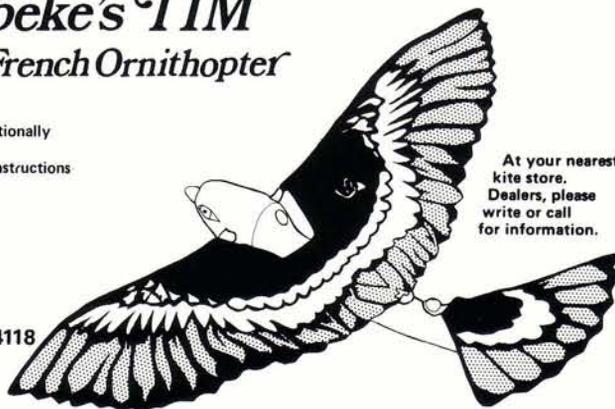
 CHINA BOOKS & Periodicals, Inc.

May 1, 1990 paper 160 pp. \$16.95  
2929 Twenty-fourth Street, San Francisco, CA 94110  
(415) 282-2994 ♦ FAX: (415) 282-0994

## de Ruymbeke's TIM the original French Ornithopter

- Best wholesale prices nationally
- Packaged with English instructions
- Same day shipment

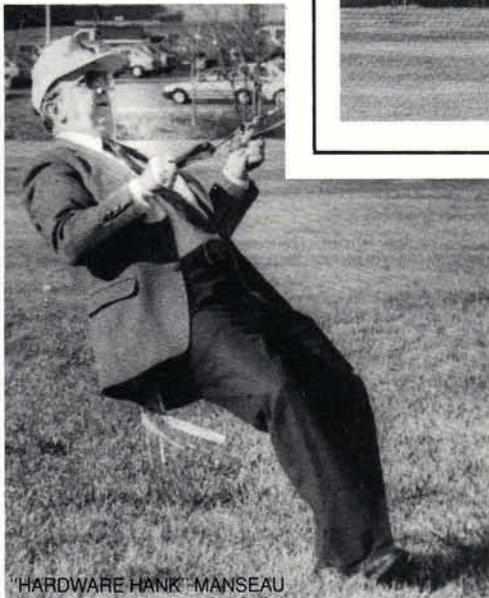
COVENTRY SALES  
2910 Hampshire Road  
Cleveland Heights, OH 44118  
info: 212/465-0640  
shipping: 216/371-9701



At your nearest kite store. Dealers, please write or call for information.

UPTIGHT?

FLY  
DYNA-KITE



"HARDWARE HANK" MANSEAU

DYNA-KITE CORP.

P.O. BOX 24  
THREE RIVERS, MA  
01080  
413-283-2555

What's New: Books . . . Continued

ies, for me, were the kite chants, the flights for purposes of divination, the use of launching trestles for huge kites (flown by perhaps 70 people) and finally one of the earliest-ever findings (undated though it is) of *two-line control*.

This book is meticulous in its footnotes, bibliography, index and six appendixes, including a chart of Maori kites held in museums and collections, a list of Maori names for 29 kinds of kites and 11 kite lines (a staggering richness that puts the English kite vocabulary to shame), a collection of five chants and one proverb, a section of six excellent drawings of existing Maori kites and a map of New Zealand showing place names mentioned in the text.

A kiter wishing to make a near-authentic reproduction of a Maori kite for exhibition or history-teaching could probably manage it, using the photos and drawings, some of which are dimensioned.

Acknowledgments to the various libraries, museums and curators who assisted Maysmor are generous and extensive. The book was an official project of the New Zealand 1990 Commission and was aided in production costs by the NZKA. Their moneys were well spent.

I cannot in all conscience recommend *Te Manu Tukutuku* to the "average" kiter. But then, who's average? Not you. Not me. And maybe you will discover, as I did, some hidden gems.

My favorite was chant number two in Appendix III. It convinced me that these faraway ancestors knew kites and wind with amazing intimacy: my God, these were *kitepeople*.  
—V.G.

Other Books in Brief

*More Kites for Everyone* by Margaret Greger (Richland, Washington: self-published, 1990), softcover, 64 pages, \$9.95.

No match for Greger's original, much-recommended *Kites for Everyone*, this book doesn't look like the supplement that it seems to want to be. There are 17 kite plans included, few of them new (new to us, anyway). Several construction options are presented. Instructions are not always well-detailed and little errors have crept in. Side-by-side drawings in different scales are confusing. Still, there's good advice on connecting and flying kites in train and solid information on classroom kites, workshops and sewing from an acknowledged expert. No one goes *wrong* using a Margaret Greger book.

\$19.95

You have to see it to believe it!

the  
Incredible



The  
Jackite™

Osprey is a new concept in kite design and flying. It's made of durable Tyvek with fiberglass spar, 44" wingspan — easy to assemble. But its beauty is in the flying: formed by the wind, the Jackite Osprey emulates the grace of a bird in flight. It flies parallel to the ground, actually flaps its wings, soars to a new position, flaps its wings again, and soars to another position. Lo and behold! Is it an Osprey — or is it a Jackite? Write or call: Jackite, Inc., 2868 West Landing Road, Virginia Beach, VA 23456 1 (804) 426-5359

OSPREY

*Progetti di Volo (Flying Designs)* by Marcello Diotallevi, text also by Marcello Venturoli and Maria Pia Salini (Rome: AIA, 1988), in Italian and English, softcover, 90 pages, 18,000 lire (about \$14.50 US), a "limited edition" (1,000 copies).

Noted artist Diotallevi has been allied with the Associazione Italiana Aquilonisti since its start and this little (4¼" x 6¼") book is a product of the relationship. Attractively done, it contains many pictures, some in color, showing nonflying kite-art ranging from found objects to mail art to varied playful creations. Contact the AIA, via Dandolo 19, I-00153 Roma, ITALY.

*The High-Flying World of Kites* by Ray Paprocki (Worthington, Ohio: Willowisp Press, 1989), softcover, 32 pages, \$2.95.

Strictly for children, this booklet has extremely simplified information, but it is up-to-date, and the photos are good and plentiful. U.S. kites will find it something of a family album, full of friends, including the late Dave DeBolt in clown costume with his Eddy train. Unfortunately, none of the pictures are identified. Write to Willowisp Press, 401 E. Wilson Bridge Road, Worthington, OH 43085.

*Windspiele: Die Kunst des Drachensteigens (Windplay: The Art of Kiting)* by Achim Käflein [photos] and Jens Jancke [text] (Munich: Bucher Verlag, 1989), in German, hardcover, 112 pages, DM 48 (\$28.00 US).

Handsome, large-format (9½" x 12") book full of excellent photographs, many in color, capturing much of the flavor of today's kiting scene. Without translation, we are not sure about the text, but it fails to identify people or kites. There is no technical material or plans. References are thin and dated, but the book shows Long Beach, Washington and Scheveningen, The Netherlands at their most kite-beautiful.

*Sefer Ha'afifonim: 50 D'gamim Levniya Atzmit (The Kite Book: 50 Models to Build Yourself)* by Gideon Lederer and Esther Revzen (Haifa, Israel: The Afif Company, 1989), in Hebrew, hardcover, 80 pages, about \$16.00 US, plus shipping.

The only kite book we know about in Hebrew, and it's not bad. Contains plans for 35 kites plus variations, but none in great detail. Black-and-white photos throughout show kites in flight, and the layout is pleasing. No references. Write to The Afif Company, P.O. Box 7803, Haifa 31077, ISRAEL.

# Night Moves™

## High-Tech LED

# Light Kits

- Completely Assembled and Self-Contained Electronics Chassis with On/Off Switch

- High Intensity, Large, Aerospace Quality L.E.D.s with Individual Cables for Custom Patterns

- Choose Lights from 3 Colors on Star-Lite and Aero-Lite

- Powered By 9V Battery (Not Included)

- Easy to Install on Single Line Kites or Stunt Kites

- Professional's Ultimate Choice in Night Flying



### Models Available

### New Advanced Circuit Design!

**Sky-Motion™**  
\$79.95

5 Dual-Color (Red-Green) Lights Change as Kite is Maneuvered. Spectacular on Stunt Kites!

**Star-Lite™**  
\$69.95

6 Lights (Red, Yellow or Green) with Adjustable Flashing Rate that creates a Beautiful Display, Especially on Box Kites!

**Aero-Lite™**  
\$82.95

8 Lights (Red, Yellow or Green) with Adjustable Sequencing Rate, Excellent for Stunt Kites and Large Deltas!

Send check or money order:  
Allow 4 - 6 weeks for delivery

**Tronology, Inc.**

P.O. Box 372798  
Satellite Beach, Florida 32937-0798  
(407) 777-7901

L.E.D. Color(s) \_\_\_\_\_

Model \_\_\_\_\_

Quantity \_\_\_\_\_ Total \_\_\_\_\_

**Ship to:**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please Add \$3.00 for UPS Shipping and Handling per U.S. order

Florida Residents Please Add 6% Sales Tax • Dealer Inquiries Welcome

# The Gale Master: A Parachute Stunter

by Joel K. Scholz

## The Tale of the Gale Master

The idea for this kite came to me while vacationing in Mexico in 1985.

I took a flight on a man-carrying parachute (parasail) pulled around the bay by a boat. It was great fun. When I returned home I built a two-foot diameter canopy, using a photo of the 'chute as my plan.

Originally, I had intended the kite to fly from one line, but the prototype simply spun in circles. Whether this was a function of the design or the bridles, I am not sure. So I did what I always do when I happen to design an unstable kite: I attached another flying line so I could control the thing.

After flying the kite on two lines, I decided that a larger and perhaps flatter canopy would improve performance. I found that a four-foot diameter canopy allows the shroud lines to be short enough for one person to handle.

Since then, I have built four of these kites, varying in shape, bridling and venting. All have flown and, while I have bettered the performance over the original, I still feel there is room for improvement.

I had intended to manufacture this kite commercially, but I found there is no simple way to adjust the bridles for consistent flying quality. Fine-tuning the shroud lines is almost a necessity. I didn't think I could deal with a kite with this many bridle lines, because they always manage to tangle somehow.

Many people have expressed interest in the kite—even at \$200 each—but I have yet to get around to building them. With this article, they can make their own.

## Tools

Since the Gale Master is made entirely of fabric (no spars), you need the usual cutting and sewing implements. At the top of the list is a hot knife.

You also need something to measure, mark and cut the cardboard templates, like a ruler, pencil and scissors.

To make the control bar, you need epoxy glue and probably a small saw.

## Materials

- Three sheets of cardboard at least 18 x 24 inches for the gore templates and one sheet about 12 x 28 inches for the side panel template.

- Enough ripstop nylon—about three



A version of the Gale Master with 16 color panels flown by maker Bill Goble of Oregon.

David Dunphy

yards — to make a circle 48 inches in diameter, plus two side panels each approximately 6 x 28 inches.

- One 1/4-inch diameter wooden dowel to be glued inside a 5/16-inch diameter fiberglass tube, both 16 inches long.

- 21 small metal split rings (1/2-inch), one for each shroud line.

- 5 large metal split rings (1 inch), one for each group of shroud lines plus one for the control bar.

- About 22 feet of grosgrain ribbon or something similar to trim the canopy and side panels, plus two extra pieces, each about 12 inches long, for shroud line attachment and adjustment. If you choose to fold-and-hem the fabric, reinforcing it inside the hem with heavy Dacron polyester cord, make the necessary substitution.

- About 125 feet of 100-pound test Dacron (or something similar with little or no stretch) for the shroud lines.

- Two small metal screw eyes, one for each end of the control bar.

## Templates

Ideally, you should have three separate gore templates (leading edge, trailing edge and left/right), although you can get by with one "master" template if you make minor changes on each gore as you go along. You need only one template for the side panels.

You can make the templates the exact size of the finished piece of fabric, if you remember to add a margin (half an inch)

for hems and seams later. Otherwise, add the margin to the templates beforehand.

## Gores

The canopy is made of eight pieces, called gores. The two leading gores are identical, the two trailing gores (with vents) are identical, and the four side gores are identical.

Using the cardboard templates, mark and cut the eight gores from your fabric.

## Side Panels

Using the cardboard template, mark and cut the two side panels.

## Canopy

Carefully match the edges of the eight gores and sew them together, making sure the two leading ones are opposite the two trailing ones.

Trim the entire outside edge of the canopy with grosgrain ribbon, or fold and hem it while simultaneously enclosing a heavy Dacron cord for reinforcement.

Do the same with all the edges of the two side panels.

Attach the completed side panels to the completed canopy. Each side panel has four points of attachment to the canopy. Between these points of attachment, the side panels do not touch the canopy—there is a deliberate gap.

## Loop or Needle

There are two ways to attach the shroud lines to the canopy: the loop method or the needle method.

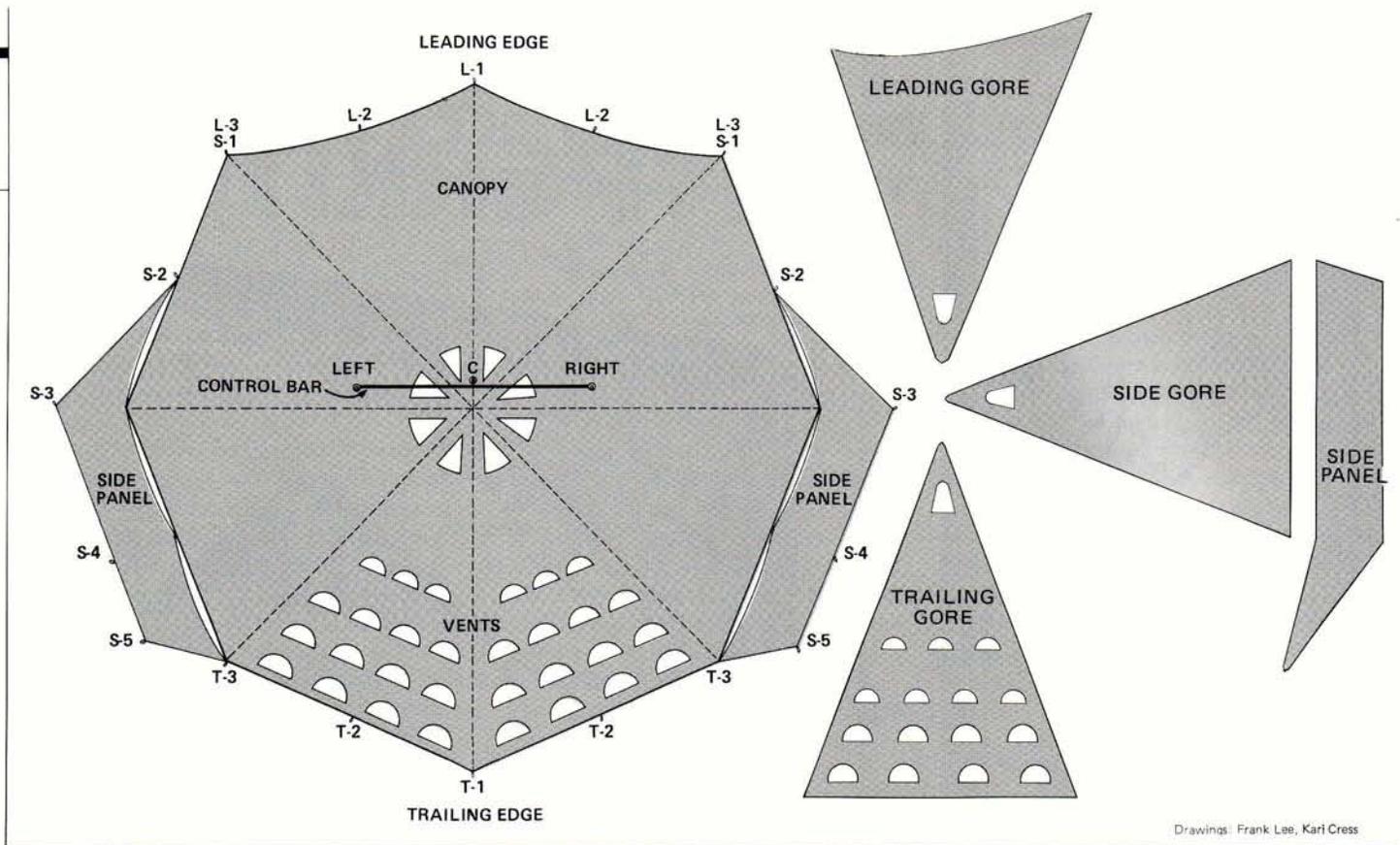
The first requires 18 small loops located around the perimeter of the canopy plus one loop in the exact center. The loops may be made of ribbon, ripstop or heavy cord. Attach the loops securely to the canopy with sewing machine.

The alternate method—no loops—is to attach the shroud lines directly to the canopy (with a large needle), passing the shroud lines *through* the hemmed edge and *around* the reinforcing cord inside the hem.

## Shroud Lines

There are a total of 21 shroud lines: 20 around the perimeter of the canopy and one in the center.

The perimeter shrouds are divided into four groups: leading, trailing, left and right. Each group contains five lines.



Drawings: Frank Lee, Karl Cress

The quickest way to make the shroud lines is to cut 21 pieces, each about six feet long.

Attach one end of each shroud line to the canopy at the points shown in the illustration. Note that there are *two* lines at points S-1 and F-3.

Measure the 21 shroud lines (from the canopy to the end of the line) and mark each according to the chart below.

SHROUD LINES			
Canopy	Quantity	Length	Bar
L-1	1	62.5"	center
L-2	2	62.0"	center
L-3	2	59.0"	center
S-1	2	62.0"	left/right
S-2	2	61.0"	left/right
S-3	2	56.5"	left/right
S-4	2	57.0"	left/right
S-5	2	57.5"	left/right
T-1	1	60.0"	center
T-2	2	59.5"	center
T-3	2	60.0"	center
C	1	72.0"	center

Attach a small metal split ring to each shroud line at the mark.

Divide the perimeter shroud lines into four groups: leading, trailing, left and right.

Gather the five left shroud lines and join their small split rings to one large split ring. Do the same with the five lines on the right.

Gather the five leading lines and join their split rings to a short length (12 inch) of grosgrain ribbon. Do the same with the five trailing shroud lines.

Attach each of these two ribbons to a large split ring.

These ribbons are for adjustment to the leading and trailing shroud lines. They control the pitch of the kite and make the kite fly "up" with the vent holes toward the ground.

The only other flight adjustment is to the center shroud line between mid-canopy and mid-control bar. Use this line to vary the shape (depth) of the canopy.

### Control Bar

Make the 16-inch control bar from a length of 1/4-inch wooden dowel glued with epoxy inside a 5/16-inch diameter fiberglass tube.

Insert one small metal screw eye into each end of the bar. Epoxy here too.

Lash and glue one large split ring to the center of the control bar.

The two large split rings of the leading and trailing lines are attached to the large split ring in the center of the bar.

The two split rings of the left and right shroud lines are connected to the screw

eyes at the ends of the bar.

The central shroud line—from the center of the canopy—is also connected to the center of the control bar.

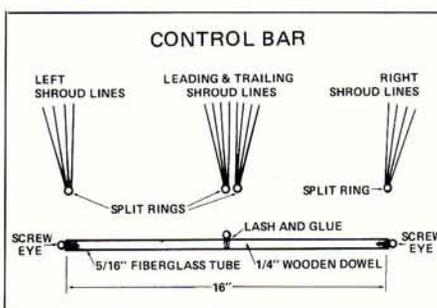
The dual flying lines—150-pound test or more—also attach to the screw eyes.

### Launching and Flying

The Gale Master certainly is unlike any stunt kite I have ever flown. It will bounce off the ground like a beach ball. It may turn on itself, fly backwards or refuse to stunt well in winds less than 15 mph. It can be launched from the hand, will re-launch itself with a simple tug, and is slow enough to fly around crowds with little fear of injury.

If you are accustomed to fast, noisy stunt kites, the Gale Master may provide you with a change of pace. It is slow and quiet—but don't turn your back on it or close your eyes. It requires lots of wind to fly and it can pull you off your feet if it catches you off guard. If, by some chance, the Gale Master should break free from your grip in a stiff breeze, it may be very long coming down to earth—like one I lost in the middle of Lake Austin. ◇

*JOEL SCHOLZ has been making and flying kites for the last seven of his 40 years. He has designed about 30 kites that he thinks are unique and he prides himself on "not copying anyone else's designs. I like to try something different with each kite." His company, Sky Delight Kites in Austin, Texas, occupies him full-time.*





**FLYING  
ELEPHANTS!**

Grey or Pink  
5' and 15'

Also Available  
California Condor  
Multi - Flare

Condor Kite Co.  
P.O. Box 70601  
Seattle, WA 98107  
(206) 782-1472

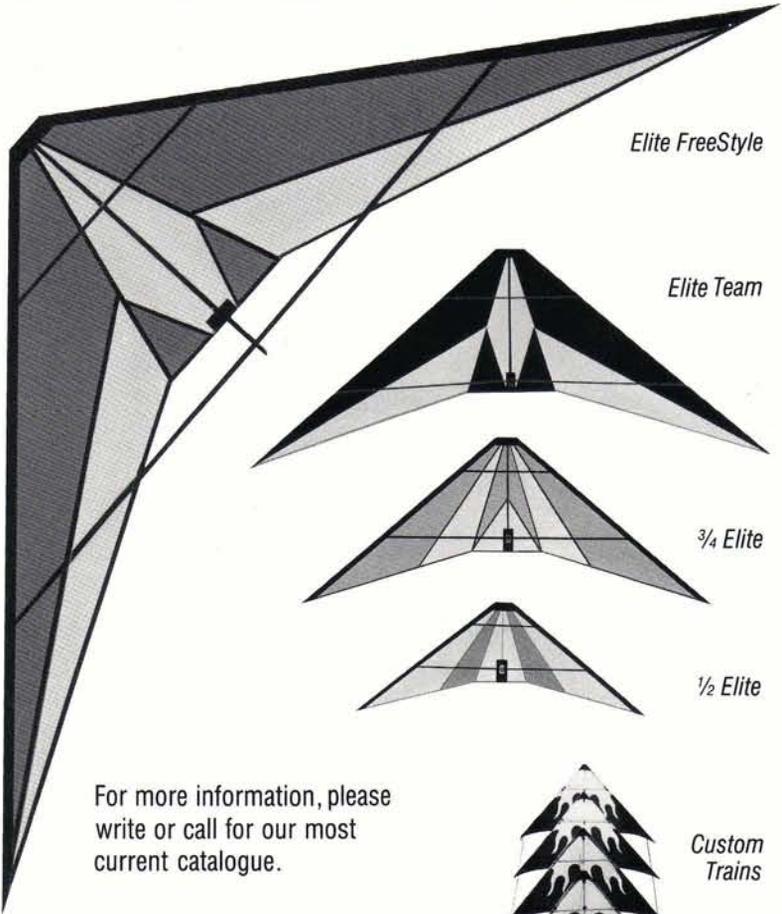
Condor Kite Co.  
P.O. Box 70601  
Seattle, WA 98107  
(206) 782-1472

Also Available  
California Condor  
Multi - Flare

Grey or Pink  
5' and 15'

**FLYING  
ELEPHANTS!**

The "NEW" High Performance  
**HYPERKITES**



Elite FreeStyle

Elite Team

3/4 Elite

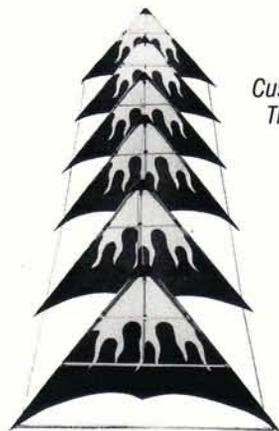
1/2 Elite

For more information, please  
write or call for our most  
current catalogue.



**HYPERKITES**

(619) 231-4977 FAX (619) 231-2963  
1819 Fifth Ave., San Diego, CA 92101



Custom  
Trains



**KITES, WINDSOCKS &  
UNUSUAL FLYING FUN**

For all your mail order needs call  
**1-800-345-KITE**  
Fax # 301-289-5726

P.O. Box 551, Ocean City, Maryland 21842

# Tie One On: Flag & Banner Hookups

## About the Flag

Most flags have a heavy wide seam or bolster along the side edge—called the hoist—and a grommet (usually brass) at the top and bottom corners.

To stiffen the flag, it is usually, but not always, necessary to install a wooden or bamboo dowel or fiberglass rod inside or alongside the bolster. A small opening can be cut near one of the grommets and a dowel can be inserted, and/or the dowel can be stapled to the flag's bolster.

If the dowel is inside the bolster, use the grommets as points of attachment. If the dowel is on the outside and extends all the way to the top and bottom of the flag, attach small screw eyes to the dowel.

## 1 The Classic Halyard Method, or Keeping It Simple

Attach a short length of line (six inches) to the top corner of the flag. Attach a longer line (the same length as the height of the flag plus six inches) to the bottom corner of the flag.

Hook the flag to the kite's flying line using snap swivels or your favorite knot on larks head knots, split rings or very heavy rubber bands. If the angle of the flying line is approximately 45 degrees, the flag will stand out fairly straight.



Illustrations: Karl Cress

**Tips & Techniques** is a forum where you can share your favorite hint or trick for making or flying kites.

Each published item earns your choice of (1) any book(s) from the Kite Lines Bookstore to a value of \$15, or (2) a subscription of extension for four issues of *Kite Lines*. And of course you will receive the recognition you deserve from the worldwide kite community.

Mail details, drawings and photographs to: *Kite Lines*, P.O. Box 466, Randallstown, Maryland 21133-0466, USA.

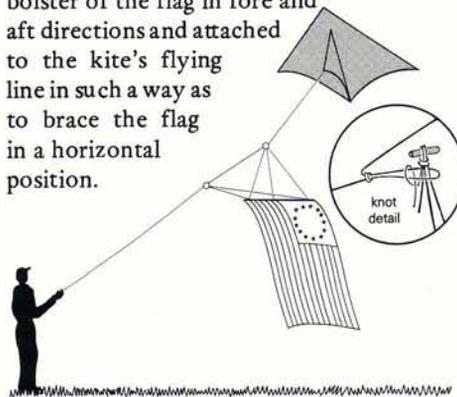
*For holidays like Bastille Day, Independence Day, May Day, Memorial Day, Victoria Day and of course Flag Day, nothing beats hoisting a flag by kite. There are several ways to do it. Here are a few. (Drawings not to scale.)*

## 2 The Flat-to-the-Wind Method, or Full Frontal Patriotism

By *Bernie Spalding of Adelphi, Maryland:*

While this method is more complicated than the average, it results in very little drag from the flag and offers a better view from the flier's position on the ground.

The secret lies in the multi-legged "bridle," which is rigged from the bolster of the flag in fore and aft directions and attached to the kite's flying line in such a way as to brace the flag in a horizontal position.



## 3 The Plastic Bottle Method, or Taking a Stiff Drink

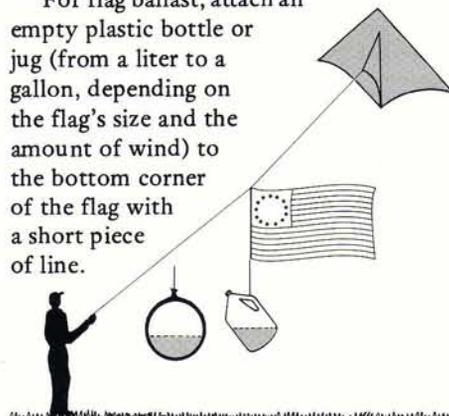
and

## 4 The Gold Ball Method, or Glamour on the Hoist

By *Dick Rein of Burlington, New Jersey:*

Attach the top corner of the flag to the kite line as usual.

For flag ballast, attach an empty plastic bottle or jug (from a liter to a gallon, depending on the flag's size and the amount of wind) to the bottom corner of the flag with a short piece of line.



Add water to the bottle to keep the flag upright. A light-colored (white or frosted) milk container becomes practically invisible in the air.

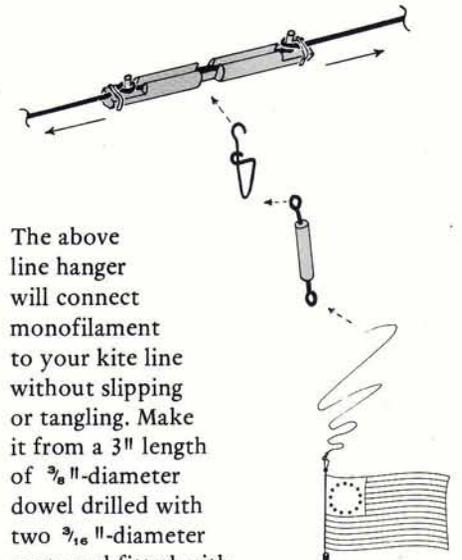
Or, for a fancier form of ballast, start with a round ball, the type inflated by a hand pump through a needle. Using the pump like a syringe, inject water into the ball. Once the ball has enough weight, inflate it the rest of the way with air. Then wrap it up in a piece of metallic gold (lamé) fabric, bringing the corners of the fabric up to the top and tying with a piece of line. Attach at this point to the bottom of the bolster. The "gold ball" at the base of the flag is visually quite effective.

## 5 The Long Line Method, or No Visible Means of Support

By *Mel Semler of Minneapolis, Minnesota:*

Add a small lead weight (about five ounces for a 3'x5' flag) to the bottom corner of a flag with a stiffened bolster.

Join a very long (about 75 foot) length of 20-lb or stronger monofilament from the flag's top corner to your flying line. Fly your kite to a good altitude, and the flag will appear to be suspended in midair.



The above line hanger will connect monofilament to your kite line without slipping or tangling. Make it from a 3" length of 3/8"-diameter dowel drilled with two 3/16"-diameter posts and fitted with wire keepers, a bent snap hook and a pendant (length of wire through a drilled dowel with eyes formed at ends). The posts are off-center. With the posts facing up and with the line in the slot, wrap the line outside the posts, around them and then under the keeper wires. Flip the snap hook and pendant around the hanger to align the hook's gap over the slot. Make sure the line is in the slot.

# Bring Back the Basics...and Learn to Park



**A**fter only five years as a spectator and a few months of judging at stunt kite competitions, I realize I'm not in a position to influence changes in organization. But I've made some observations and I have some suggestions.

Two things about the compulsories strike me. First, they are complex enough that even experienced fliers make turns the wrong direction or miscalculate the number of turns to make in the required sequence. And second, none of the contestants approach perfection in these complicated patterns.

What's happening is this: both the judges and the pilots have to focus too much, not on how, but on whether a figure is done. It's not a test of skill but of attention—on both sides.

I suggest as a solution that the figures be simplified and those simpler figures be judged more stringently. The figures, once arrived at, should be used consistently across all classes—novice to expert.

## THE BASIC MANEUVERS

Let's look at those few basic maneuvers that make up all of stunt kiting:

1. **Dive** (from as high as possible to as low as possible).
2. **Climb** (reverse of Dive).
3. **Sweep** (horizontal ground pass to either side).
4. **Diagonal** (from any upper corner to opposite lower corner or vice-versa).
5. **Circular or round turn.**
6. **Angular or sharp turn.**

I suggest that these six maneuvers be iso-

lated in simple figures that emphasize the execution of one or two skills at a time.

## THE SUGGESTED FIGURES

Here's a starting list:

1. **Dive and Climb.**
2. **Wide Sweep** (first to one side, then to the other).
3. **Square.**
4. **Vertical Figure-Eight.**
5. **Bow Tie** (simple type, with nothing added).

All the figures should be flown *as large as possible*, wind permitting. All figures should be judged by the usual standards, to include size, symmetry and uniformity of speed.

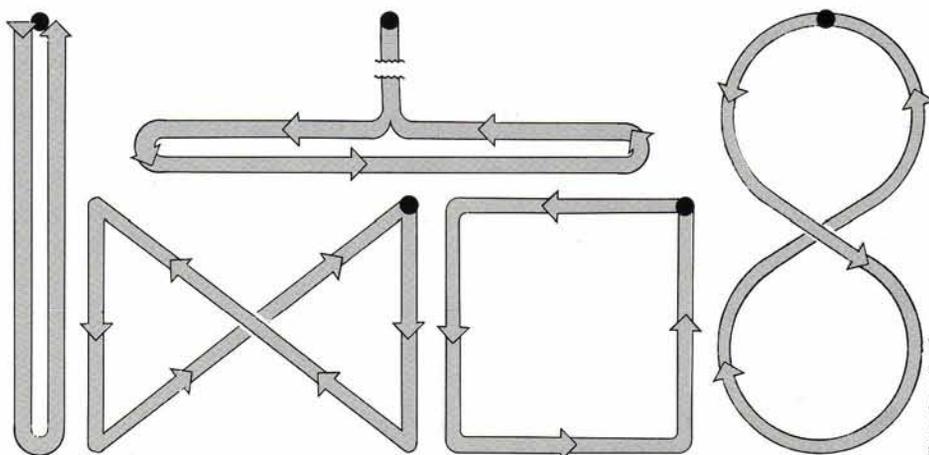
## THE CONCEPT OF "PARK"

Each compulsory figure should clearly start and end in a recognizable parking position. This will focus attention on the figure for the judges and spectators. One complaint of spectators has been that they don't know what's happening in the precision events.

The contestant might choose his or her own preferred place to Park and may remain in Park for a reasonable time after the start signal, but must start at Park and end at Park.

The above comments are only to help keep the juices flowing and the standards evolving.

—Mel Govig



Illustrations: Kari Cress

**T**he plan to increase regional stunt kite events was severely tested in Ocean City, Maryland, April 7-8, 1990.

Work began on MASKC (Mid-Atlantic Stunt Kite Championships) on March 9. There was no time to advertise.

Then early Saturday morning, snowflakes the size of golfballs began falling on the boardwalk. At 7 a.m., the snow stopped, leaving cold 15-mph winds.

In spite of these handicaps, 32 competitors from 10 states (including Vermont and Oregon) were out in their woollies waiting to be registered. Weather slowed the action on Saturday, but Sunday was warmer, the skies cleared and hundreds of spectators filled the bleachers and gathered in clusters along the boardwalk.

## More Action for Stunt Kite Competitors

Viewers were treated to several fine performances. Ralph Offredo of Bristol, Pennsylvania flew effectively to "Amazing Grace" (on bagpipes), but Arlene Anderson and Frank Loudenslager (of Newtown and Langhorne, PA) were big winners in ballet—team and individual—with impressive pacing and control.

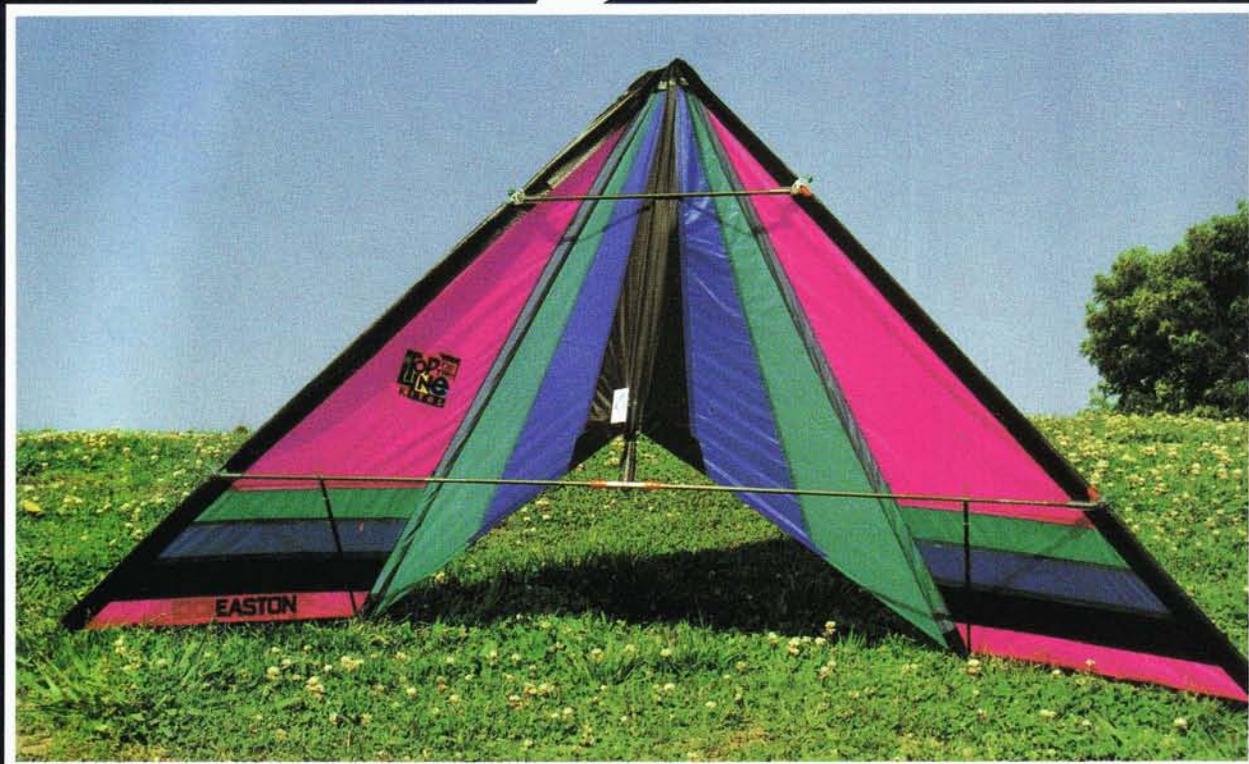
Excellent organization was provided by a visiting corps from the East Coast Stunt Kite Championships (Wildwood, New Jersey) aided by the local tourism office and the Kite Loft in Ocean City. But the success of the event was surely due to the demand by new talent for more opportunities to compete plus enthusiasm for an early-season start. The Ocean City event was only the first of several new contests set up nearly overnight to broaden stunting horizons.

Planning is underway for the second annual MASKC in 1991, which will have four classes of competition: novice, intermediate, experienced and masters.

High flying is expected. High jinks, too, at the MASK-erade Ball.

—Roger Chewning

# *For The Ultimate Flight*



## *Top of the Line Kites With Easton Spars — the Winning Combination*

Precision kite flying with complete confidence is now a reality. Even in the most extreme low to high winds. Top of the Line Kites with Easton A/CIK spars— a rock-solid combination equalling power and control.

The Easton A/C technology that delivered Gold Medal performance to USA archer, Jay Barrs at the 1988 Olympics, is now the choice of spar components in Top of the Line Kites. The Easton spar is a specially treated aluminum core combined with carbon fibers. This translates into the lightest, fastest and strongest spar available today. Add this to Top of the Line's unique designs, fine craftsmanship and an impressive win record and it's simple. The best uses the best.

3015 St. Charles Place, San Diego, California 92110 (619) 224-8505

*Call and get all the details.*



probably the largest international  
Southern Hemisphere ... a mam



kite festival ever held in the moth organizational effort

# NEW ZEALAND 1990



Article by SIMON FREIDIN

Photographs by SIMON FREIDIN, STEVE WEBBER and CASSANDRA EDWARDS



The Shirone kite glows. S.F.

New Zealand has some of the world's most breathtaking scenery. The islands lie on the convergence of the Indian and Pacific tectonic plates, and the compression has produced spectacular volcanic activity and folding.

Our journey began in the North Island city of Auckland, and the automobile trip south to Napier allowed for kiteflying in some very scenic spots.

One was Mission Bay beach, Auckland, where the Whitbread fleet was starting out on the next leg of its around-the-world adventure. I was flying miniature kites in the light sea breezes, and as the Mylar sparkled in the sunshine, a display of Nighthawk jets thundered overhead and the surface of the bay came alive with thousands of sails.

Another location was over Lake Rotoiti, a water-filled volcanic depression near Rotorua. This was an immensely peaceful place where the warm water lapped quietly at the end of the jetty as our Spin-Off kites lazily turned under crystal blue skies.

Yet another spot was at the Craters of the Moon, a series of active volcanic steam vents near Taupo. The ground heat and the rich sulphur tang made this a unique place to test our skills as our *bata* kites behaved erratically in the thermals rising from the vents.

At last we were in Napier, Hawke's Bay, for an informal party at the home of James White, President of the New Zealand Kitefliers Association and Chairman of the Festival.

It was time to renew old friendships and make new ones, and to discover that we were part of probably the largest international kite festival ever held in the Southern Hemisphere. Kitefliers numbered 120 foreign and 150 local. The mammoth organizational effort that James and his committee had undertaken to invite the worldwide kiting community to New Zealand had paid off handsomely. (Visiting countries represented were: Australia, Canada, England, Germany, India, Italy,

Japan, Korea, Malaysia, Singapore, Thailand and the United States.)

It was also time to discover that 1990 was being celebrated by all of New Zealand to mark the 150 years since the signing of a treaty between the native Maori and the European settlers. A large white delta, decorated with words from the treaty, was flown by Maoris at the Festival.

Under overcast skies, the opening ceremony gave us insight into the Maori culture. A Maori representative on the Festival Committee welcomed the visitors. Then, with the help of children from two Maori schools, they all sang chants of farewell and sorrow for their ancestors who were not present, and to welcome the celebration. Shakib Gunn (Singapore), with the help of Masaaki Modegi and the Japanese team, sang a song of thanks. Then the Maori and the visitors ceremonially shared the breath of life by giving and receiving nose touches. This was followed by children performing traditional Maori chants and dances.

To conclude the opening ceremony, Peter Lynn, leading New Zealand kiter, and a team of international kitefliers made an attempt to launch the official Festival kite. This was a dragon-shaped parafoil, four meters (13 feet) wide, six meters (19.5 feet) from nose to trailing edge, with five tubular tails each 18 meters (59 feet) long. Designed by Bill Boag and made by Mark Somerville at Peter's factory, the kite's most unusual feature was its cells: they were triangles rather than rectangles. The kite also had Peter's system of cascade bridling (no fins) so that the surface decoration, the Festival logo, was clearly visible.

Rain dampened much of the second day's flying, although Peter Lynn, Peter Malinski (Germany) and Tony Wolfenden (Australia) flew through the drizzle. The first Peter was sensibly, though inelegantly attired in his wetsuit.

Shakib Gunn took the opportunity to draw on the expertise of the international



C.E./S.W.

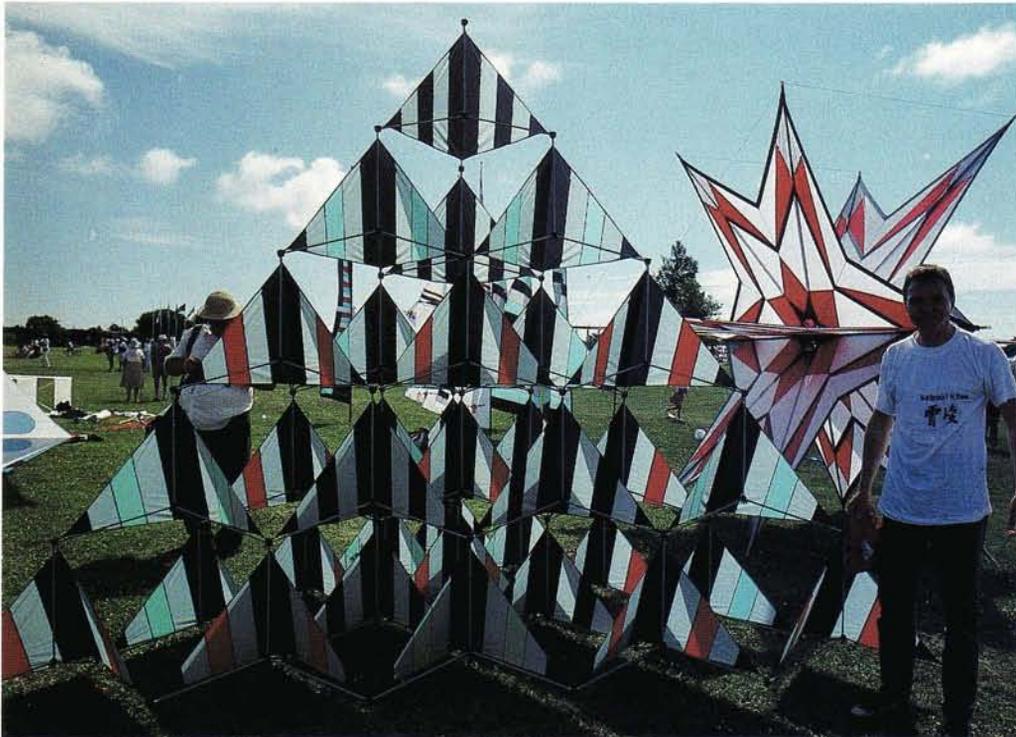
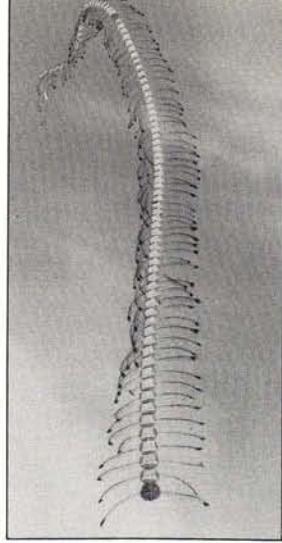
Peter Rieleit's soft Superflieg (Superfly) stunts.



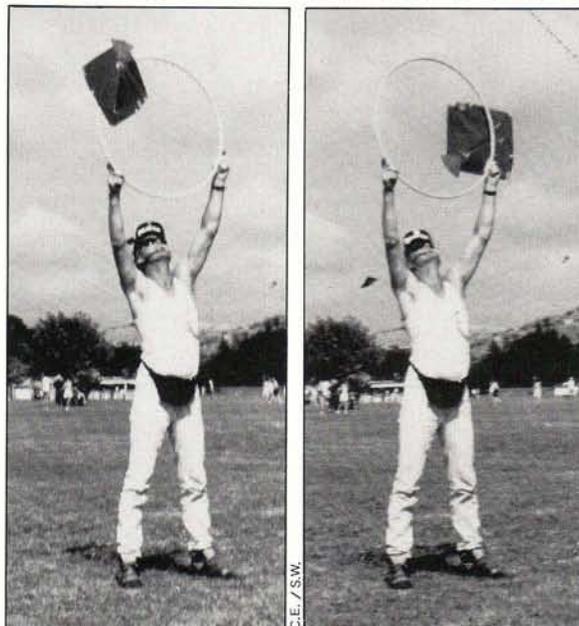
C.E./S.W.  
Rieleit, on the ground, pilots.



Above, Australia's Peter Travis joins Shakib Gunn in commenting. Near right, a 90-cell three-line stuntable centipede by Mukade of Japan. Far right, a 220-cell, 150-meter (492-ft) dragon by Singapore's Low Chin Nghee.



Above, Peter Malinski of Germany poses with his tetrahedral and star kites. Below, Australian Robert Hart, who grew up in India, demonstrates his skills with fighter kites in looping the hoop held by his son.



kitefliers to entertain and educate the crowd assembled under the marquee.

Among others, Ron Spaulding (Thailand) explained in detail the *chula* and *pakpao* battles we would see later in the Festival, for he had brought the Thai Royal Team with him. Robert Hart (Australia) described the techniques used in Indian kite fighting.

At every kite festival there are magic moments that make the experience memorable, and there were two at this event.

The first occurred at the opening dinner and the star was Joe Vaughan (USA). Joe performed an indoor dance with a specially constructed Grandmaster kite. Decorated with a bee design in green, black, red and yellow, the kite had a maple spine to increase its responsiveness. To a flute medley, Joe twirled and his kite flirted, diving and rising with precision, between the columns of the small two-story hall. His movements were so beautifully timed that even the audience of sophisticated kitefliers was enraptured. Joe's face was lit with the exuberance of childhood joy, and to the birdcall-like music the wings of the kite fluttered like a bird's. When the performance ended, Shakib spontaneously awarded Joe a Tasmanian Red Apple.\*

Red Apples later were to go to Peter Lynn for his largely unnoticed marathon flying in the rain, to Peter Rieleit (Germany) for his "Superfly" kite and to Ray Bethell (Canada) for masterfully and simultaneously flying his custom-made stunts from both hips and hands.

The Grand Gecko Award went to Martin Lester (England) for his "half-a-basketball-team-of-legs" train. Skye Morrison (Canada) received the Floppy Hat Award. She had missed the entire day's flying in order to make 100 *kiskadee* kites with school children at the Hawke's Bay Museum. In conjunction with the Festival, the Museum had a special exhibition of

\*See *Kite Lines*, Winter 1988-89 for the origins of the Tasmanian Red Apple Award.



# RECAPTURING FORGOTTEN SKILLS

S.F. Gail Jackson holds a Maori birdman kite; below, watches builder Bob Maysmor.

I had often heard that the Maori of New Zealand, like other South Pacific Islanders, used kites extensively in games and for rituals. What I had not realized until I visited New Zealand for the 1990 International Kite Festival was that this pastime was an extinct craft. Not only were the requisite construction skills lost over the generations, but many of the plants originally used in the reed, bark and wood creations were now so scarce that great difficulties were experienced in recreating Maori kites for the Festival.

So, among its other giant achievements, one of the outstanding efforts of the 1990 NZIKF was to initiate a revival of the skills and techniques of ancient Maori kite building by modern Maori artisans.

The rain on the first day of the Festival gave me an opportunity to talk in depth with Gail Jackson of the Maori Arts and Crafts Group about the trials and tribulations of attempting to recapture the lost skills of Maori kitemaking.

Apart from the difficulty of locating materials which are now nearly extinct (such as *aute*, the paper mulberry tree whose bark can be beaten into paper-thin *tapa* cloth), she and her parents, Claude and Ella Hawea, had no expertise in the correct preparation of the materials (how to harvest and dry the plants), nor in how to balance the kites or construct them so that they had sufficient strength in flight.

Even though the natural materials are fragile, there are historical

reports of kites as large as five meters (16.4 feet) in wingspan being constructed.

For the Festival, small kites (about two feet high) in the shapes of diamonds, squares and rectangles were reconstructed of reed lashed with flax. Large birdman kites (seven to nine feet across), shaped with outstretched wings and decorated with human masks, were reconstructed of reed, *tapa*, woody vines and flax.

The small kites, which Gail remembered her grandmother making, were traditionally used in children's play. The technique and materials for construction of the large kites were gleaned from the two remaining examples, which date from the 19th century, housed in British and New Zealand museums. The birdman kites reconstructed for the Festival were structurally weak, and we did not risk them in trial flight.

It is well documented by scholars and historians that the large ceremonial kites were considered to be endowed with magical properties. They were housed in specially constructed huts and were used by the *tobunga* (medicine men) to foretell the success of forthcoming battles, or were flown over enemy camps to seek out—or put fear into—their enemies. A quick and straight rising of the kite predicted good fortune and success in battle. A kite which leaned or would not fly signaled defeat.

These spiritual kites were only handled by men. They were taken from the huts the night before they were to be flown, as the nighttime dew allowed the *tapa* cloth to harden. The naming of a Maori kite derives from both the shape of the kite and the materials used in its construction.

The small “revived” Maori kites at the Festival attracted a great deal of attention, and many attempts—and some successes—were had in attaching bridles and flying them.

According to Gail, the spectacle of so many kites at the Festival—viewed by the Maori as art-

in-motion—“left them with the inspiration to add to the beauty of kiting through their own creations.”

Although the Maori at the Festival thought of themselves as mere beginners in the modern kiting renaissance, they saw this event as the start of a movement to recapture the forgotten skills of ancient Maori kitemaking—a movement which will continue long into the future.

—S.F.



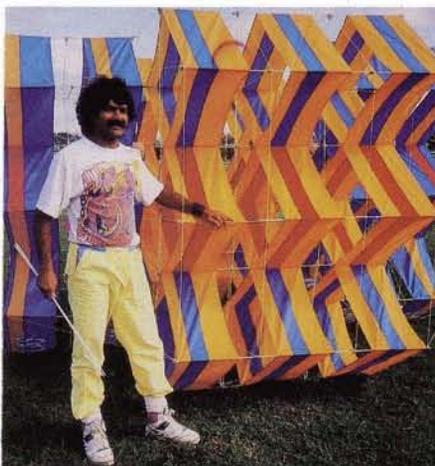
S.F. Long tails stream their colors behind an octagonal kite made by Alison Stanes of Australia.

Asian kites from the collection of Logan Fow (New Zealand). Included were Chinese centipedes and butterflies; Japanese *rokkaku*, *Edo* and *sagara*; Thai serpents and Sri Lankan *nava* (snake kites), along with a pictorial display giving a condensed history of kites.

Actually, I missed the opportunity to truly appreciate the second magic moment of the Festival because I was in the middle of it at the time. James White, however, rushed up to me after it was over to ask if I'd photographed it. *Photographed what?*

Black storm clouds had moved behind the kites flying on the exhibition field, but the kites were still back-lit by the sun. In one of those rare light and atmospheric conditions, from the viewing area,

Australian Michael Alvares pauses in assembling his cubes of boxes in primary colors.



C.E./S.W.



the kites positively glowed against a black sky. The flying lines were radiant white stretching up to the kites.

I was flying my new four-meter sled when this occurred and from the end of the flying line where I was standing it was not as dramatic. Anyway my attention was absorbed by the rapidly increasing wind speed as the front moved through.

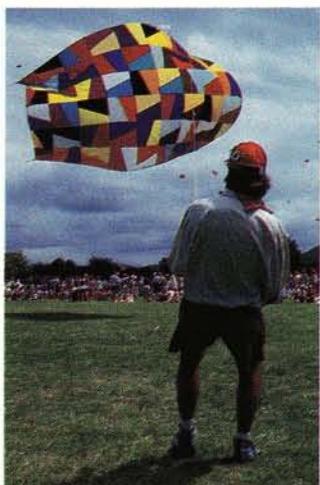
When James described it at dinner that night, he said that the beauty of the scene brought tears to his eyes. He's a professional photographer—so where was his camera at the time? Miles away in his car! He had estimated the conjunction of cloud and light would last only a few minutes, so he just stood there in awe and admired it.

For the next two days, the sun came out and the kite display was nonstop. There were the magnificent bird kites of Shuhei Goto (Japan) and the Korean fighters of S. S. Sev. There were the high-tech art kites of Peter Malinsky and the other Germans. There was a classic *Edo* made by the Japanese kitemaster Kazuo Tamura and painted by the equally masterful Saburo Imai (see *Kite Lines*, Spring 1984, page 22). There was a most beautiful *baramon* by Tadakazu Funasaki (Japan). There was the Singapore centipede of Low Chin Nghee and the Singapore Kite Association's penguin train. There were tiny Indian fighters and high-tech stunters. From the USA, there was Tom Casselman hanging a skyful of spinners, banners and socks from his Flow Form, and Scott Skinner flying stunning examples of ripstop nylon patchwork. There were *cbula* and *pakpao* duels, *rokkaku* battles, a train of birds by Joel Scholz (USA), the Aztec delta of George Peters (USA) and a slow stunting patchwork delta by Tony Wolfenden (Australia). There were Cody and Hargrave boxes, the amazing Snoopy stunter of Peter Rieleit (Germany) and the *wau bulan* of Roger Tan from Malaysia. There was a string of signal flags used by David Chandler (Australia) to spell out the Festival's name. There was Maurizio Angeletti's delicious collection of Lindt chocolates (not flyable, edible)! There were bungee bears, giant Spinsocks, rolls of duct tape and so much more. This show was BIG!

Was it equal in size to Scheveningen or Long Beach? Those who had been to the others claimed that, if anything, it was more spectacular, in part because it was compressed into a smaller area rather than stretched out for miles along a beach.

What made the show work so well? Shakib Gunn deserves much praise not only for his commentating, which improves with every festival, but also for

Above, Tadakazu Funasaki pokes his head out from his newly built *baramon* kite with cotton skin, bamboo spine and fiberglass spars, painted in traditional Japanese style. Center, Werner Schmidt of Germany shows his "Hargrave perfected box kite," a meticulous structure with hand-carved spars. Below left, Simon Freidin of Australia brings out a red train and red hair. Below right, George Peters of the USA works the ropes of his playsail.



the daily program and schedule.

Shakib varied each day's activities to present a complete picture of kiting. He called on individual countries to mount displays and demonstrate Indian and Korean kite fighting. He orchestrated the rokkaku battle (which expanded to five heats over the two days). He explained the maneuvers of stunt kites and the amazing kinetic art of George Peters' Playsail. For a grand finale, Shakib called for as many kites as possible to be launched into the sky at one time.

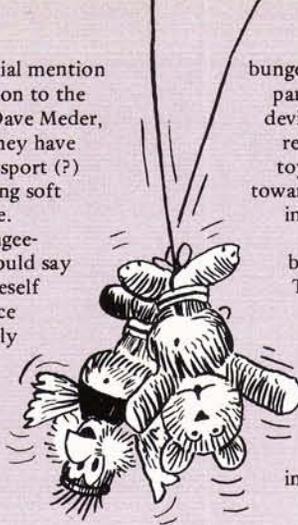
Beyond Shakib's star performance, there was excellent ground preparation and background organization. There were four roped-off flying fields designated for (1) demonstrations, (2) single-line kites, (3) stunt kites and (4) the general public. There was a kite storage area (two 20-foot containers) which was fenced off, policed by a local Lions Club and only accessible to kitefliers. There was ample space inside the enclosure for kite assembly and preparation, and the containers allowed safe storage overnight.

There were marquees and rest areas, a commentator's tower and hospitality tents. There were food stalls, festive banners and even a small lake for Peter Lynn to use in a display of stunt-kite-powered water skiing.

would like to make special mention of the unique contribution to the 1990 NZIKF made by Dave Meder, Colin McKay and others. They have introduced to kitefliers the sport (?) and art (?) of bungee-jumping soft toys from a kite's flying line.

In the "real" world, bungee-jumping is the act—some would say irrational act—of tossing oneself from an extremely high place to which one is attached only by a length of elastic cord designed to save one's neck by stopping one's downward motion an instant before one makes contact with terra firma.

In the world of kites,



bungee-jumping works like teddy bear parachuting. A messenger or similar device on the flying line initiates the release of one or more soft stuffed toys (bears, sheep, cats, kiwis, etc.) towards the ground. Hopefully before impact, the elastic cord reaches its maximum stretch and the toys bounce enthusiastically skywards. The New Zealanders already hold the world's record for number of "fauna" simultaneously bungee-jumped from a single kite: three teddy bears from an eight-foot rokkaku in October, 1989. But don't look for this item in *The Guinness Book of Records*.  
—S.F.

Illustration: George Peters

What of the New Zealand kitefliers' efforts? Their kites made the show a solid visual spectacle, for there were hundreds of locally made kites in every available spot in the sky. I'm not even going to start to list them, only to congratulate the New Zealand Kitefliers Association on their diversity and strength.

All too soon the festival was over. All too quickly the 1990 NZIKF was history. It had been so huge and so diverse that I am limited to a few vignettes of the multitude of kite displays that occurred. I apologize to the people I've left out.

Will there ever be a kite festival with

enough time to do and to see everything?

What the NZIKF achieved—with great success—was public entertainment and education. The festival exposed the world's kites not only to our gracious hosts, but also to all of New Zealand.

Perhaps the most fitting ending to this story is the Maori chant, *Piki mai, piki mai, kake mai, kake mai.*"

Climb, climb, ascend, ascend.



Maurizio Angeletti of Italy, left, in a charmed moment during the New Zealand International: the sky rich with kites, the earth rich with friends.



C.E./S.W.

# TINY DANCERS

The kite that dances...the best little \$5 retail kite you ever wanted to fly, the Original Tiny Dancer kite is available now!

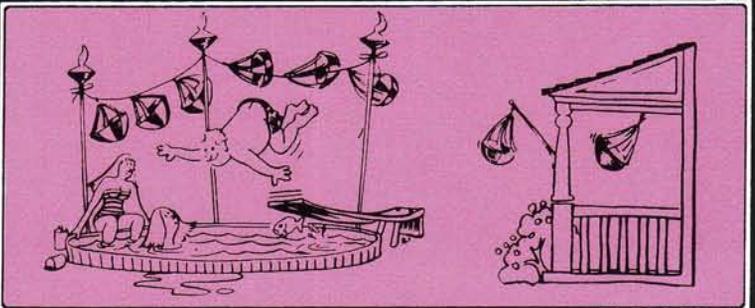
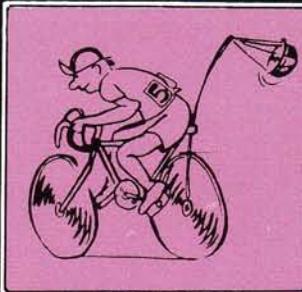
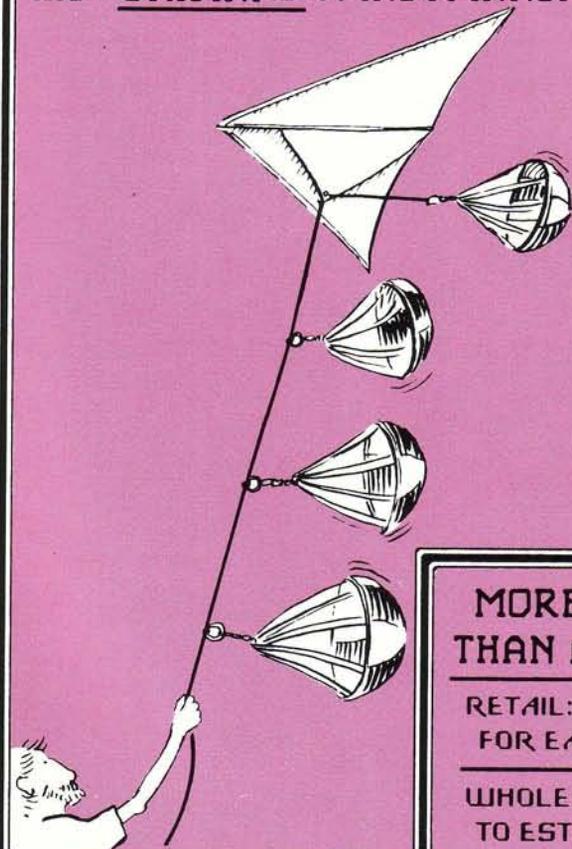


- ⚡ High quality ripstop nylon
- ⚡ "Dancers" fly in light breezes
- ⚡ Two bright colors in each kite
- ⚡ Free flying string & winder
- ⚡ One of the easiest kites to fly
- ⚡ For ages 2 to 72 and up

Retail Orders \_\_\_ Send \$5 for each Tiny Dancer to >>>  
Established dealers & shops, write for FREE SAMPLE

THE KITESTUFF CO.  
51 LAYLE LANE  
DOYLESTOWN PA  
18901  
215 348 1744

the "ORIGINAL WINDSPINNER"



**MORE MARKETS, MORE FUN AND MORE \$ALES  
THAN ANY OTHER SPINNING RAINBOW...PERIOD!**

RETAIL: SEND \$5 POSTPAID  
FOR EACH WINDSPINNER.

WHOLESALE: FREE SAMPLE  
TO ESTABLISHED DEALERS.

THE KITESTUFF CO.  
51 LAYLE LANE  
DOYLESTOWN PA. 18901  
215 348 1744

# The Kite Lines Bookstore

*serving the kiter's reading needs by mail*

IF IT'S ABOUT KITES, the Kite Lines Bookstore probably has it—the common, the rare, the foreign, the domestic, the good (and bad).

The Bookstore is not an endorsement of any title, but we do guarantee your satisfaction with our service. We

want you to feel like you're in your local bookstore. Pick a book. Look it over. If it's wrong for you, put it back on the shelf. No problem.

Kite books often go out of print without warning—if you want any of these, we suggest you snap them up!

## From JAPAN . . .



**Edo Dako (Edo Kites)** by Masaaki Modegi, in Japanese and English. An elegant, full-color pictorial tribute to Shingo Modegi (Masaaki's father) and master kitemaker Teizo Hashimoto. Includes brief history of Japanese kites and five types of

Edo. Beautiful printing, heavy paper. A kite book to treasure. Hardcover, 78 pp., \$39.95



**Bessatsu Bijutsu Techo (Fine Arts Journal)**, in Japanese. The Winter 1982 issue of a quarterly art magazine. This issue is devoted entirely to kites. Contains more than

300 color photos, plus articles by well-known Japanese kite authors. Softcover (in protective plastic sleeve), 216 pp., \$16.95

**Tori Dako (Bird Kites)** by Shuhei Goto, in Japanese.

Detailed plans include full-size seagull pattern.

Softcover, 72 pp., \$14.95.

**Habatake Tori Dako (Flapping Bird Kites)** by Shuhei Goto, in Japanese.

Full-size patterns for three birds, plus a 20-page booklet. Boxed softcover, \$14.95.



**Ana Aki Dako, Paneru Dako (Vented Cellular Kites, Panel Kites)** by Eiji Ohashi, in Japanese. Creative configurations of the used-to-be basic box (clock, sunflower, dice, flags, etc.). Single

and multi-cell variations. Color photos. Softcover, 60 pp., \$14.95.

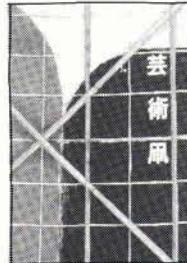


## SPECIAL PURCHASES!

**Nibon-no Tako (Kites of Japan)**, first edition (1978), by Kazuo Niisaka (deceased), in Japanese. One of the most beautiful pieces of kite literature we have ever seen:

10 x 14 in., 315 pages

(253 in color). Rare find from publisher's limited supply. Double-boxed hardcover. \$249 (no airmail shipping).



**Kunstdrachen / Geijutsu Dako (Art Kites)**, by Paul Eubel and Ikuko Matsumoto, in German and Japanese. Large format, many fold-out color pages of one-of-a-kind kites in an international museum collection. Describes the artists, kitemakers and their work which is on a five-year tour. Lavish printing on fine paper, a book like this comes along rarely. Softcover, 330 pp., \$49.95 (no airmail shipping).

**Chinese Artistic Kites** by Ha Kuiming and Ha Yiqi (father and son). Detailed information about the classic kites of the famous Ha family of Beijing. Includes brief history of Chinese kites, evolution and structure of Ha family kites, decoration and flying techniques for over 80 kites plus accessories. Beautiful photos, many in color. fine line drawings. Tal Streeter

calls this "the finest book available on Chinese kites."

Good English translation, softcover, 160 pp., \$16.95

Also in original Chinese, hardcover, 160 pp., \$16.95



**Hansen Dako (Ship Kites)** by Morio Yajima, in Japanese. Includes excellent illustrations, numerous details, plus color photos of ships in flight, both single- and multi-masted. Fascinating and challenging. Softcover, 66 pp., \$14.95



**Majiku Dako (Magic Kites)** by Takaji Kuroda, in Japanese. Detailed plans for convertible boxes and "cubic" kites that fold, flip and fly upside down. Sleds and traditional Japanese kites, too. Color photos. Softcover, 77 pp., \$14.95



**Hikoki Dako (Airplane Kites)** by Koji Hasebe, in Japanese. Easy plans for sophisticated cellular kites with wings and fins. Plans include modern jets, the Concorde and a UFO. Realistic. Some color photos. Softcover, 54 pp., \$14.95

## From AUSTRALIA . . .

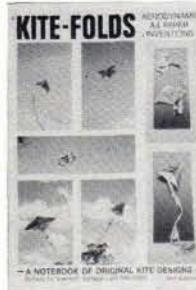
**Make Mine Fly** by Helen Bushell. This new 1988 edition contains a far-ranging collection of tips, techniques, hints and advice (gathered since 1977) for beginners or experts. Includes plans for the patented Trefoil Delta with folded keel. Softcover, 90 pp., \$9.95



**Kites for Krowds of Kids** by Ed Baxter and Richard Davey. Contains clear plans for 11 kites plus accessories. Good advice for workshops, despite outdated references and regional (Australian) resources and materials. Nice drawings, no photos. Softcover, 24 pp., \$3.95



**Kite-Folds** by Beth Matthews. This much-improved second edition contains plans for 12 small kites, each made from a single sheet of paper, plus the "Skyvelope." Clever designs, good construction tips, easy directions, color photos. Softcover, 26 pp., \$9.95



## From BERMUDA . . .

**Bermuda Kites** by Frank Watlington. Authentic plans for five island kites, plus variations, using traditional methods and materials (flour and water glue). Quaint, charming, and fun! Softcover, 24 pp., \$2.95



## From CHINA . . .

**Feng Zheng Jiye Yu Chuangxin (Kite Artistry and Innovation)** by Wang Qian, in Chinese. Classic Chinese kites oddly mixed with modern Western ones. Many drawings, eight pages of color photos. A possible rarity, of uncertain supply. Softcover, 80 pp., \$7.95



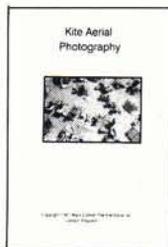
**Chinese Kites** by Wang Hongxun, in English. Contains three pages of drawings, 15 pages of history and development, and 77 pages of color photos of Chinese kites—a representative collection, usefully presented. Limited supply—while they last. Softcover, 102 pp., \$9.95

# The Kite Lines Bookstore ... Continued

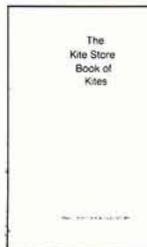
## From ENGLAND ...



**Kite Cookery** by Don Dunford. Revised edition of 1979. Contains plans for four simple kites (box, delta, hexagon and dual-line diamond). Includes well thought out theories, construction tips, technical material and aerodynamics in plain English. Softcover, 47 pp., \$2.95



**Kite Aerial Photography** by Mark Cottrell. Self-published with computer. Everything you need to know about the subject to get started or improve your technique. Good combination of technical data and common sense. Softcover, 44 pp., \$10.95



**The Kite Store Book of Kites** by Mark Cottrell. Not fancy, but one of the most refreshing and honest kite books in years. Plans for ten kites plus the author's philosophy and a floppy disk of computer programs (BASIC) for kites. Softcover, 48 pp., \$12.95

## From FINLAND ...

**Lennä, Lennä Leijani (Fly, Fly Kites)** by Märten Bondestam, in Finnish.

Out of print, very few copies left. Contains many artistic and unusual designs.

Moody photographs and fine drawings, including lots of details, are all in black-and-white. Softcover, 80 pp., \$12.95



## From FRANCE ...

**Le Cerf-Volant en Chine (The Kite in China)** by Dominique Baillon-Lalande, in French. Many beautiful photos (half in color) of ancient and modern Chinese kites. No plans, but some construction details. Hardcover, 88 pp., \$39.95

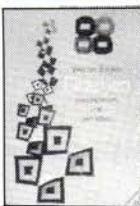


## From GERMANY ...

**Lenkdrachen bauen und fliegen (Making and Flying Stunt Kites)** by Wolfgang Schimmelpfennig, in German. Colorful and detailed plans to build eight dual-liners (four diamonds, three deltas and a foil). Softcover, 64 pp., \$12.95



## GERMANY continued ...



**Drachen kombinieren und verketteten (Kite Combinations and Trains)** by Werner Backes, in German. A very complete collection, full of good ideas, instructions and minute details. Clear illustrations and numerous color photos make the book easy to use. Softcover, 128 pp., \$12.95



**Drachen aus aller Welt (Kites from Everywhere)** by Werner Backes, in German. Detailed illustrations and clear photographs of a 40-kite international sampler. Plans include the Cloud Seeker, Rhombus, parafoil, multi-cell boxes, trains and aerial photography. Softcover, 128 pp., \$12.95



**Drachen einfach und schnell gebaut (Quick and Easy Kitemaking)** by Werner Backes, in German. An accurate, colorful introductory volume with plans for seven basic designs and dozens of variations, plus accessories. Flying techniques included too. Softcover, 64 pp., \$8.95

## GERMANY continued ...

**Drachen bauen (Kite Making)** by Werner Backes, in German. First published in 1984, this well-rounded volume includes 35 kite plans plus numerous tips and accessories. Excellent drawings show details. Fine photography throughout. We have limited supply of this 1987 edition. Softcover, 128 pp., \$12.95



**Windspiele (Windplay)** by Achim Käflein and Jens Jancke, in German. Large, colorful pictorial of kites in action on and off the field. Lots of full-page full-color shots, some historical photos, few technical details. No construction plans. Outdated references. Hardcover, 112 pp., \$31.95



## From HUNGARY ...

**Papir Sarkany (Paper Kites)** by Istvan Bodoczky, in Hungarian. How to make a wide selection of kites in paper—in all sizes. Includes standard kites plus some original designs. Fine illustrations and photos show lots of detail. Two paper kite covers included. Softcover, 80 pp., \$14.95



## From ITALY ...

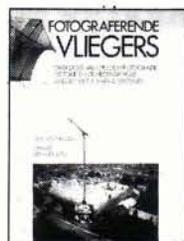


**Aquiloni (Kites)** by Guido Accascina, in Italian. A mini encyclopedia of information: theory, plans, tips, techniques, sources, resources—and quite up-to-date. Small (4½"x6½") but thick, with 16 pages of color photos. Comes with a dozen full-color postcards in unusual die-cut box. Softcover, 256 pp., \$17.95

## From THE NETHERLANDS ...



**Kleine Papieren Vliegers (Small Paper Kites)** by Harm van Veen, in Dutch. An expertly assembled little book. Includes detailed plans for 10 miniature fliers plus construction and flying techniques. Color photos. Softcover, 32 pp., \$3.95



**Fotograferende Vliegers (Picturetaking Kites)** by Nop Velthuisen and Gerard van der Loo, in Dutch. Nice thorough treatment of kite aerial photography from earliest days to the present. Good advice, photos, plans, kites and technical details. Hardcover, 120 pp., \$19.95

## From NEW ZEALAND ...

**Te Manu Tukutuku (A Study of the Maori Kite)** by Bob Maysmor, in English with glossary of Maori words, illustrated appendices and extensive bibliography. Many black-and-white photos plus four color pages. Comprehensive study of ancient New Zealand craft. Rich in details of construction, flying and history. Softcover, 96 pp., \$14.95

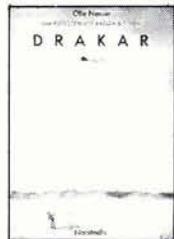


**Kites for Kiwis** by Colin McGeorge. Contains plans for 10 ordinary kites, plus the "Manu Taratahi," a native design made from local vegetation. Rudimentary tips and adequate illustrations, but New Zealand text requires translating. Softcover, 46 pp., \$6.95



## From SWEDEN ...

**Drakar (Kites)** by Olle Nessel, in Swedish. Eclectic assortment of kites from a simple sled to complex creations by artist Curt Asker. Good photography, interesting historical information, few rudimentary plans. Hardcover, 64 pp., \$20.95



From the UNITED STATES . . .

*The Penguin Book of Kites* by David Pelham. Originally published in 1976, and still relevant and recommended for all kitefliers. Includes plans for more than 100 kites plus lots of reference information, aerodynamics and history. Color. Softcover, 228 pp., \$11.95



*The Stunt Kite Book* by Alison Fujino and Benjamin Ruhe. Covers background well, treats nuts-and-bolts sketchily. A clearly arranged book with plentiful black-and-white photos and drawings. Contains a useful chart of 80 manufactured stunt kites grouped by skill level. Softcover, 110 pp., \$8.95



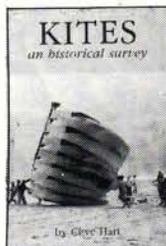
*Stunt Kites!* by David Gomberg. The first book on the subject. Thorough coverage of the basics. Tips from 18 well-known pilots; lots of safety pointers and specific techniques. "Homemade" publishing with computer drawings, no photographs. Softcover, 88 pp., \$8.95



**MAKING & FLYING KITES**  
TRADITIONAL & MODERN DESIGNS



*Making & Flying Kites* by Wolfgang Schimmelpfennig. Fine collection of kites, plans (including *wau bulan* and *janggaa*), photos, materials and tips, but should be read carefully. It's a poor translation from the original German edition. Hardcover, 88 pp., \$9.95



*Kites: An Historical Survey* by Clive Hart. Revised, second edition (1982). Invaluable reference work with many illustrations and photos. Fascinating reading and research. Extensive bibliography. No construction plans. Softcover, 210 pp., \$13.95  
Hardcover, 210 pp., \$29.95

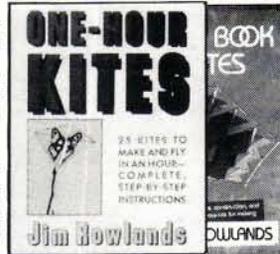


*The Art of the Japanese Kite* by Tal Streeter. Rare, in-depth personal profiles of Japan's master kite artists, including 130 outstanding photos (52 in color). Informative and entertaining. History and folklore. No plans, but a joy to read and read again. Softcover, 181 pp., \$23.95

*Kites for Everyone* by Margaret Greger. Good kite plans, variations and accessories, plus knowledgeable tips and techniques for beginner, expert or classroom. Second edition. Softcover, 136 pp., \$12.95

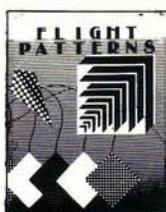


*One-Hour Kites* by Jim Rowlands. Same as British *Kites to Make and Fly*. Standard kites for beginners, plus a few new ones, but directions are skimpy. Softcover, 95 pp., \$12.95

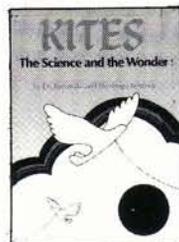


*More Kites for Everyone* by Margaret Greger. Some old kites, some new kites, plus tips and techniques based on years of experience. Plans for 17 kites from simple to complex. Brand new in 1990. Softcover, 59 pp., \$9.95

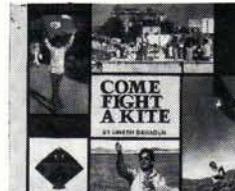
*The Big Book of Kites* by Jim Rowlands. Same as British *Making and Flying Modern Kites*. Uneven instructions and drawings for 36 kites. Softcover, 127 pp., \$12.95



*Flight Patterns* by Leland Toy (from a television kitemaking series, 1984). Good fundamental tips and easy plans for eight basic kites. Plans include a rotor made of foam meat trays and a Mylar fighter, plus fighting strategies. Easy to understand. 2nd edition, softcover, 36 pp., \$4.95



*Kites: The Science and the Wonder* by Toshio Ito and Hirotsugu Komura. Full of aerodynamics and theories. Numerous diagrams and charts. Originally published in Japanese (1979), the English translation (1983) is not very smooth. Softcover, 160 pp., \$11.95



*Come Fight A Kite* by Dinesh Bahadur. Out of print, this 1978 classic is the first book devoted to fighter kites. Includes history, construction and flying tips. Many photos and drawings. Softcover, 56 pp., \$4.95

*Chinese Kites* by David Jue. Contains brief history, tips, tools, designs, techniques and construction details for 10 simple kites using rice paper and bamboo. Includes Flying Lampshade and Double Fish. Color drawings. Hardcover, 56 pp., \$9.95



*25 Kites That Fly* by Leslie Hunt. Reprint of 1929 original. Contains old reliable plans plus historical data and photos. Lots of details and kites not seen much anymore. Hunt was kitemaker for Weather Bureau. Softcover, 110 pp., \$2.95



*Make Your Own Kite* by John W. Jordan. Plans for nine kites from unusual, but easy-to-get materials. Clear instructions and amusing reading. Now out of print and quantity is limited. Softcover, 90 pp., \$6.95

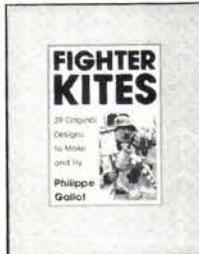


*Super Kites II* by Neil Thorburn. Good designs and tested, creative construction techniques for kites of plastic trash bags and wooden dowels, plus ideas for accessories and reels. Softcover, 112 pp., \$7.95



*Flights of Imagination* by Wayne Hosking. Plans for simple flying objects plus questions, answers and definitions for science students. Softcover, 56 pp., \$6.95

*Wil Bear's Kite Book* by Wayne Hosking. Simple introductory text and plans. Clear, understandable, includes full-size patterns. Good for beginning workshops. Softcover, 48 pp., \$4.95

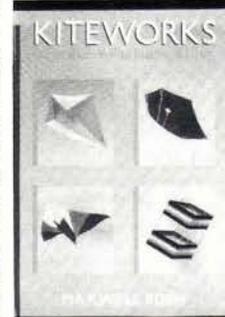


Instructions are adequate, but not foolproof. Measurements converted from metric may total incorrectly. Softcover, 96 pp., \$12.95

*Fighter Kites* by Philippe Gallot. With plans for 29 kites, plus tips on flying, tools, materials, games and accessories. Illustrations are large and clear. Photos are good.

New!

*Kiteworks* by Maxwell Eden. Considerable collection of plans (50) from respected designers, plus tips, techniques and (un)related tales. Unclear presentation requires careful reading. Details are scattered throughout. Hardcover, 287 pp., \$19.95



## REPRINTS of popular articles from Kite Lines!

### New American Tradition: KITE FESTIVALS!

By Valerie Govig. Thorough guidance in festival organizing, standards, scheduling, location, budgeting, formats (competitive vs. non-competitive), judging, field events, awards. Includes "Figure Kiting" by Red Braswell. \$3 ppd.

### mastering nylon

or — everything about nylon that I've learned from experience and soaked up from my friends (with source list)

By G. William Tyrrell, Jr. Fabric types, tools, "hot/cold" cutting, coloring methods, seams, hems, edge binding, reinforcing, multi-color piecing, design transferring, washing/ironing nylon; with a complete source list. \$1.75 ppd.

### Hundreds of Sleds Hundreds of Smiles

The Sleds Part I

By Shirley B. Osborne and Mel Govig. Groups of 500 kids are no problem if you use this success formula. How to prepare for and make sled kites indoors or out; plus tips on how to get the most educational value from it. \$1 ppd.

### WORLD RECORDS IN KITING:

QUESTIONS,  
ANSWERS &  
CHALLENGES

By Valerie Govig. Complete discussion of kite records—how to document one, definitions and rules to observe in seeking a record, list of currently recognized records, new record categories, (more than Guinness)...\$1 ppd.



### SOMETHING SPECIAL!



Elegant, antique color prints of ten classic Japanese kite scenes on heavy postcards from the Japan Kite Museum shop. Handy packet of 10 different cards within a matching protective folder. Suitable for mailing, framing or gift giving. \$8.95, postpaid.



### KITE TALES ON MICROFILM

The complete set of *Kite Tales* (predecessor of *Kite Lines*) on microfilm—more than 1,600 pages—all 40 issues from October 1964 to November 1976. Here are 12 years of plans, profiles, commentary, news and resource material available nowhere else. A must for researchers, collectors or libraries. Per issue, \$2.50. Full set, \$85.00, postpaid.

## ARE YOU MISSING SOMETHING?



BACK ISSUES of *Kite Lines* offer a wealth of information and ideas. Many readers regard *Kite Lines* as more an educational reference source than a magazine because of the timeless and hard-to-find nature of its contents. And because new information keeps popping up in kiting, we don't expect to repeat ourselves editorially. Of our 28 back issues, only five are still available in original paper copies, but all 28 are obtainable on microfiche, so the serious kiter need never miss an issue entirely. Microfiche may be read in almost any library and paper copies can be made on special copiers. Use the order form in this issue or write to us about your needs, and we will try to match you up with someone who has back issues for sale. A partial list of the contents of all back issues is given below.

Back issues in paper, \$3.50 on microfiche, \$2.50

**SPRING 1977 (Vol. 1, No. 1)** Microfiche Only  
Paul Garber, Outrigger Kite, Two Marconi Kites, Paper Bag Kite, Festivals of Japan, Glue Gun, Tail Talk and more.

**SUMMER 1977 (Vol. 1, No. 2)** Microfiche Only  
The Perfect Kite, People-lifting, Van Gilder's Delta Train, Van Sant's Trampolines, World Records, Mike Weletyk and more.

**FALL 1977 (Vol. 1, No. 3)** Microfiche Only  
Guatemalan Kites, Vietnamese Kite, Seagull Delta, Kite Fishing, Reels, Tails, Aluminized Mylar, Ansel Toney and more.

**WINTER 1977-78 (Vol. 1, No. 4)** Microfiche Only  
England's Jubilee Year of Kites, Medieval Dragon, The Tetrahedrons, Stacked Deltas, Hundreds of Sleds and more.

**SPRING-SUMMER 1978 (Vol. 2, No. 1)** Microfiche Only  
Rogallo Corner Kite, Lincoln Chang's Rokkaku, Flexifoils, Figure Kiting, Taxonomy Poster, Festivals, Safety and more.

**SPRING 1979 (Vol. 2, No. 2)** Microfiche Only  
Reels Round-up, Kite Museums, Chinese Bird Kite, Two-string Delta, Wilderness Kites, Nags Head, Paris and more.

**SUMMER 1979 (Vol. 2, No. 3)** Microfiche Only  
First AKA Meeting and Grand National Festival, Flow Form, Cutting Nylon, Altitude Record, Wyatt Brummitt and more.

**FALL 1979 (Vol. 2, No. 4)** Microfiche Only  
Kites of Sri Lanka, Giant Kites of Japan, Bedsheet Odako, Super Conyne, Lighthouse Fishing, Louise Crowley and more.

**WINTER 1979-80 (Vol. 3, No. 1)** Microfiche Only  
Rotor Kites, Shooting Arrow and Bull's Eye Target Kites, Parafolls, The Facet, Sagami-hara, William Allison and more.

**SPRING-SUMMER 1980 (Vol. 3, No. 2)** Microfiche Only

Aerial Photography, Tetrahedral Variations, Shirone's Largest, Bridling a Japanese Giant, The Real Will Yolen and more.

**FALL 1980 (Vol. 3, No. 3)** Microfiche Only  
Kites as Art, Asymmetrical Kites, Convertible Kites, Hornbeam Sled, Spendlove's 14d, Scheveningen and more.

**WINTER-SPRING 1981 (Vol. 3, No. 4)** Microfiche Only  
What is Delta?, Club Directory, Cambafare, Falcon Kite, Sled History, Dieppe, Bangkok, World Records and more.

**SUMMER-FALL 1981 (Vol. 4, No. 1)** Microfiche Only  
Mastering Nylon, Big Compass, Aerial Photos, Kite Retreat Weekend, The HARDEC, Francis Vilbe and more.

**FIRST QUARTER 1982 (Vol. 4, No. 2)** Microfiche Only  
Best of Show, Fighter Kites, India's Utran Festival, Flapper Delta, Singapore Festival, New Pelham Book and more.

**WINTER-SPRING 1983 (Vol. 4, No. 3)** Microfiche Only  
Detroit Panorama Picture, Rokkaku Challenge, Harpers Ferry Delta, Alick Pearson, Peter Lynn, Adrian Conn and more.

**SUMMER-FALL 1983 (Vol. 4, No. 4)** Microfiche Only  
South African Kite Fishing, Space Shuttle Cut-Out Kite, Really Small Kites, Tyus Wong, Steve Edeiken and more.

**SPRING 1984 (Vol. 5, No. 1)** Microfiche Only  
Kite Nomenclature, Stunt Kites, Your Line Flies Too!, Shirone Battle, Alick Pearson, George Peters, Henri Huttges and more.

**SUMMER-FALL 1984 (Vol. 5, No. 2)** Microfiche Only  
Trains and Expandable Boxes, Small Kite Plans, Kite Clubs, Counter-Rotating Box, Singapore, Stunt Kites and more.

**SPRING 1985 (Vol. 5, No. 3)** Microfiche Only  
Kites of Bali, Mama-sans, Original Conyne, Stunt Figures,



The Hotcakes Kite, Will Yolen, Wyatt Brummitt and more.

**SUMMER-FALL 1985 (Vol. 5, No. 4)** Microfiche Only  
Italian Kite Renaissance, Dunton Delta-Box, Splitting Bamboo, Hösle Himmelbett, Dialogue with Guinness and more.

**SPRING 1986 (Vol. 6, No. 1)** Microfiche Only  
Calendar-Almanac-Poster, Woglom Parakites, Joining Parafolls, Tips & Techniques, Long Beach, San Diego and more.

**SUMMER 1986 (Vol. 6, No. 2)** Microfiche Only  
People Socks, Chicago Hook & Ladder, One Sky One World, ECSKC at Wildwood, Brandes Flare, Rokkakus and more.

**WINTER-SPRING 1987 (Vol. 6, No. 3)** Microfiche Only  
Calendar-Almanac-Poster, Really Small Kites, Thai Kites, Delta Stunter, Kite Clubs, Berlin, Hod Taylor and more.

**SUMMER-FALL 1987 (Vol. 6, No. 4)** Microfiche or Paper  
Kool-Aid Kites, Heat Sealing Plastic, More Thai Kites, Make 2700 Kites in 3 Days, Tony Cyphert, Ansel Toney and more.

**SPRING 1988 (Vol. 7, No. 1)** Microfiche or Paper  
Calendar-Almanac-Poster, Goble Starbox, Comics Kite, Alpine (Kumamoto) Japan, Budapest, San Francisco and more.

**WINTER 1988-89 (Vol. 7, No. 2)** Microfiche or Paper  
Kite Traction, New Fighters, Stunt Records, Ottawa, Tasmania, Long Beach, Mackinaw, David Checkley and more.

**SUMMER 1989 (Vol. 7, No. 3)** Microfiche or Paper  
Stunt Kite Survey, Kite Capitals, India's Annual Frenzy, Bali's New Creations, Flying Wedge, Arch Trains, Sleds and more.

**WINTER 1989-90 (Vol. 7, No. 4)** Microfiche or Paper  
Dyeing Ripstop, Delta Origins, Nishibayashi's Bats, Stunting Flow Form, Modified Parachute, Beijing, Weifang and more.



When you hear yourself saying, "This is it, this is the best it gets," the moment seems to blur and you pinch yourself to make sure you're awake. Such moments become etched in memory and take on a dream-like feeling. It happened to me in the down-under land of Australia.

After the incredible festival in New Zealand, my kite grin had stuck fast to my sunburned face and wouldn't let go. It was easy to accept the last minute invitation from Tony Wolfenden to come and fly at the Australia On A String International Kite Festival. The event attracted many kites from the New Zealand festival as well as a strong contingent of local fliers.

The site was chosen not for its proximity to the center of Melbourne, but for its sea breeze and wide open grassy lawn. Altona Beach Park is situated along the huge bay that is cradled by the city of Melbourne.

Flashing streaks of color and huge flying creatures filled the sky and competed for airspace with the gulls. A large multi-celled box kite by Michael Alvares soared, pulled by a team of children that seem to be ever-present when he flies. The incredible flying sculptures of Peter Travis rippled against the sky. There were Peter Lynn's winged boxes and giant manta ray, Tony Wolfenden's beautiful patchwork deltas, Helen Bushell's magical flapping art-kites, David Chandler's rainbow tetras and a myriad of colorful creatures belonging to smiling, sun-drenched faces. It was a charmed event. It doesn't get better than this.

After three days of flying at the international festival, we were invited to

## AUSTRALIA ON A STRING

*flying down under:  
the best it gets*

Written and Illustrated by  
GEORGE PETERS

an informal kitefly with 900 school children from an area just south of Melbourne. The event, organized by David McLellan, was the culmination of a week-long kitemaking workshop in several local elementary schools. I knew we were in for a treat.

Arriving at Churchill Island, we were greeted by a wonderful sight. Out of several buses parked near the one-lane bridge to the island marched a long line of children. The line stretched over the bridge spanning the mud flats and snaked its way up the hill of the island. We drove past the excited youngsters, each proudly clutching an armful of colorful paper and plastic waving in the breeze. It was like some rainbow-colored exodus to a happy land.

As we reached the top of the hill, the colors behind us burst into the sky. There were screams of delight. The long line of kids and kites appeared to flower and bloom onto the broad grassy slope.

Up went our own kites, filling the sky and drawing more excited children to the top of the hill. Large birds, reptiles, deltas,

wonderful flapping and tail-streaming creatures soared over the darting paper and plastic diamonds, serpents and sleds. High-pitched screams came from under my patchwork Playsail that billowed over the children's heads.

A large kite was seen drifting off toward an enormous hungry tree at the edge of the hill. Moments later a head and reaching hand popped out of the very top of the tree to retrieve the ornament. We held our breath until the rescuer made his way down again. A carefully crafted paper and balsa clipper ship dove full speed into a nearby tree and lodged there like a shipwreck. Stunt kites streaming long tails chased each other and traced figures in the sky.

The teachers beamed like children. The children gathered with questions and clustered for tugs on the lines of the monsters overhead. There were the inevitable tiny fliers who couldn't get their kites off the ground. After a bridle adjustment or a bit of added tail, the little rags flapped hesitantly into the sky.

The day passed like this in a beautiful kind of simplicity. Flying time is time that stands still. Lying on the grass and relaxing the eyes to take in the whole colorful spectrum of dancing and darting wind mobiles—I never tire of it.

Too soon the children reeled in their kites and headed for the buses in a tangled but happy line down the hill and over the bridge again. The rest of us stayed late, not wanting to end our dance with the breeze.

When the sun sank low we packed up and drove down the hill over the bridge. I thought: if this hill has a memory, it will certainly remember this day. ◇

# The SKIES OPEN UP Over GERMANY

## 18 March 1990

"Flying Ohashi's train over the Wall, standing on Hitler's bunker. This East German border guard used to shoot at us! One Sky, One World—One Germany, One Berlin!" —Michael Steltzer



Michael Steltzer

Berlin— While in the eastern part of the city voters are strolling towards polling stations for history-making free elections in the German Democratic Republic (GDR), "wall-peckers" in the West are chipping off tiny pieces of the Wall to sell to tourists. The warm spring sun shines on the Potsdamer Platz, famous some 50 years ago as the busiest traffic spot in the world.

Many West Berliners also are roaming on the dusty spot near the Brandenburg Gate. However, they are more interested in what is going on at the recently opened border crossing than in some nearby kitefliers.

Among the objects in the sky is the "Emergency Exit Kite" by Rainer Kregovski, flying emblematically directly above the Wall.

Michael Steltzer and some friends appear, two trifling cardboard boxes in hand. Nobody seems to notice. The boxes contain an Ohashi arch train.

Michael starts to launch the kites, but low winds are no help. A small delta is recruited as a leader to lift the train into the deep blue sky. Suddenly the wind gusts, firmly but gently. The arch train starts to climb.

Bernd Fuchs, team member, leaves the group for awhile and approaches the nearby border guards of the GDR. We can see him—arguing with the soldiers and then proceeding to the border crossing office.

Minutes later Bernd exits the building. From far away he cries, "They agreed! They agreed!" And suddenly everybody seems to know what is going on.

Prepared for this moment, we have already pulled the upper end of the train down to the ground. The kites now form a huge arch but both ends are still in the West. With one end firmly anchored to the ground, Michael and his friends take the other end and slowly move toward the border station where there is a big gap in the Wall. After maneuvering the line over a lightpost, they are welcomed by a couple of soldiers. They are friendly! They ask if we need any help!

The first soldier says, "Listen, folks, that's a great idea with the kites. It symbolizes in an unusual but wonderful way that there are strong links between the two Germans." The next guard suggests, "What about anchoring this end over there, by the ruins of Hitler's bunker, where all this *Scheisse* started decades ago! But mind the rabbit burrows. We'll guide you."

It's about 300 meters away, but five minutes later the deed is done. The Ohashi arch train—450 kites—spans from West to East, the first kite flight ever across the Berlin Wall.

*Was für ein Tag! What a day!*

—Axel G. Voss

DRACHEN MAGAZIN

Brabmsallee 8

D-2000 Hamburg 13, West Germany

history-  
making  
dates —  
kites a  
dramatic  
symbol of  
a world  
radically  
changing

## 9 November 1989

*The day the Berlin Wall opened, Jörg Kopec was sitting at his keyboard plunking out the news: the East German kite club was being founded on December 1, 1989. Name: Fesseldrachen-Club Otto Lilienthal, after the great German aeronautical engineer, killed in a glider in 1896. Jörg wrote:*

We are about 80 members . . .

Our first international kite festival is from 9 to 11 August 1991 in Stölln, near Rhinow (west of Berlin), German Democratic Republic. We haven't enough hotels, but it is possible to come with camping cars and tents or to stay in hotels in Berlin-East or Berlin-West. 1991 is the International UNESCO Year: "Otto Lilienthal."

And in 1994 in Lindenberg (East Germany), in the Aerologisches Observatorium we will celebrate an experiment for the

kitefliers of the world: we will handle the "high-fly" world record from the year 1919 [apparently an effort to reenact or surpass the still-standing kite altitude record of 31,955 feet (9740 meters) set in Lindenberg by the Prussian Weather Bureau]. Werner Schmidt is our "special man" for this historical kite technology.

*Kite Lines* gave the town of Halle (in the Pocket Calendar, Winter 1989-90) as the first kite event after our opening. This is a mistake! Here are the correct dates and places: 17 March 1990, Berlin-East, Volkspark Prenzlauer-Berg; and 4 and 5 August 1990, Stölln, the place where Otto Lilienthal . . .

For further information, please contact me.

—Jörg Kopec, President

FDC OTTO LILIENTHAL

Stargarder Strasse 62

D-1058 Berlin, East Germany

INTRODUCING

# *"La Paloma"* *the peace symbol of the '90s*



□ Three of our most attractive models:

- ★ "La Paloma" 13' Delta, for our single-line friends.
- ★ "La Paloma" 9' Crystal Light competition stunter.
- ★ Ms. Stacey Walker, Mgr. of Let's Fly a Kite, Marina del Rey, Calif.

□ The "La Paloma" graphics are by Guy LeDuc, world-renowned artist from Montreal. These join our "Rose," "Iguana" and other stunters with world-class graphics to match their engineering.

□ Keep looking for new designs from:

- ★ Roger Hyde
- ★ Joel Scholz
- ★ Guy LeDuc



The **CRYSTAL KITE CO.**<sup>TM</sup>

1320 Lakeview Drive, La Habra, CA 90631  
and Cancun, Mexico

(714) 870-4546

© Copyright, 1990 Crystal Kite Co.

# 1990-91 World Kite Tours

Join us as KITE LINES travels around the world! Each itinerary is designed for kites—novices or experts—to give you the utmost kiting participation. All travel and accommodations are arranged to fit your needs. All originating points can be accommodated.



## SEPTEMBER 6-26, 1990: EUROPE

We will attend three premier kiting events in Europe, starting with the Bristol International Kite Festival in England, then going to the Dieppe International Kite Festival in historic Normandy. Finally we will travel to the Berlin International Kite Festival. Selected general sightseeing in the old world will be included along the way. Tour Leader: Corey Jensen.

I'm interested—please send more information without obligation about tours to:

- August 1990: Bali
- September 6-26, 1990: Europe
- January 1991: India
- March-April 1991: China
- June 1991: Scheveningen / Vienna / Budapest

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Country \_\_\_\_\_ Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_

Send to:

Roman Associates, Inc., 1159 Verdemar Drive  
Alameda, CA 94501, USA, (415) 523-4165

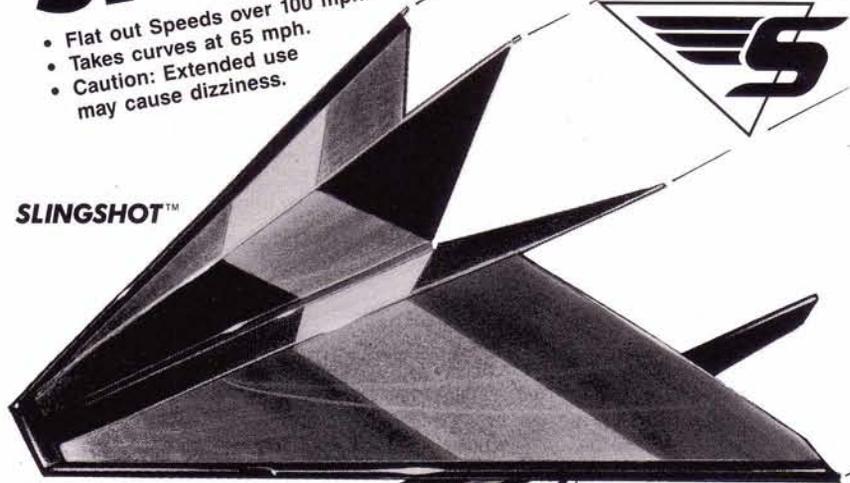
# SPECTRA SPORT™ KITES

- Flat out Speeds over 100 mph.
- Takes curves at 65 mph.
- Caution: Extended use may cause dizziness.

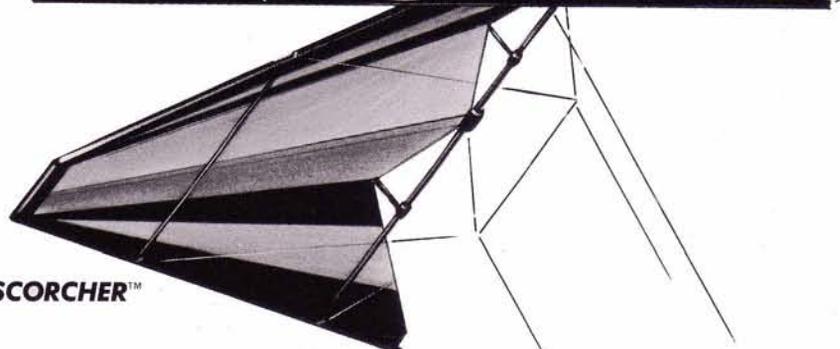
SpectraSports™



SLINGSHOT™



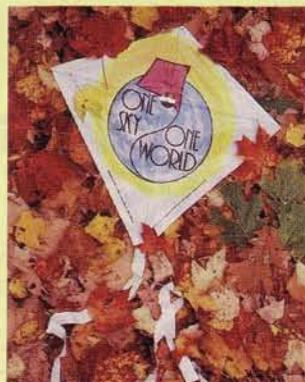
SCORCHER™



Fly the future today with Spectra Sports hi-performance Sport Kites! Across the country, action sport-minded people of all ages are attracted to the thrill, speed and power of flying high performance Sport Kites.

Our Sport Kites are not kids stuff. All of our products are engineered to exacting tolerances utilizing the lightest weight materials to achieve flight performance levels never before attained.

Spectra Sports™ P.O. Box 3099 · 13215 Louvre Street · Pacoima, California 91333-3099  
(818) 897-2979 Fax (818) 896-0843



One Sky, One World ready-to-fly kite from Hi-Flier  
Photo courtesy Arthur G. Clark, Cape Elizabeth, Maine

## READY-TO-FLY KITES!

One Sky, One World  
durable poly, complete with line  
great for festivals and groups  
easy to fly in train

### Prices:\*

Up to 49	\$2.00 each
50 to 249	1.50 each
250 to 999	1.25 each
1,000 or more	1.10 each

\*Shipping not included.  
Add \$2.00 shipping for first kite, 40¢ for each additional kite up to 10. For more than 10 kites, ask for quote on shipping.

ONE SKY, ONE WORLD

c/o Sky Scrapers Kites

PO Box 11149

Denver, Colorado 80211 USA

(303) 433-9518



# What Makes It Great

Festival of the Air 1989  
Washington, Tyne & Wear, England

Article & Photographs  
by Jon E. Burkhardt

When you are in the midst of a truly great kite festival, you experience it on many levels. But can you go back home and share the substance and the essence with others? This event was a model that other kite festival organizers could emulate. See if you can catch the magic—there was lots of magic there.

The official name was “Fourth Anglo-Japanese Festival of the Air,” and it was held July 15 and 16, 1989 at Washington, Tyne and Wear, England (in the Newcastle metropolitan region).

Organized by the Sunderland Arts Development Agency with Malcolm Goodman in charge of the kiting, it began by gathering funds. Big funding can certainly help make—though not ensure—big fun. This festival had major funding (Sunderland Borough Council and Northern Arts Council), sponsorship (North Eastern Electricity Board) and support (Komatsu UK Ltd. and Nissan UK Ltd.). This funding allowed travel and hotel subsidies for participants from Europe, Japan and the U.S. plus absolutely first class facilities and organization.

Invited guests included Jørgen Møller-Hansen from Denmark; Gill Bloom, Steve Brockett, Andrew Jones, Dan Leigh, Martin Lester, Jilly Pelham, Peter Powell and Peter Waldron from England; Maurizio Angeletti from Italy; Seiko Nakamura, Takeshi Nishibayashi and Eiji Ohashi from Japan; Gerard van der Loo from The Netherlands; Michael Steltzer from

West Germany; Fran Gramkowski, Ray Merry, Robbi Sugarman, Joe Vaughan and three stunt kite teams (Chicago Fire, Prevailing Winds and Top of the Line) from the USA.

These names were announced a few months in advance so that the general public plus the other kitefliers had a good idea who to expect.

And the kitefliers were well cared for. Most of the invited fliers received complimentary hotel accommodations, and many were reimbursed for a portion of their travel expenses. This made it seem that someone really wanted us there.

On the field, there were separate food lines for kitefliers only. It was a small item but a welcome treat not to battle the regular 30-minute-long lines.

Also, the kitefliers were recognized with special gifts (pottery mugs and handsome sweatshirts and t-shirts), making them easily recognizable “in uniform.”

Finally, the coordinators made sure that all fliers were acknowledged over the public address system when they were flying. The mobile microphone, adroitly handled by Andy King and others, was a tremendous help in locating people at various corners of the field and explaining their expertise to the crowd.

The organizers scheduled time for on-field displays by kitefliers who were inter-



viewed by the emcee with the mobile microphone. In this way, kitefliers had an opportunity to “strut their stuff” and the crowd had a chance to learn and enjoy.

These were small “treasures”—yet the result was such a good feeling.

The kitefliers were housed in a fine hotel and, of course, the merriment continued for hours after the sun went down (and it went down late that far north). Actually, there were more nights together than days together, and the nighttime schedule was completely open—no events, no meetings, no responsibilities (except for those of the organizers).

Face it—the weather at a kite festival is the biggest gamble. Sometimes the elements cooperate and other times they don't. (Haven't we all got a story about a great underwater kite fly?) For the most part, the festival was blessed with cool, sunny, windy weather—most un-British. This was a *major* blessing.

Choosing and equipping the field is an



Top left, Tim Benson's all-ripstop centipede; top right, an elegantly patterned parafoil by Jørgen Møller Hansen; bottom far left, a cluster of kites including Steve Brockett standing with kite at left; bottom near left, Malcolm Goodman's seven sisters friendship kite flying the flags of 21 nations.

# FLYING COLORS



KITES & BANNERS  
BY GEORGE PETERS

For a catalog send \$1 to:  
FLYING COLORS 815 Spruce Street  
Boulder, CO 80302



## BOREAL KITES

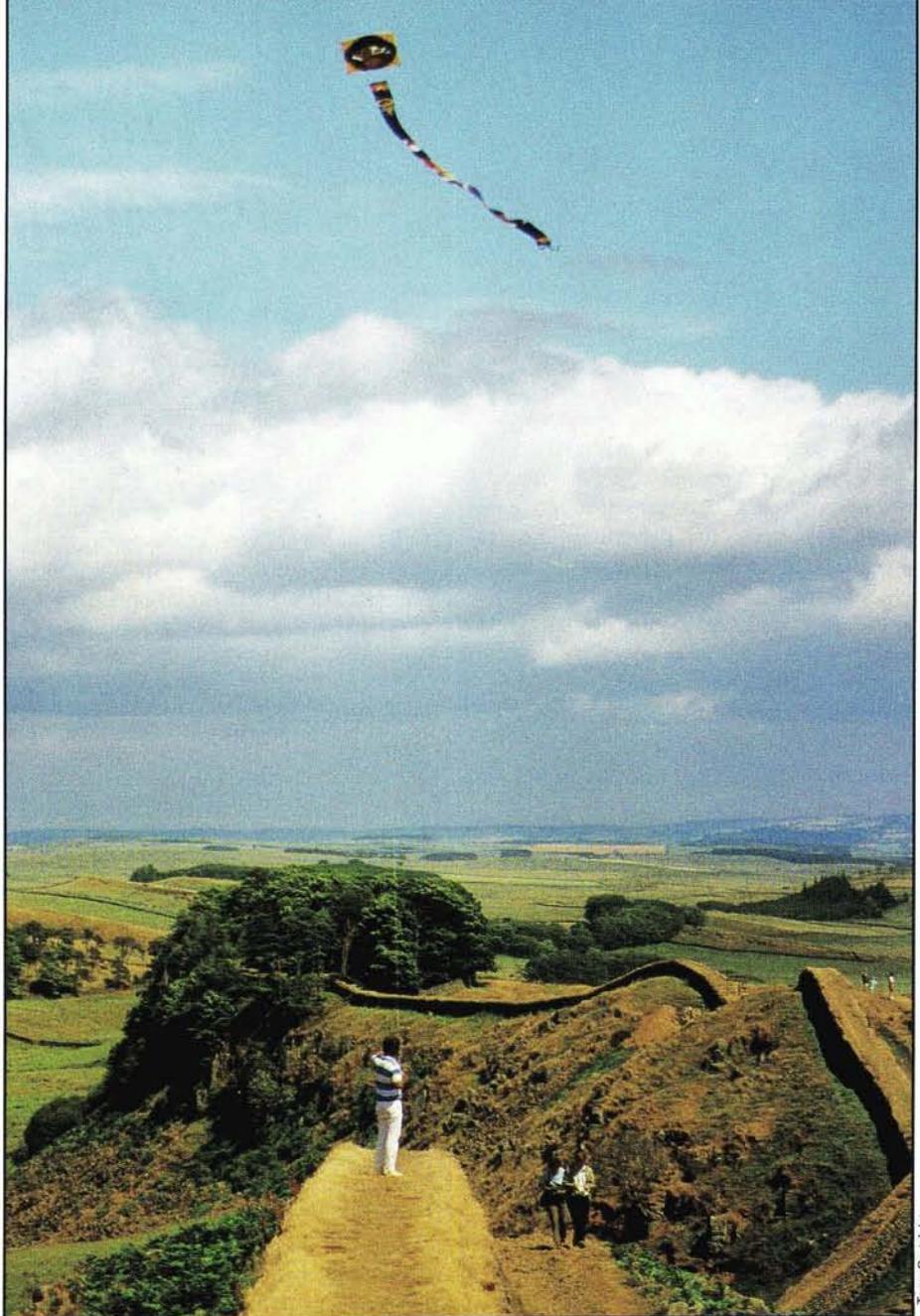
UNIQUE HANDPRINTED KITES

BY

# GOTHIC DESIGN

R.R. 4  
St. Thomas, Ontario  
CANADA N5P 3S8  
(519) 775-2527

wholesale/retail



Tony Cartright

### *At England's Great Wall*

THIS PHOTOGRAPH captures Cuddy's Crag, a section of Hadrian's Wall with some of the most savagely spectacular scenery in northern England. The Wall (which had enchanted me even as a youngster) constitutes the northernmost permanent frontier of Imperial Rome. Built by the Emperor Hadrian starting in 122 A.D., the Wall (74 miles from east to west) was intended to defend the remote Roman territories from invading Scottish tribes.

The day was sunny and warm, with a ripping 20-knot breeze. Exulting in the

scenery, the history, the elements and the rock-solid tensile force from my favorite kite—extending from the wind through me into ages past—it seemed time had stopped. Call it an ultimate thrill, but the words pale in comparison to the living experience.

The kite is Blackfoot's Magic Gourd, a flat kite with a 40-foot tail. Originally designed in 1981 with motifs from Zuni and Plains Indian jewelry, the kite has flown with me all over the world. This photo shows the face in new colors constructed in 1989.

—Jon E. Burkhardt

### *What Makes It Great*

... Continued

area where event organizers can shine, and shine they did at Washington. The fields were well manicured, attractive and large (three flying areas, each as large as four football fields combined, almost

1200 x 1050 feet). Multiple flying and staging areas were provided. The general public could get close to the participants, but not too close, thanks to highly visible dividing lines. All the support systems,

# FLY WITH THE BEST

*Your kite will fly 10-15% better if you are wearing a Klig's Kites T-Shirt.*



Some designs also available in long sleeve T's and sweatshirts

**For prices call 1-800-33-FLY-HI**  
Ask about our free kite catalog

Come to South Carolina and visit our stores.

**FIVE LOCATIONS IN MYRTLE BEACH (OPEN DAILY 10AM):**

Galleria Shopping Center, 9600 N. King's Hwy., SC 29577, (Open All Year), 803-449-2856  
Deerfield Plaza, Surfside Beach, (Open All Year), 803-238-4787 Myrtle Beach Pavilion, 9th Ave., (Mar. 1-Oct. 1), 803-626-9250  
Barefoot Landing, Hwy. 17, N. Myrtle Beach, (Open All Year) 803-272-5768 2510 Hwy 17, Myrtle Beach (Open All Year) 803-448-7881

**FLEXIFOIL** introduces...

# PRO - TEAM 8



## FOR TEAM FLYERS

- SUPER 10 EFFICIENCY
- STACKER & MANEUVERABILITY
- WIND RANGE - 5 MPH & ABOVE

== New for 1990! ==  
**T-SHIRTS/HATS/VISORS**

*Write for details!*

**Cobra Kites**

P.O. BOX 290  
LAVALLETTE, NJ 08735  
PHONE 201/506-0461

EXCLUSIVE WHOLESALE DISTRIBUTOR

FAX 201/506-0388

## YOUR KITE DESERVES THE BEST!



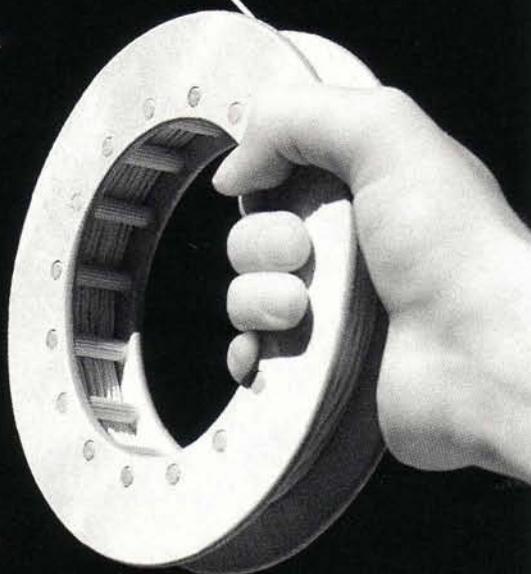
- HANDSOMELY HANDCRAFTED FOR THE ACCOMPLISHED FLYER
- QUALITY BIRCH VENEER SMOOTH BEVELED EDGES
- HAND FRIENDLY PALM PLEASIN' EASY ON THE DIGITS
- POLYURETHANE COATING FOR LASTING BEAUTY
- RAPID LINE INTAKE 1½ FEET PER TURN
- HOLDS 1700' OF 50-LB LINE
- 7¾ INCH DIAMETER

**\$19** POSTPAID

SATISFACTION GUARANTEED OR YOUR MONEY BACK

DEEP SKY  
406 ABRAMS RD.  
RICHARDSON, TX 75081  
(214) 690-6711

—DEALER INQUIRIES INVITED—



*What Makes It Great*

... Continued

such as public address, restrooms, food, safety crew and so on, functioned so smoothly as to be almost unnoticed.

Six big tents (30 x 100 feet) offered, among other things, Japanese food and crafts (including a traditional tea house), local arts and crafts, a large kite display (including The Hague Air Gallery from The Netherlands), music and vendors.

Besides basic shelter (a significant feature) there were offerings for all tastes and intriguing ways to spend money. The opportunity to purchase kites and related paraphernalia right on the field is typical of big British kite festivals, where newcomers not only see kites flying but can immediately satisfy their urge to participate by buying and flying a kite.

The sky was crammed with inexpensive sleds and kiskadees (tiny Jamaican fighter kites) in the public flying area. And having "bits and pieces" for the serious kiter to purchase—from ripstop to line to spars—was a distinct advantage.

At Washington, the word festival was real. The emphasis was on showing the joy of kiting, not on competition. In fact, there was no single-line competition at all, only dual-line. Other activities were aimed primarily at families with children. There were puppets, stage performers, amusements, pony rides, face painting, balloons and more. Tens of thousands of people came each day to the festival.

What was the most memorable for me? Well, I particularly enjoyed:

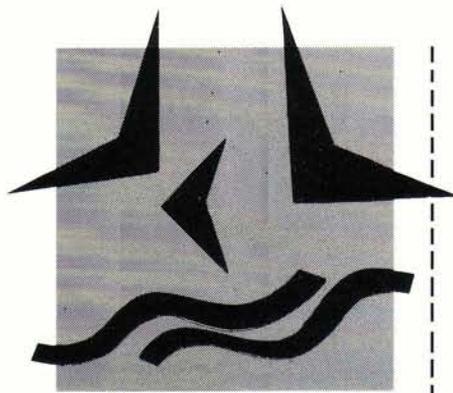
- Eiji Ohashi's arches and 700+ kite trains,
- Tim Benson's ripstop bees, flown in train, buzzing and swarming just like the real thing, and his incredible ripstop centipede,
- Jørgen Møller-Hansen's abstract flying graphics, especially his triple Malay train and patterned parafoil,
- Steve Brockett's hand-painted silk Chinese-style wonders,
- Ron Reich flying two stunts at once—and then three—to the cheers and tears of the crowd, and
- Malcolm Goodman's big Seven Sisters kite, with flags of 21 nations, an example of the positive power of kites as symbols of international friendship.

The festival was well planned and executed, it was graciously and thoughtfully hosted and it was thoroughly enjoyed by great crowds and great kitefliers who delighted themselves with each other. I came home refreshed from an experience that had been a treat for all the senses. ◇

**T H E  
NEON  
REVOLUTION**

**Windstreamers®**  
Issaquah, Washington  
**1-800-435-5558**

© 1989 Handcrafted with pride in the USA



## 1989 Great Lakes Stunt Kite Championships Video

### Featuring

*Complete team  
performances by:*

- Top of the Line
- Chicago Fire
- Lee Sedgwick & Sue Taft
- Roaring Flamingos

### Plus

- All Open Class Individual and Innovative performances
- Ron Reich flying 3 kites simultaneously
- Computer generated graphics explaining precision maneuvers

**All for only  
\$19.95**

*Plus \$2 Shipping & Handling*

### Call or Write:

The Mackinaw Kite Company  
301 N. Harbor  
Grand Haven, MI 49417  
1-800-622-4655

*Dealer inquiries invited*

**A great learning tool  
for beginners**

## Capture the Elements.

**Might,  
Height,  
Flight  
A Renegade Kite!**

Exciting line  
of fast, high-  
performance  
stunt kites.  
Call or  
write for  
the retailer  
nearest you:

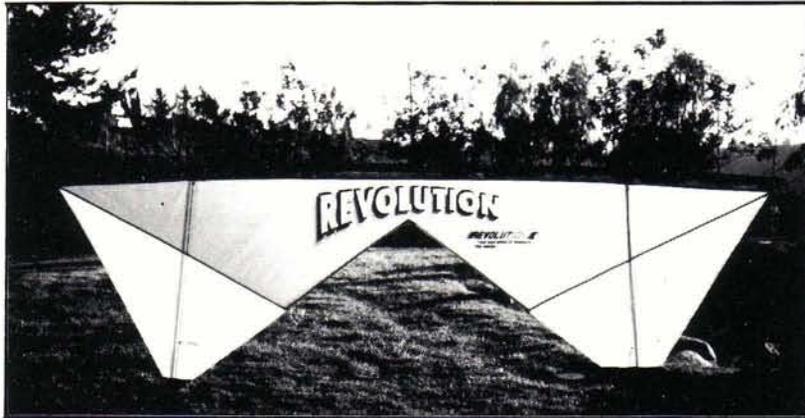
**RENEGADE KITES**  
3769 Peralta Blvd.,  
Suite I  
Fremont, CA 94536  
(415) 791-5666

— Dealer Inquiries Invited —

**FLIGHT WEAR ETC.**  
CUSTOM SCREEN PRINTING  
AND DESIGN  
THE HOTTEST DESIGNS & BEST SHIRTS

Available in kite stores everywhere!  
For wholesale information call or write:  
**FLIGHT WEAR ETC.** P.O. Box 551 Ocean City, MD 21842  
Billy Jones **301-289-7680**

# Revolution Kites



Formerly  
Neos  
Omega

Ask anyone who has seen it fly — it's amazing!

- Heralded as the "Showstopper" at the 1989 KTA convention.
- Formerly Neos Omega

- Exclusively designed for 4 line controls
- Basic maneuvers include forward and reverse flight, instantaneous stopping: propeller-like spins, speed control.

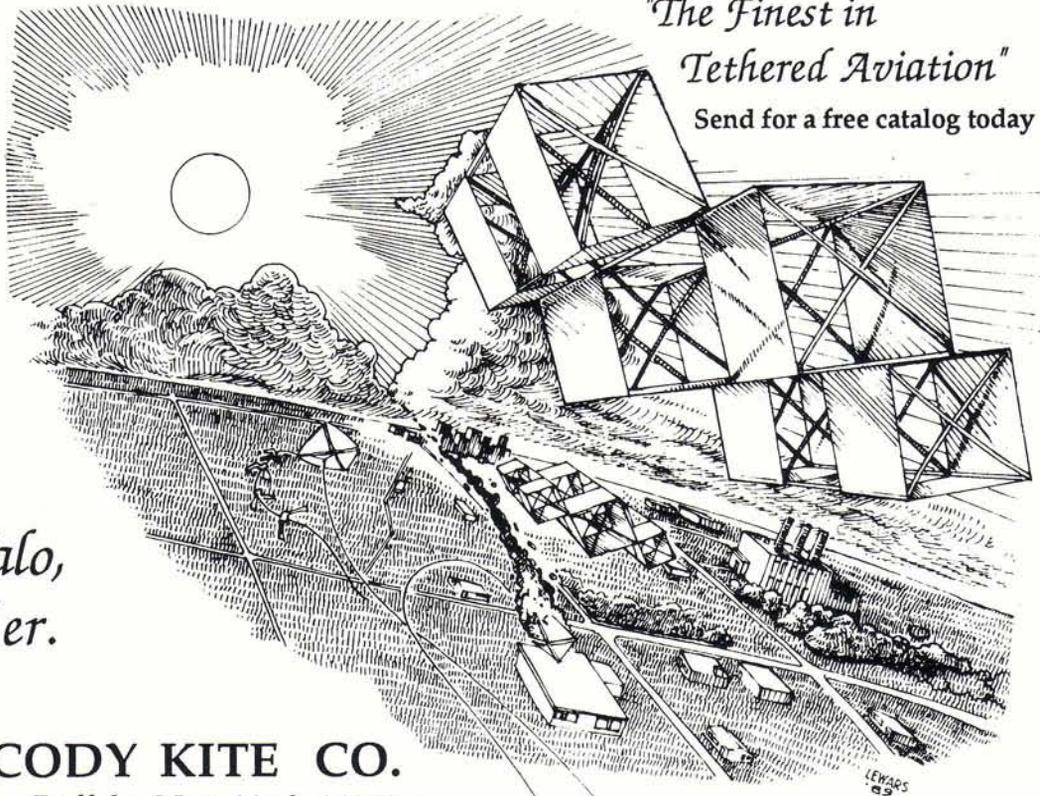
Revolution Kites (619) 274-8824 3089 C Clairemont Drive  
(Formerly Neos Omega) Suite #171  
Dealer Inquiries Welcome San Diego, CA 92117

*Remember  
the days  
when  
Box Kites  
ruled  
the skies?*

*... In Buffalo,  
we remember.*

**BUFFALO CODY KITE CO.**  
Box 1091 Buffalo, New York 14240  
716-683-9170 FAX 716-683-0471

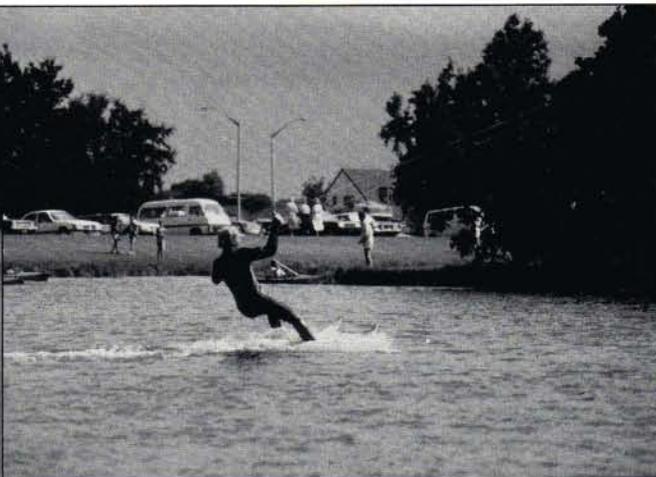
*"The Finest in  
Tethered Aviation"*  
Send for a free catalog today



Daniel J. Flintjer, President

# Peter Lynn on Kiting's Future

Article by Simon Freidin, Photographs by Steve Webber



**PETER LYNN** demonstrates the potential for water-skiing using a dual-line kite of his own design at the 1990 New Zealand International Kite Festival.

**H**is blond hair is a little thinner now, his blue eyes more accentuated with laugh lines, but Peter Lynn of Ashburton, New Zealand still bounds around the kite field and hauls the ropes barehanded like the boy wonder he always was.

Well known for his giant kites and fanciful accessories, Peter created the PLT box (also called the Tri-D), the centipede windsock and the manta ray parafoil. His avant-garde nature as a kite designer is the culmination of endless hours of experimentation. His unique style developed in New Zealand and is due in part to his early isolation from the rest of the kiting world.

Nowadays, Peter is a fixture of nearly every international kite festival. If you sit next to him on a tour bus, as I did in Malaysia, you'll be treated to a rapid-fire commentary on whatever occupies his mind at the moment. You'll have to listen past his New Zealand accent, too (seven is seven, centipede is ceentipede, etc.), but it's worth it when you ask him, as I did, about the future of kiting.

## MATERIALS

"Ripstop and fiberglass have been with us for 15 years. To use them effectively, we should utilize their particular strengths in determining a design, rather than simply utilizing these modern materials in old designs." Peter sees this as the way the introduction of a new material influences us: "We start by adapting them to old designs, but their key characteristics

allow us to transcend the limitations imposed by older materials, to create new designs which take these materials to their limits."

Peter explained that "ripstop nylon sailcloth is not the perfect material for kites. It was designed for boat sails where bias stretch is an inherent problem and must be eliminated. In order to achieve this, the fabric is calendered (coated and heat-pressed) to the greatest extent possible. This eliminates bias stretch, but also weakens the fabric. It is possible to tear some heavily calendered 10-ounce sailcloths quite easily."

Peter has found that "for many kite designs, particularly inflatables, the rigidity of the cloth is a disadvantage. When a parafoil made of sailcloth crashes at full speed, it can burst because of the lack of elasticity. For such kites, softer fabrics are preferable, and clothing grade ripstop is a better choice, as it has more impact resistance. If we are truly to design materials for kites, then we can create fabrics that are far lighter and stronger than sailcloth. It should be possible to create cloth that weighs as little as one-tenth of an ounce per square yard, yet has sufficient tear resistance and wind impermeability to serve as a kite surface." In areas where high strength is required, Peter has found it can be achieved by sewing lengths of line (for example, Spectra) onto the fabric.

According to Peter, "some materials have not yet found their rightful place in

## EXCITING ACCESSORIES FROM THE FOLKS AT FORCE 10



**T-SHIRT**—Hot orange on white, heavy-duty 100% pre-shrunk cotton. M, L, XL. \$13.95



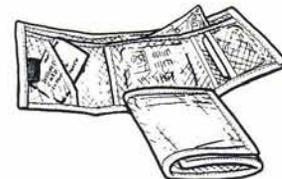
**T-SHIRT**—Puffed hot orange outline with pink/orange letters on white, or hot lime outline puffed on black. \$13.95



**BEER/SODA 'KOZY'**—Ripstop nylon/foam sandwich makes a great insulator. Hot neon colors: pink, lime, yellow, orange. \$6.95 Free P&H



**PINS & PATCHES**—Multicolored Cloisonne pins. Embroidered patches. Use code when ordering. \$5.00 Free P&H



**WALLET**—An original. Heavy-duty clear mylar with kevlar weave, red or blue trim. \$12.00

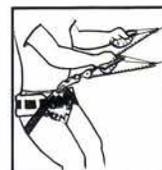


**HIP POUCH**—Heavy-duty nylon. Assorted colors. \$12.95



**HARNES**—Heavy-duty webbing in hot colors. Semi-releasable flight straps with heavy-duty brass clips (to fit D or O ring wrist straps) not included. L or XXL (+38" waist). \$40.00

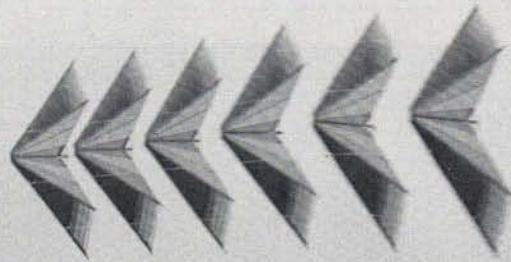
**FORCE 10 PADDED WRIST STRAPS**—Red right, blue left. Padded with nickel plated D-rings. \$16.00



**HURRICANE HARNES**—Includes wrist straps, totally releasable center pulley system. Makes flying in heavy wind more controllable. \$65.00

Order Today MC-VISA-AMX-CHECKS  
Add \$3.00 P&H UPS ground, or  
Add \$5.00 P&H UPS 2nd Day Air  
SAME DAY SHIPPING  
414-241-TUNA 414-355-1400 24 hr answering  
FAX 414-241-KITE

Force 10 Power Kites/Scream'n' Tuna Surf & Ski Shop  
10318 N. Port Washington Rd., Mequon, WI 53092.  
USA Planet Earth Milky Way Galaxy,  
Somewhere near the great attractor



## TOP OF THE LINE KITES VIDEO CATALOG

VHS 30 Minutes - Catalog Number: TOLC

*Featuring:*

- Top of The Line Flight Squadron Footage
- Top of The Line Products & Accessories
- Tricks, Tips, & Techniques
- \$10.00 Coupon for any Top of the Line Kite or Bag

Produced by Don Tabor, Top of The Line Kites

**To Order:** (Visa or M/C)

1-800-638-KITE (638-5483) Ext. 1569 - Open 24 Hrs

Price: \$15.00 + \$4.50 S&H - California add \$1.01 tax  
International Orders: U.S. - \$15.00 + \$10.00 Shipping & Handling

**BALLOON FACTORY & KITES**

19306 E. Windrose Dr.

Rowland Hgts. CA 91748-2585

# TOP SHELF

EQUIPMENT FOR THE PROFESSIONAL

## World's Largest Selection of Framing Parts

Heck of a statement, eh? Well, it's true. With an inventory of over 100,000 individual parts, we can supply your kite building needs. A decade of experience has taught us that when someone wants to build a new kite, he doesn't want to spend three months acquiring parts from a dozen different sources. We have it all at prices that will make your heart soar. And to make it even easier for those entering the dual line segment of the kite world, we proudly introduce our ...

## Stunt Kite Framing Kits

Complete kits for all the popular stunter styles are now available in either Epoxy or Graphite tubing. Each kit contains everything needed to assemble a complete frame for your stunter. And if you're a competition flyer looking for that extra edge, check out our selection of Graphite rods or kits. You'll feel the instant power, faster flight, and tighter turns the very first time you fly with them.

Combined with our own flying lines in Spectra, Kevlar, or Dacron, you'll have everything you need to join the professionals at the leading edge.

**Ask for the BEST -  
Ask for TOP SHELF  
products at your favorite kite shop**

**HIGH FLY KITE CO.** Box 2146 - Haddonfield, NJ 08033

PHONE 609/429-6260  
FAX 609/429-0142

kiting. For example, carbon fiber has such low impact resistance that fiberglass is generally superior. Others include Mylar laminates and polyester-filled scrim (referred to as FRP or Fiber Reinforced Plastic) which would have to be made in low weight grades before they will be useful for kites. They are currently produced in heavy grades for use as windows in boat sails."

**PERFORMANCE**

Peter believes that "the primary technique to increase performance is to decrease the weight of the kite." Over and above this, Peter has a number of views which bring to light his understanding of the fundamental forces at work on a kite.

"To increase performance of modern kites requires a better understanding of why kites fly and the parameters which affect kite stability. The angle at which a kite flies is directly related to its lift-to-drag (L/D) ratio and serves as a suitable measure of single line kite performance.

"Most kites have a L/D ratio between 3-to-1 and 4-to-1; they fly between 70 and 75 degrees. However, as the L/D ratio is increased, the kite loses its ability to self-correct, so we can create a kite with a L/D ratio of 7- or 8-to-1, but it will not be stable.

"Yet modern gliders have L/D ratios of 50-to-1! The difference is in the use of the control surfaces which compensate for instability. In order to create the highest performing kites, we will have to introduce self-correcting and reactive control surfaces on the kite.

"The highest performing kites will use airfoil shapes. In parafoils, the leading edge becomes critical in determining the L/D ratio. Approximately 80 percent of the lift is created by approximately 10 percent of the kite: the leading edge and the area just behind it.

"Another parameter that must be taken into account in the design of high efficiency kites is their tendency to overfly. To compensate for this, additional drag must be introduced. One way to do this is to increase the frontal area of the kite when it is flying at its maximum angle."

Peter also sees a challenge for kite makers in achieving efficient power for use in such sports as boat racing and water skiing. Here the problem is that the force generated by the kite is both forward and upward. "The angle of attack is high in an efficient kite, but this is an



**SKY DELIGHT KITES**

Designs by Joel K. Scholz

3310 Bridle Path  
Austin, Texas 78703  
Phone 512-477-1308

Dealer inquiries invited.

**YO-YO ARE HOT!**

**TWO PRECISION YO-YOs from YOMEGA**

Put Yomega-The YO-YO WITH A BRAIN® and **OUTRAGEOUS YO™** on your shelf and watch profits soar! Lasting fun for the young and young at heart.

Quality and Performance.

**NEW!**

**OUTRAGEOUS YO™**

Where no yo-yo has gone before...

Transaxle system delivers **Outrageous** record-breaking spins! Easy to learn and play. Blister packed.



**YOMEGA**  
The YO-YO with a BRAIN®

World's longest spinning and only automatically returning yo-yo! Now even novices can perform all the classic tricks.

Patent Pending

Manufactured and sold in the U.S.A. by:

**YOMEGA CORP.**

1641 N. Main St., Fall River, Mass 02720  
(508) 672-7399 FAX: (508) 677-1599  
Outside Mass. TOLL FREE: 800-338-8796

WINDS OF SUMMER  
Bring Wind Related Colors!

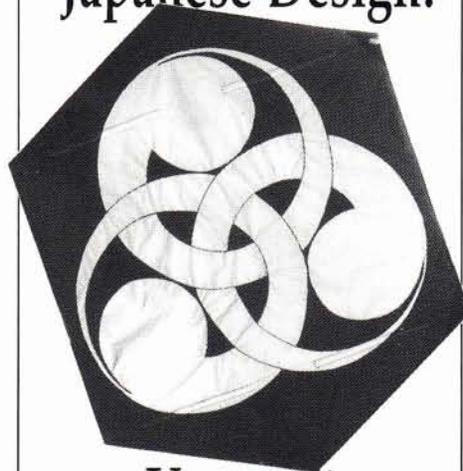


*Wind Related*  
**WINDSOCKS**

- Durable under all conditions - sun, rain, fog or wind, truly 'all-season'!
- Lots of innovative designs to choose from, complete with educational inserts.
- Handcrafted with quality and care.

CALL TODAY - TOLL FREE 1-800-526-9463 - will ship immediately  
Wind Related Inc. • P.O. Box 1006 • Hamilton, MT 59840 • 406-363-1050

Classic  
Japanese Design.



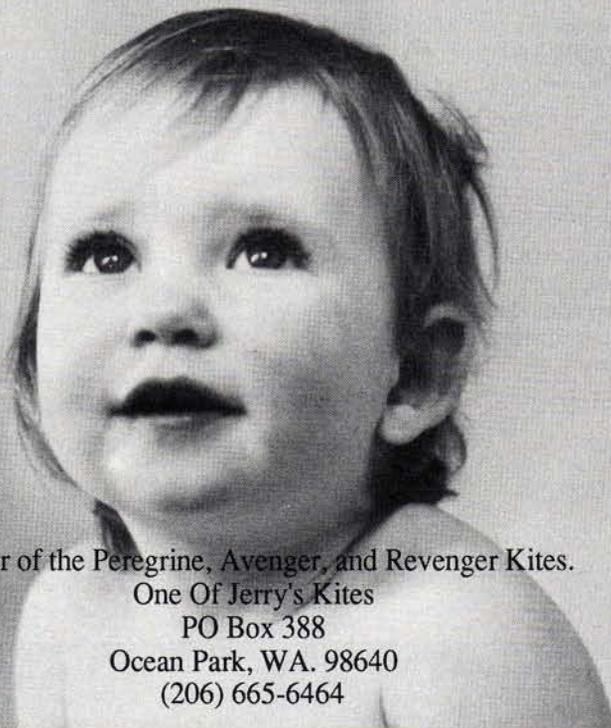
**Vermont  
Craftsmanship.**

The Tomoe Family Crest Rokkaku.

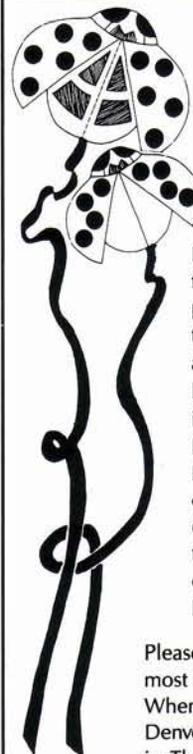
Windborne Kites and Skytoys  
54 Main St., Middlebury, VT 05753  
(802) 388-4415

Call or write for our new brochure describing  
our complete line of handcrafted fabric kites.  
Dealer inquiries welcome.

"The first time I flew  
One Of Jerry's Kites,  
I got so excited I wet my pants."



Maker of the Peregrine, Avenger, and Revenger Kites.  
One Of Jerry's Kites  
PO Box 388  
Ocean Park, WA. 98640  
(206) 665-6464



**LADY  
BEETLE  
KITES**

Long a symbol of good fortune, the Lady Beetle provides ample inspiration for representation as a kite form. Our **Lady Beetle** kites come in two sizes: The Grand Ladybug and the Jr. Beetle. Both kites are constructed of finest quality sailcloth and fiberglass rod, and both come with our new **Loop-a-Long Tails.**

Please write or call for our most current catalogue. When you are in Downtown Denver, please visit our store in The Tabor Center.



Mile High Kite Works, Inc.  
P.O. Box 17672  
Denver, CO 80217  
(303) 595-8800

undesirable characteristic for locomotion, particularly at launch, as the boat or skier experiences tremendous upward forces.

"One solution is a body harness, but the skier still must maneuver the kite in the power zone in order to get sufficient

### THE PETER & THE POWER

**T**he stories I love best from Peter Lynn are of his various entanglements with the New Zealand national power grid.

As background to the following story is the fact that New Zealand's national sport is rugby and its national team, the All Blacks, has a well-earned reputation as the best in the world.

When Peter, while visiting a friend in a nearby town, went to test fly one of his early parafoils in the local park, it was only coincidence that the All Blacks were locked in a head-to-head struggle in the final match against a team from Wales.

Peter launched his five-meter kite in high winds. Unfortunately, this prototype lacked stability and, to Peter's horror, it swooped down *behind* the high-tension power lines at the end of the park. As the kite approached the ground, it recovered and rose up *in front* of the power lines. Peter was helpless as the loop of line stretched tighter and tighter until, in a cascade of sparks, the high voltage lines touched and blew apart, causing the whole town to black out.

Peter and his friend fled the scene, but he discovered that his friend had later put up a notice in the town center informing everyone that, "Peter Lynn of Ashburton was responsible for the power failure during the crucial match between the All Blacks and Wales."

To this day, some of the townsfolk have not forgiven Peter. —Simon Freidín

N.B. It should go without saying that the antics of Peter Lynn are not only unappreciated by many but often extremely dangerous. With gritted teeth, we publish the above as a cautionary tale. We do not recommend emulation. —The Editors

horizontal force, or utilize the edge of the wind when less force is wanted. One future development will be a kite which produces lots of force at a low angle."

Other future possibilities in the use of kites are as "bird scarers, in fishing, in localized remote sensing and in other sports adaptations such as land sailing."

### EQUIPMENT

Peter's assessment of flying line is that "there is nothing perfect available. Modern lines (nylon, polyester, Spectra and Kevlar) each have applications de-



*Sky Scrapers Kites  
Highland Post Office  
P.O. Box 11149  
Denver, CO 80211-0149  
Phone 303-433-9518  
or 303-433-7518*

*Dealer inquiries welcome.*



**BOOMERANGS...  
AS AMERICAN  
AS KANGAROOS** ©

KITES & BOOMERANGS . . . THE COMPANION SPORTS! World's widest selection of the finest Sport Boomerangs. "Sticks" from USA, England, France, Germany, Australia. Incredible returns! Modern graphite creations, unique custom-made Bs, and modern wood production sticks . . . The B-MAN has them all. Order your FREE illustrated catalog today. FAST, PERSONAL SERVICE ALWAYS.

BOOMERANG MAN, 1806-K North 3rd St., Monroe, Louisiana 71201-4222  
Telephone no. 318-325-8157

# CAREY WINDERS™



## Quick Figure-Eight Winders from CAREY

High strength, light weight, injection-molded plastic in popular day-glow colors.

Many other uses include:

- Hi Flyers
- Dual line kites
- Quad line kites
- Fighter kites
- Kite tails
- Fishing lines



*The Best Method for  
Keeping Your Lines  
Neatly Stored.*

3¾ wide x 7½ tall  
2¼ ounces

PAT. NO. D260,479

*Best Wholesale Prices Nationwide.  
Dealer Inquiries Invited.*

FOR MORE INFORMATION, WRITE OR CALL:  
6936 Saranac Street, San Diego, California 92115

(619) 697-8557, Phone • (619) 697-2405, Phone & Fax

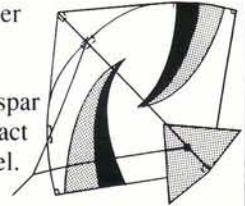


An amazing new tail that turns any kite into a show-piece. Its unique spinning action and rainbow colors captivate the eye.

## INDIAN FIGHTER

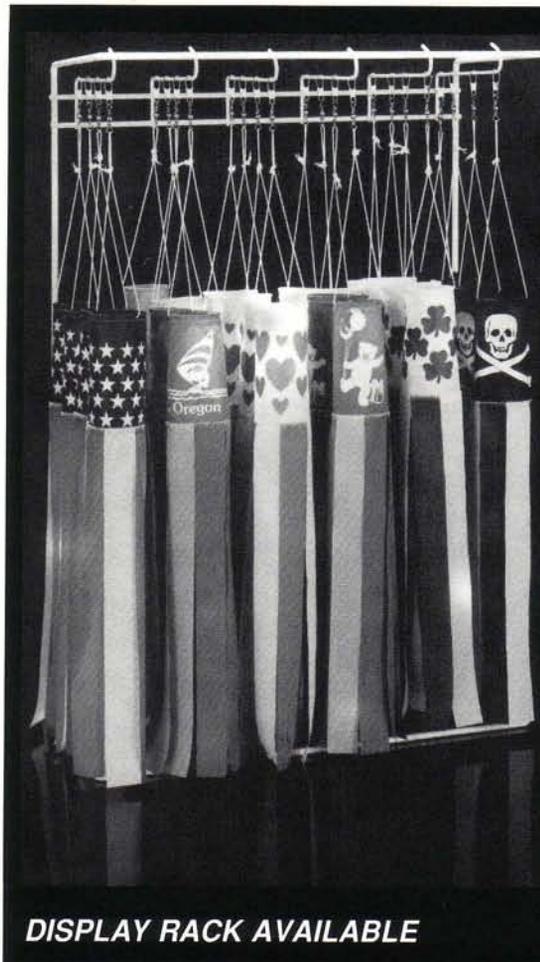
The classic fighter in ripstop and fiberglass. Its removable arch spar allows for compact storage and travel.

35" x 29"



## Carlisle Kiteworks

809 Factory St., Carlisle, PA 17013  
Wholesale/Retail 717-243-7913



# BABY SOC™

## A SUPER 15" MINI WINDSOCK

Perfect for the Home, Boat, RV,  
Car, ATV, Bicycle, and much, much more.

- Put your City or State name and design on a Baby Soc™, and sell as souvenirs.
- A Baby Soc™ with school colors and emblem will show school spirit.
- Advertise your resort by putting your name and logo on a Baby Soc™.
- Put your Company logo on a Baby Soc™ and give to important clients.
- Club members can identify each other with matching Baby Soc™.

Choose from over 100 patterns or design your own.

Call or write for information



## In The Breeze

P.O. Box 5561  
Bend, OR 97708-5561  
503-389-1417

DISPLAY RACK AVAILABLE

– Dealer Inquiries Invited –

pending on the kite and wind conditions, but they each suffer one or more problems: stretch or the lack of it, degradation with age or exposure to sunlight, low melting point or high abrasiveness. These problems usually become apparent when the line is stressed at extreme load."

Peter prefers stretchy line for his giant lifters, "to allow for the elastic recovery of the kite from the effects of thermals." On the other hand, he would prefer that the line be more cut resistant: "A *wau bulan* or fighter on nylon monofilament can twirl around a half-inch braided polyester line and cut through it in seconds. Kevlar is cut resistant (against other lines, not against itself), but has other problems. Unsheathed Kevlar is susceptible to ultra-violet degradation. Sheathed Kevlar is resistant to sunlight, but at extreme loads, the sheath has a greater stretch and ends up gathering on the core." Peter suggests that one possibility is to "use an oversize Kevlar line (with a greater strength than is required) on the presumption that the outer surface will deteriorate with exposure, but the inner core will continue to carry the load.

"Much of the mechanical equipment used in kiting today requires re-design for the future. We have adapted ground anchors and mountain climbing gear to kiting, but it still needs to be re-worked where smaller diameter lines are in use. Ratchet pulleys, line grippers and line brakes all have application in modern kiting.

"Safety is a real issue for those who fly large kites. An electronically controlled release mechanism would do away with the need to sever lines in dangerous situations. If such a unit could be made light enough and used to attach the kite to the line, triggering it would instantly neutralize many dangers."

#### DESIGN

In Peter's opinion, "new kite designs will require that form, graphics and structure be integrated." In the future, Peter sees hybrids of inflatable and rigid kites to create giant pieces of flying art.

#### THE PETER PRINCIPLE

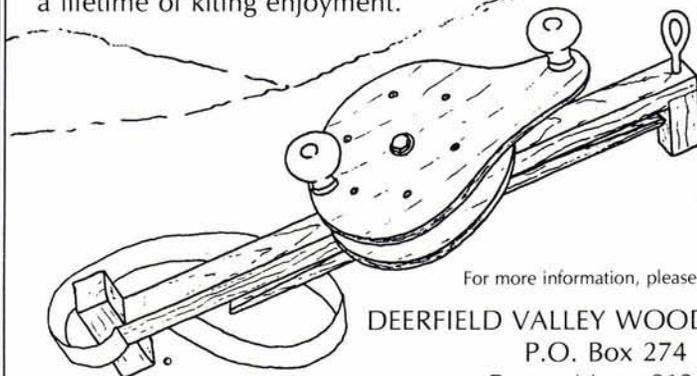
"Kiting will continue to develop in the area of improved efficiency with high-tech, lightweight materials and in the area of visual spectacle with new combinations of geometry, color and the representation of natural objects." ♦

Do you like to fly your kite high in the sky?

Wouldn't it be wonderful if you could let it climb as quickly as it wants, or slow or stop it with a fingertip and when it's time to bring it down, spin the line in quickly if the wind is light or pull it in with extra leverage if it isn't...

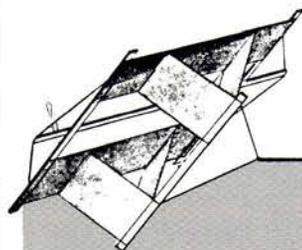
You can, with a **STRATO-SPOOL™** kite line reel!

**STRATO-SPOOLS** are built of select hardwoods by furniture and clock maker, Russell Jolly. They are designed and built to provide a lifetime of kiting enjoyment.



For more information, please contact

**DEERFIELD VALLEY WOODWORKING**  
P.O. Box 274  
Rowe, Mass. 01367  
413-339-4446



## HIGH FLY KITE CO.

presents the  
**KITE ADDICT'S SELECTION**

- 90+ Types of Quality Fabric Kites
- 40+ Types of Stunt Kites
- 23+ Types of Flying Lines
- 15+ Types of Reels & Handles
- 150+ Types of Building Items
- 10+ Types of Colors of 3/4 oz. Ripstop
- 15+ Types of Stunter Frame Kits  
Epoxy & Graphite

**We Are Mail Order Specialists**

Write to Fran Gramkowski for catalog  
Fast Delivery from our Large Inventory  
**High Fly Kite Co.**

30 West End Ave. Haddonfield, N.J. 08033  
609-429-6260 FAX 609-429-0142

## HIGH PERFORMANCE STUNT KITES



### GUARANTEED LOWEST PRICES

If you find a lower advertised price from an authorized dealer, we will refund 110% of the difference.

Featuring products from:

- ACTION KITES
- EASTON ALUMINUM
- FLEXIFOIL
- FORCE 10
- REVOLUTION
- SHANTI
- SPYROJET
- TOP OF THE LINE KITES

**HUGE INVENTORY** - We have one of the largest inventory of stunt kites in the country; most models and colors are in stock.

**FAST DELIVERY**- Most orders are shipped within 1-2 working days.

**FREE SHIPPING** - U.S. orders over \$100 are shipped free.

**TOLL FREE ORDERING** - Our 800 order lines are open 24 hours - VISA and Mastercard are accepted.

For a copy of our discount price list and product information, write to:

### BALLOON FACTORY & KITES

19306 E. Windrose Dr.  
Rowland Heights, CA 91748  
Voice/Msg: (818) 912-1272  
FAX: (818) 912-2585

Or visit our showroom at:  
**DIAMOND BAR INTERNATIONAL**  
2020 S. Brea Canyon Road #2  
Diamond Bar, CA 91765  
(714) 861-3354

# By Mårten Bondestam *FLY IN* **GOOD HEALTH**

*KITEFLYING IS FUN and can be downright healthy when enjoyed in moderation under favorable conditions.*

*On the other hand, kiteflying can be a literal pain in the neck (and other parts of the body) when done carelessly.*

*To help you avoid those kiteflying blues, blabs, chills, ills and spills, Mårten Bondestam of Boback, Finland offers the following:*

**1. Avoid a cold neck.** Even in moderate temperatures, a strong wind can have a chilling effect. As you keep your back to the wind, your neck is often exposed. A high collar, a scarf or a special hat (wide-brimmed, low fitting) can help.

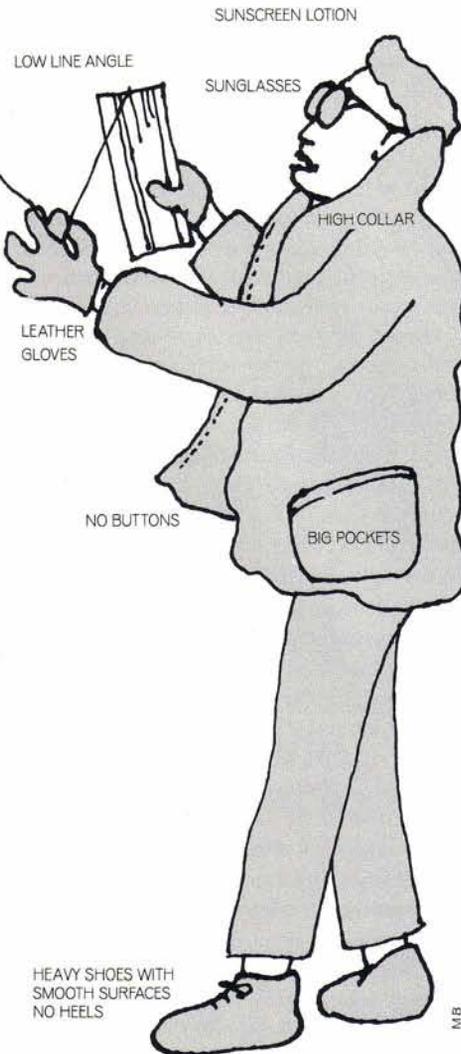
The front of your body does not need to be sheltered as much. Even in extreme cold, you can have bare hands, if your head is covered, your neck is protected and your coat is insulated and warm.

**2. Avoid line-burned fingers.** Wear gloves, good leather ones, especially when flying big kites in big winds. For warm weather, gloves are available with ventilated backs and cut-off fingertips. For colder times, it helps to have big pockets in your coat. If you take your gloves off to tie a knot or something, you will want them to be handy when needed again. Use them, don't lose them.

**3. Don't look up.** Just kidding. However, you should avoid looking straight up, bending your neck and turning your head at the same time. You can damage the vertebrae in your neck and cause pain all the way down to your fingertips. The pain can last for many years.

There are two ways to avoid this problem. One solution is kites that fly at low angles. The other solution, for those who like their kites directly overhead, is to fly your kite lying on your back.

**4. Prevent melanoma.** Skin cancer is no joke. Kitefliers naturally stay out in the strong sunshine for hours. If you count the number of hours you spend flying kites in one year, it could exceed 300. The average tourist spends only 50 hours



a year on the beach. Shelter your skin with a strong sunscreen, one with maximum UV (ultra-violet) protection.

**5. Hide your eyes.** We all know that, if given a chance, a kite will fly right into the sun everytime. So, use your brains: wear your sunglasses (the *good* ones). They will also protect you from the sun's reflection off the beach and water.

**6. Learn to fall.** Nobody wants to fall down, but sometime—sooner or later—you probably will tumble while flying a kite. Try not to land on your fingers, hands, elbows or head. If you are standing on rough terrain, wear sturdy sensible shoes and watch your step. Flying barefoot may be thrilling, but a bumped toe can lead to a nose dive.

I have flown kites for an estimated 3,000 hours and the only accident I ever had was when I fell on my back in bad terrain. I suffered "tennis elbow" for two years.

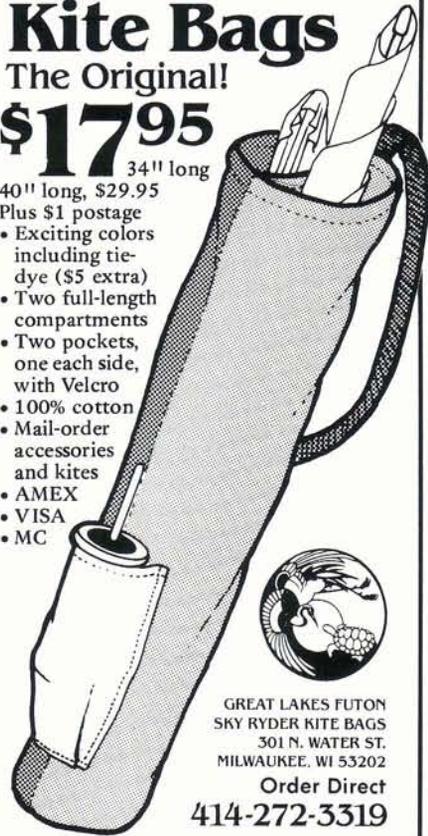
Looking on the bright side, I have never been hurt by a falling kite...yet.◇

SKY RYDER™  
**Kite Bags**  
 The Original!

**\$17.95** <sup>34" long</sup>

40" long, \$29.95  
 Plus \$1 postage

- Exciting colors including tie-dye (\$5 extra)
- Two full-length compartments
- Two pockets, one each side, with Velcro
- 100% cotton
- Mail-order accessories and kites
- AMEX
- VISA
- MC



GREAT LAKES FUTON  
 SKY RYDER KITE BAGS  
 301 N. WATER ST.  
 MILWAUKEE, WI 53202

Order Direct  
**414-272-3319**

DEALER INQUIRIES WELCOME

ANOTHER PILOT OF...

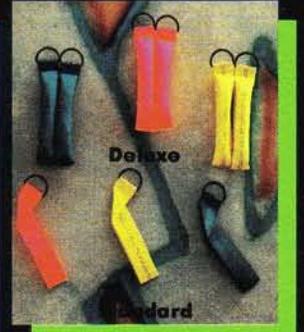
**Frontier  
 Kites**



**FLIGHT  
 HARNESS**



**'F'-SERIES  
 STUNTER**



**FLIGHT  
 STRAPS**

THE MOST UNIQUE FLUORESCENT COLORS IN THE INDUSTRY.  
 THE MOST DURABLE DIAMOND STUNTERS IN THE WORLD.

Write or call:

(713) 467-KITE

Dealer Welcome

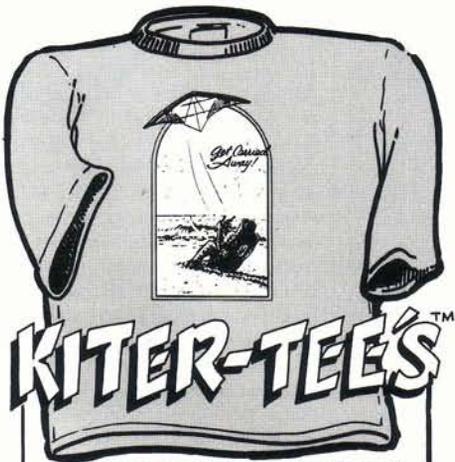
P.O. Box 801323

Houston, TX 77280

©1989 FRONTIER KITES CO.



TM



**KITER-TEE'S™**

OTHER EXCITING DESIGNS  
 AVAILABLE!

100% COTTON • SIZES S, M, L, XL  
 QUALITY FULL COLOR GRAPHICS FOR  
 DEDICATED KITE PEOPLE.

ONLY **\$14.95** INCLUDES  
 SHIPPING

...FROM

SEND CHECK OR  
 MONEY ORDER



Dealer  
 Inquiries  
 Invited.

600 Sea Pines Cr. • P.O. Box 36363  
 Pensacola, FL 32506 • (904) 453-4415

No visit to the West Coast is complete without a stop at...



"A most impressive kite collection!"

Stan Swanson

"Dazzling! ...and watching Corey in the  
 store is incredible!"

Lee Toy

"Most amazing kite store I've ever  
 seen!"

Joel Scholz

"AWESOME!!!"

Doug Hagaman

"Nothing else like it! Finest kite shop  
 ever!"

Jerry Sinotte

"I wish it was my kite store!"

p.s. Don't forget the Monterey  
 Aquarium."

Robbie Sugarman

Windborne Kites

585 Cannery Row

Monterey, Ca 93940

Write for our retail KITEALOG™

AKA / KTA Member Merchant

Toll-Free Order # 1-800-234-1033

Kite Store # (408) 373-7422

# News, Rumors & Miscellany



Here's a kite exhibition with a difference. The Geraldton Art Gallery, Western Australia, is holding an exhibit of kites October 4-14, 1990. A non-acquisitive kite award will be made, valued at \$1,000 Australian. The emphasis will be on "craftsmanship, design, form and function" and "the entries must fly" (emphasis ours). Also, "Entries must be for sale. A hanging fee and commission on sales will be charged." Kites must be in Geraldton by September 1, 1990. Artist-kitemakers should contact: Friends of the Geraldton Art Gallery, P.O. Box 1158, Geraldton, W.A. 6530, Australia, or telephone 099-21-1187.

World traveler Scott Skinner of Monument, Colorado came back from China this spring with "simply the most amazing thing I've ever seen! The kite's head and neck twist back and forth and the mouth opens and shuts—all powered by the 'stomach fan.' It also has a fabricated cardboard accordion that squawks. But all that aside, it is just a scream when it flies—the funniest thing I've ever seen in the air." Tal Streeter, who also toured China, told us later Scott had spent \$700 for the bird.

Karl Gehring / Denver Post



Wind power gives this bird kite not only lift, but life.

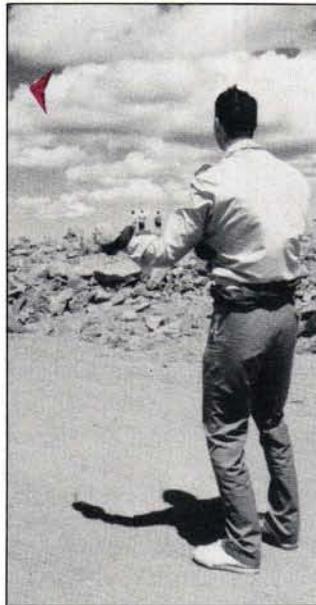
**S**ALAD, they call it (Stationary Aeronautical Lifting Altitude Device) and we predict it will be very nutritional for kiting.

The National Oceanic and Atmospheric Administration wants to lift a kite (or kites) to a mile or two of altitude to measure ambient electricity as a help in weather forecasting. (Shades of the U.S. Weather Bureau's kite stations of the 1930s.)

To target the issues involved, a "high-level" kite conference was called in March in Columbia, Maryland. Bill Tyrrell and partner Joe Williams offered hot Mexican meals in return for hot discussions



**N**OMINATIONS ARE IN for most spectacular kiteflying locations: Above, The Pinnacles, 250 miles north of Perth, Australia. Neil Taylor flies a Vulcan, a husky 15'8" stunt kite by Highly Strung Kites in Australia. The photo was taken on March 5, 1990 in 115°F heat. Of the limestone formations, Neil commented: "Although the area felt quite eerie, I was more concerned with avoiding personal injury while 'skiing' between The Pinnacles." Right, Pikes Peak, Colorado, which is "almost always windswept" according to Paul England of nearby Colorado Springs. The photo shows Paul flying his Hawaiian Spin-Off last September atop the Peak.



of kites, winches, line, safety, repair and more. Brainy friends included Bill Bigge, Red Braswell, Bevan Brown, Angela Dittmar, Mel and Valerie Govig, Pete Ianuzzi, Nat Kobitz, Bob Price, Bill Rutiser, and Bobby Stanfield.

The location of the experiment will be Christmas Island, where winds blow an average of 10-20 mph. Equipment payload is to be about 24 pounds plus the weight of jacketed Kevlar line. Trial flight: 1-2 weeks; working flights: months at a time. Incidental objective: to break the world kite altitude record (presently 31,955 feet).

At presstime, the trial flight is funded and scheduled for September 1990. A train of modified parafoils will be used. Wind tunnel tests and computer programs are in progress. Future potential uses are believed great.

fliers of 80+ years will be seen together in a standing position.

"Les Varley came down to Seattle from Victoria, B.C., Canada representing the British Columbia Kite Fliers Association at the Jack Van Gilder Memorial Kite Fly on May 7, 1989.

"Les is the dapper-looking youngster (he's only 80) who for years had been winning prizes as the Oldest Kiteflier in British Columbia. That racket came to an abrupt halt when Julian Wolf discovered that the Canadians put on some pretty good kite festivals too.

"At 81, the oldest is Bob Hanna, who is two months older than Julian (and he looks it). He is trying to stay young by going in for stunt kiteflying, and according to WKA Past President Tom Sisson he's getting pretty good at it.

"Julian Wolf, also 81, believes in buying rather than making kites. It takes much less time and, besides, he doesn't know how.

"Incidentally, the affable kiter walking away from the group on the right is master kiter Harold Writer. He's only 74 and preferred being with younger people."

**T**he People's Republic

of China recently issued a beautiful 100-yuan gold coin (selling for \$395 by our presstime quote), featuring a child flying kites on the reverse side. The coin is one of a series of legal tender coins issued by several governments portraying children engaged in activities characteristic of their countries. The sale of each coin makes a financial contribution to the Save the Children Fund.

The Chinese coin is 23mm in diameter and weighs 11.31 grams. Only 5,000 were minted, with 3,000 reserved for collectors of the Save the Children Coin Series



**Q**uoting the newsletter of the Washington Kitefliers Association, Seattle, and the irresistible writing of Julian Wolf:

"The three of us . . . always wanted a picture of ourselves because it's not too often three kite-

Old Goats of the WKA, from left to right: Les Varley, Bob Hanna and Julian Wolf—more than 200 years of kiting experience in this photo taken in May 1989.



and the remaining 2,000 available to the general public (including us kite loonies). The coin is carried by only a few dealers, one being Pandamerica, tel: 800-472-6327.

## TELEVISION TAKES

**1** President George Bush and British Prime Minister Margaret Thatcher met in Bermuda to discuss a variety of global issues on Good Friday (April 13, 1990). They picked *the* day for kiteflying in Bermuda, and children joined the leaders in the ritual that was started, they say, by a church teacher to explain Christ's ascension into heaven. On ABC news that night, Bush was quoted as saying that he often takes time to go fly a kite.

**2** Mob demonstrations in Czechoslovakia included people who were writing prayers on pieces of paper, attaching them to kites and balloons, and sending them to heaven. Dramatic use of the "messengers" we've all enjoyed. Seen on CBS News, December 17, 1989.

**3** Artificial reefs are improving the environment for fish off Fort Lauderdale, Florida. Called Fish Aggregating Devices (FADs), they provide fish with shelter, food and reference points for navigating. The "reefs" may be sunken ships, abandoned oil rigs—or "kites," plastic, movable underwater "parks" for fish—to the benefit of divers and fishermen as well as the ecosystem. Seen on "20/20" on December 15, 1989.

**H**ow now? "Cow" rokkaku kites are a near-fad that may have started two years ago with the Kite Society of Wisconsin's Rokkakow. Then last year Windborne Kites of Vermont made its "RokkaCow or MooCowku." Several makers put cow windsocks on the market. Then this spring at the Smithsonian Kite Festival in Washington, DC we saw the Mookakows of Marylanders Rich Miller, Bill



**No flying fish:** international kite aerial photographer Katsutaka Murooka demonstrates proficiency underwater, too.

**S**peaking of underwater kites, our friend Katsutaka Murooka of Tokyo, Japan, writes of an experiment he did in August 1989 of flying a kite beneath the sea.

"I chose Okinawa island as the site (southernmost Japan). My tools were a scuba outfit, marine scooter, my handmade 1m x 1.5m (about 3' x 5') Jalbert parafoil and line 1cm (about 3/8") in diameter, as I figured the pull under water would be extremely strong.

He tested the kite in the sky,

then pulled it into the ocean. Water filled the bag of the kite and balanced it just as air would.

He said, "Holding the line, I felt a tremendous pull, like a sea anchor. Next I tied the line to the marine scooter and tested how well the kite would rise under water. It was a total success and it was interesting to note the similarity of flow pattern between air and water. I conclude that a kite can fly not only in the sky but also in the water."

Goodwin and Jo-Ann Rasmussen.

As far as we know, all these big hexagonal kites decorated with cows were independently created. They seem more inspired by the general popularity of cows than by the kites of others. (Who knows how many *more* cow kites are in existence?)

The Maryland threesome really went ape over cows. They wore farm hats and matching shirts of

cow-printed pink fabric, rang cowbells, put out cow stakes and passed out Brown Cow candy.

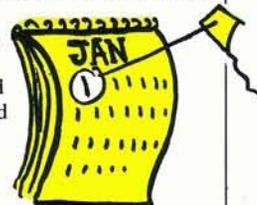
Great show.

Sad footnote: about a month later, Rich Miller lost nearly 30 kites, including one of the cows and some very fine, expensive kites, to a car thief in Levittown, Pennsylvania. Information leading to recovery of the kites is sought.

**Y**ou know Pacific Heights, the kite company in San Francisco? Well now there's a movie, by the same name, directed by John Schlesinger ("Midnight Cowboy"). Stars are Melanie Griffith, Matthew Modine and Michael Keaton. Story is of a young couple with a kite factory (called Golden Gate Kite Co.) who end up terrorized by a weirdo. Seeking an authentic background, the producers consulted Alice Mackey of Kitecraft in Indiana. She helped them design the set and acquire kitemaking materials. They even bought literature from *Kite Lines*—the more "interesting, attractive" books and back issues—for the hero's home as well as his workshop. Will all these great scenes survive editing? Is this a kite flick we will actually see? It's supposed to be out around the holidays, 1990.

**T**rend in the making? Flying kites on New Years Day to insure good luck in the coming year has been a tradition in Japan for uncounted decades. In the West, the idea is just catching on, but here it's offered as an alternative to watching football on television all day.

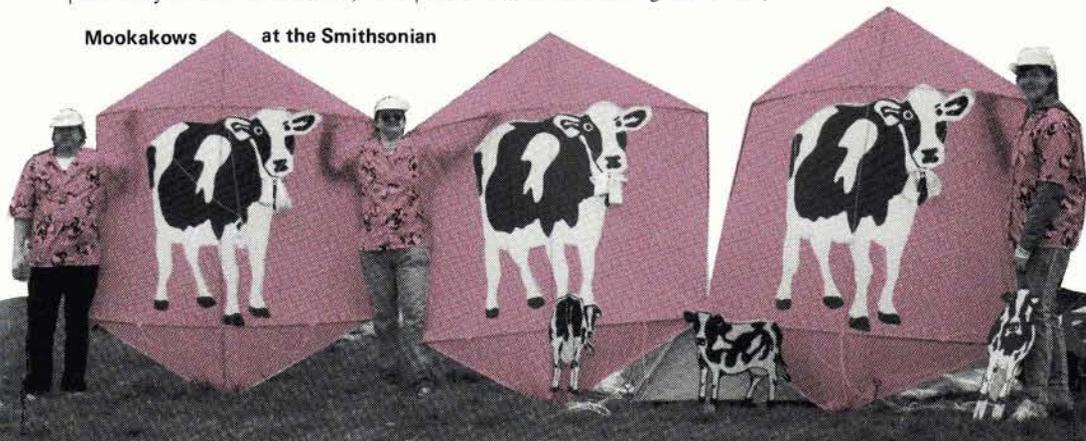
The pioneers of this idea were Dave Checkley and Jack Van Gilder of the Washington Kitefliers Association in Seattle, WA with their popular and aptly named Protest the Bowls Kite Fly, begun in 1974.

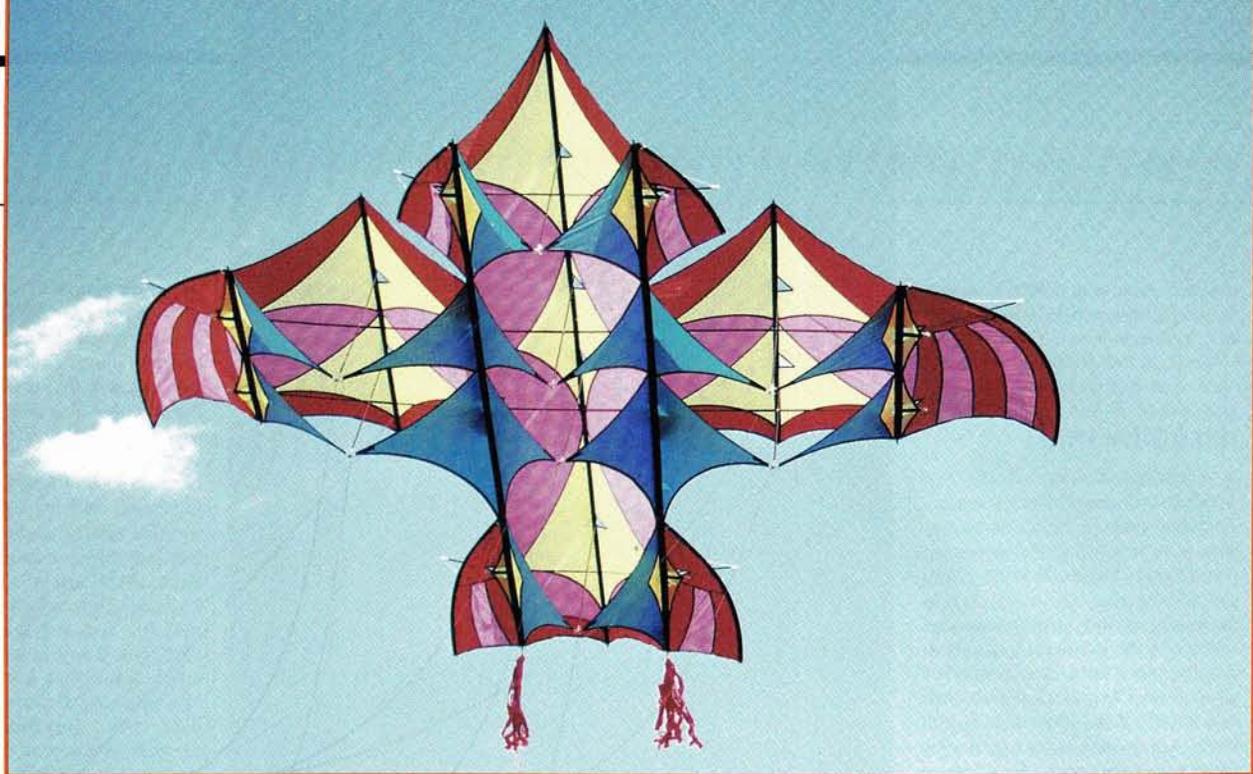


In Toronto, Ontario, Canada the Toronto Kite Fliers will hold their fifth annual Winter Kite Fly on New Years Day 1991. In its fourth year is the New Years Day Kite Fly held by the Minnesota Kite Society at Spring Park on Lake Minnetonka. Also a regular event on the calendar of Kites Over New England is their New Years Day Kite Fly at Brenton Point in Newport, Rhode Island.

The latest cool climate defiant event is the Sno'Fly at Prairie View Park, Kalamazoo, Michigan. Here kitefliers do their stuff over the heads of dozens of ice fishermen, who "don't even look up at the kites," according to John Cosby, organizer. The park people in Kalamazoo are so hot on the kite fly that they are building a "warming facility" for spectators who want to watch the kites without freezing.

**Mookakows at the Smithsonian**





*Perfectionist, Competitor and  
Champion of Endurance Over Life's Stone Mountains*

## BOBBY STANFIELD



Bobby Stanfield, left, joins his "rival" Adrian Conn of Canada after the AKA convention awards in Hawaii last October. His Georgia friend Charlie Henderson goaded Bobby with the idea that Adrian was the one to beat. Adrian, a noted perfectionist (see *Kite Lines*, Spring 1983) says, "I have nothing but admiration for Bobby. He outstripped me by far." The two men meet seldom, only to compete, but are instant friends.

Kites: this page, Pro Spirit; opposite, Vanity.

Curly blond hair, a gentle Georgia drawl, a quick grin—this fellow doesn't come across as a fierce competitor, but he is one, with a capital C.

Robert (call me Bobby) Stanfield, age 43, walks methodically around his kites, two big beauties he's brought to a local gathering.

He opens a compact roll and checks his creations piece by methodical piece. The kites are a mixture of high-tech materials, well-thought-out design and hours of careful tooling and sewing. They are like nobody else's, and so integrated in conception and execution that to describe them one simply *must* use the word "beautiful."

Bobby first assembles Pro Spirit, a kite with a heritage from his Apachee of 1985 (see *Kite Lines* Spring 1986, page 57). On the ground it becomes a maze of struts and tension lines supporting colorful pieces of nylon in curved shapes. The three-dimensional structure gives the kite great presence, like a many-chambered palace—a fun house for elves.

As the wind freshens, Bobby stakes down the corners because the house is trying to fly away. When it is fully assembled, Bobby attaches his line, puts on his gloves and, with one backward step, starts Pro Spirit on its elevator-like climb. In a moment the kite is far overhead.

When Bobby is ready, he brings the kite down to his hand and it drops on the ground, like a house moved intact by a tornado.

Kites have been important to Bobby, or, as he puts it, "Kiting has been my emergence into the real world." Any long conversation with Bobby leads well beyond kites.

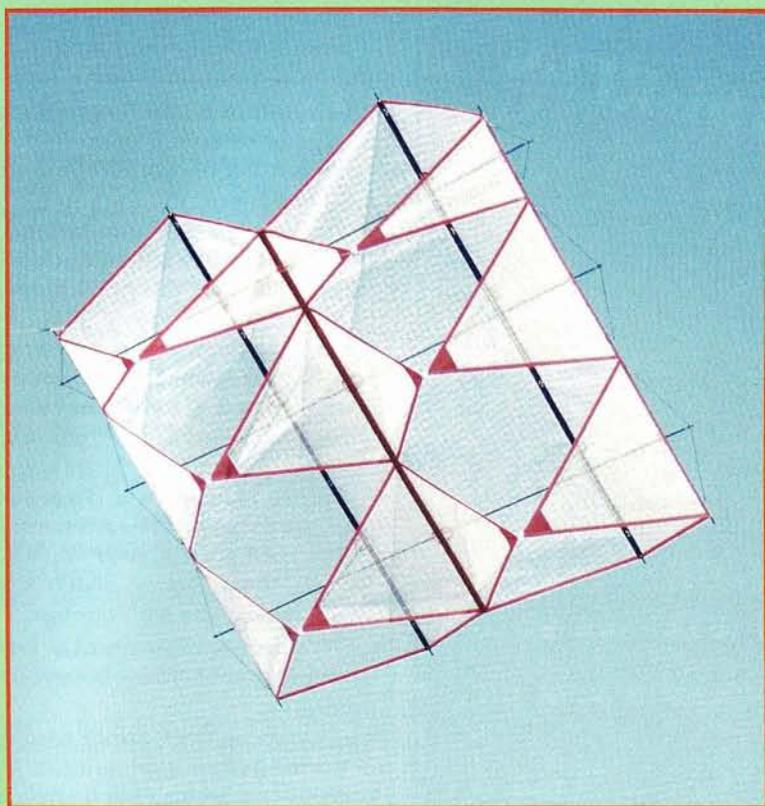
It might go back as far as third grade, when Bobby's artwork was put on display as the work of a "child genius." However, there was one piece, an "ugly giraffe," that wasn't perfect. "I couldn't bear for anybody to see it. It was enough to close down art for me."

It was years later before he would find his talent again, first in cabinetmaking, then in kites. The cabinetmaking started when he built a spice rack for a girlfriend.

"It was ugly. I had to make something better to prove myself." He became one of the best cabinetmakers in the South.

It was in a cabinet shop that someone told him to "go fly a kite." He didn't know it was an epithet, and since he had all the supplies he needed, he sat down and in 20 minutes built a barn door kite. That was 1984, and he's been making kites ever since, using a variety of materials.

Bobby likes to talk materials. He says the preference for spruce and basswood in kite sticks is misplaced: "Poplar's bet-



## THE STONE MOUNTAIN BOYS: How They Compete in Georgia

**V**ANITY is the name of the kite. It's a taut rectangle with a closed back and triangular forward cells. It's made of clear "ripstop" Mylar (reinforced with cross-woven filaments), all outlined in red.

This is Bobby Stanfield's latest, leanest variation on his Stone Mountain Kite, built for one purpose only: to win the Stone Mountain Endurance Contest.

For 17 years, the Stone Mountain event had been unique in the annals of competitive kiting. Until its discontinuance in 1990, it was held annually on top of "the biggest rock in the world" in a park east of Atlanta, Georgia. The contest had its own rules, records and rhythm.

The rules were simple. Maximum of four people to a team (20-50 teams would typically show up). Minimum age 18 years (no kids). Your kite had to be launched by noon Saturday. No wire in your line. If your kite touched the ground, you were done. Your kite line could be anchored, but your hand had to be on the line at all times. Last kite down won \$200.

In 1988, the three-man team of Bobby Stanfield, Kirk Charles and Charlie Henderson broke the Stone Mountain record, flying 25 hours and 17 minutes. In 1989, Bobby had moved to California and couldn't compete. (Does Bobby itch to set a new record? Does a bear live in the woods?)

The rhythm of the contest was like this, says Bobby: "In the early part you had to get past the twisting and crossing of the lines from the crowd of contestants.

"Phase two was surviving the night—with winds up to 30 mph and temperatures below freezing. But you could see the twinkling lights of Atlanta in the distance, and it was thrilling to see the sun come up at daybreak.

"Phase three was the heat and low wind. About noon the wind would really die, and all the deltas would start to drop out of the sky." Bobby looks square into the listener's eye. "And that's where I'd get 'em."

"Stone Mountain really put a kite to the test. It was about having a kite that could survive all kinds of conditions and wind. You had to risk *losing* a kite.

"It was about every high-tech trick in the book: the strongest and lightest spars, the latest and toughest lines, spring-loaded bridles, tails that deteriorated gradually as the winds subsided.

"It was about psychology. A team would roll a wheelbarrow full of firewood for their tent and say, 'We're ready to go another night.' The other guys would start to gradually pull in their lines."

"And it was about camaraderie." Bobby, Kirk and Charlie found it hard to give up their annual ritual on the rock.

"I think we flew ourselves out of business," Bobby says. "The park people had to stay up all night to monitor the flights." There is hope that with the right kind of help the park might revive the contest.

Luckily, there are other ways for Bobby to compete. He makes this clear as he leans over and boasts with a grin, "I've lost a kite contest—*once!*"

—V.G.

ter than both of them." He was inspired by the kites of Adrian Conn of Canada to use lighter and lighter materials. Soon, he was building spars from square-cut balsa embedded with boron, 400 strands per spar. He was shaving carbon fiber rods down to the slimmest possible size. He was having extruded rods reamed on a centerless grinder in a machine shop.

Suddenly Bobby changes pace. Like the Ancient Mariner, he must tell his story.

"I rarely talk about it, but I built Apachee during therapy. What was going on was a lot of stuff at a subconscious level that happened in Vietnam.

"I had met a child over there, a pimp, a war victim, burned and his hand crippled. We developed quite a relationship. We'd talk about going back to America.

"Then I was sent away for about four months. When I came back, I went to where he had lived. The place was in an uproar; people were spitting at me. I asked an old man and it became clear: the boy had been murdered—chopped up and scattered into the streets by the North Vietnamese.

"I went crazy. I had no conscious memory of it for 15 years. I came home addicted to drugs and alcohol, a 'typical Viet vet.'

"Within about two years, I got clean and started the process of growing up. I was in therapy for about three years and at the same time started building a kite. It was very complex. The cells were the rooms where the child went in and out. The red and yellow represented anger and rage. It was warlike in appearance. Even the name, Apachee, was about a warlike people, angry at injustice. All these emotions that I didn't recognize at the time were emerging in the kite."

**E**ventually, Bobby became a counselor to other addicts, "trying to get the message across about getting clean, getting sober. It was obsessive work. I felt it had to be done *today*. I never knew why. The Vietnam memories didn't surface until after the kite was complete. To this day, it brings back emotions.

"Apachee has evolved into the kite called Pro Spirit, which is a cooperative effort; my girlfriend Bobbi Lane and her son Mike helped me with it. Now I see happy colors, the freedom of a bird. However, the *outline* is in red. The anger has moved from the core of the kite to the outer edges. The core is a lot happier, and

# Spyro-jet

...NEW NAME...  
...NEW ADDRESS...

We are happy to announce that the compagny has moved to a new location to better accommodate the growing demand for the **SPYRO-JET** line of kites and accessories.

The **SPYRO-JET** kites are now manufactured by

**"CERF-VOLANTS AZUR INC."**

and the new address is:

**2177 Masson street, suite 210, Montreal  
Quebec, Canada, H2H 1B1**

Our new phone and fax numbers are:

**(tel.) 514-528-8155  
(fax) 514-525-9010**

**CERF-VOLANTS AZUR INC**

Please don't hesitate to call us for any information you may need.

*Robin Parent*

Robin Parent  
designer of the SPYRO-JET

## Profiles . . . Continued

it's also a little smaller. The powerful need to express is a little smaller.

"When I say these kites are a part of me, I really mean it."

He describes Vanity in personal terms, too—a clear kite, but still with the *red outline*. "It's one piece, one message. I'm finding the freedom to do what I want.

"One of the things in recovering from an addiction is building self-esteem. I was brought up on John Wayne movies—but Vietnam was *lost*, dammit, and it's important for me to win. There's enormous pain when I look back at 15 years of stuffing these powerful emotions—I was embarrassed to talk about it. It's important to know that no matter where we come from we can push through.

"It's hard to adjust that I'm looked up to and respected. That's been years in the making."

**W**e have another chance to grab some wind before Bobby has to fly back home to California. Bill Tyrrell, Angela Dittmar and Bobby join me at a nearby field where the winds are usually good. But today the air is shifty and gusty.

Pro Spirit does well. Vanity is not so docile. Bobby thinks he will let it climb above the turbulence and gives it every inch of line from his big Charlie Henderson winder. Vanity climbs and hovers—and then turns down. The kite drops into a tall pine tree and sticks there.

Bobby starts to fly Pro Spirit beneath Vanity's line, to lift it out, but then decides not to risk losing both kites. He starts to climb the tree, and we are terrified by the sound of snapping limbs. Then a neighbor comes out with a two-story ladder. He and Bill brace the ladder while Bobby climbs. We are suffering severe anxiety—Bobby for his kite, the rest of us for Bobby.

Finally Bobby untangles Vanity from the branches and it rolls with slow-motion out of the tree into the air—and into another tree!—rolls out, all the way out, and comes down to the ground like a feather. Limply, we cheer. Bobby checks Vanity for damage—one small tear.

That night we have dinner at a place where we can eat a lot and talk a lot. But we don't talk about kites. I think the terror of nearly losing Vanity is still too close. We don't want to tempt the gods by speaking about it. After all, Bobby needs all the luck, and energy, and pure Pro Spirit he can get to keep on competing—and winning—in kites and life. ♦

Family

Fax



Free

Fly

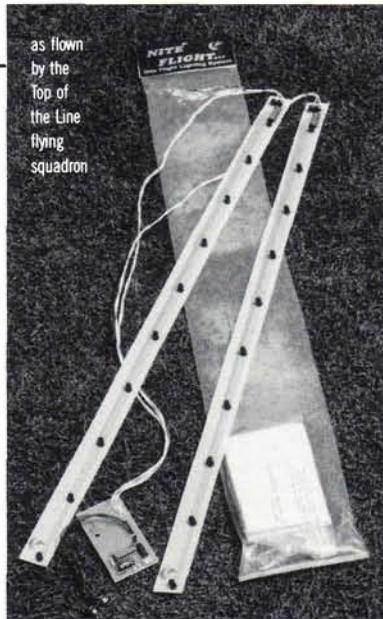
3rd Annual  
Ethnic Expo  
Family Kite Fly  
Oct. 14, 1990

- Competitions
- Free Fly
- Free Kite Making
- Trophies

Associated with  
"One Sky, One World"

For more information  
Ethnic Expo Kite Fly  
123 Washington St.  
Columbus, IN 47201  
812-376-2500

as flown  
by the  
Top of  
the Line  
flying  
squadron



The brightest most advanced kite  
lighting system available.

### NITE FLIGHT LIGHTING SYSTEMS

Phase 1 (01) System: 2 24" x 1" flexible strips. Ten lights per strip, sequentially lighting building to a brilliantly lighted strip. And introducing: Phase 2 (02) System: 2 24" x 0.6" flexible strips expandable to 48" with 02 + add-on system.

Dealer inquiries invited.  
See your local kite shop  
or contact us at:  
13304 E. Valley Blvd.  
La Puente, CA 91746  
(818) 961-8849

**NITE  
FLIGHT**  
LIGHTING SYSTEMS

# It Takes Teamwork

THE LARGEST KITE IN THE WORLD  
on its first visit to the USA, dwarfing its flight team



Copyright © 1989 by C. S. Newcomb

The World's Largest Kite visited the 1989 Washington State International Kite Festival (Long Beach) in August where again it proved itself a phenomenon among record-holding kites by the *repeatability* of its performance. It first flew on August 8, 1981 in the Netherlands. Some insight on the CS 550m<sup>2</sup> (named for its size and designer) was provided by an interview with John Verheij by David Gomberg. Excerpts follow:

**DG:** John, how do you pronounce your last name?

**JV:** Fer-hay. Is it a difficult name?

**DG:** Well, it's not difficult where you come from.

**JV:** You say fer-high, we say fer-hay.

**DG:** Well, you've been flying these trains of kites for a couple of days now.

**JV:** Yes . . . the wind is a little bit too low and now I fly a train which has the design of Ohashi-san, who is here at the moment.

**DG:** Yes, his is a long string that goes off into the clouds . . .

**JV:** It's only a matter of *time* to make a long string . . . and to make more kites, of course.

**DG:** Everybody is struggling to keep theirs up today.

**JV:** In the morning, we had sufficient wind, but now it is less. But I think kitefliers have to deal with all kind of winds: light and strong. I'll never agree when kitefliers say, "Oh, the wind is not good," or "the wind is too strong," or "the wind is too low." No, you look what the wind is, then you pick your kites.

**DG:** Never the wind's fault?

**JV:** The wind is never at fault. It can be *difficult*, when you have, in our instance, eastern winds. They are turbulent, with strong gusts. You have to, well, pay attention to that and pick the right kite.

**DG:** Tell me about launching the big kite yesterday. How did that go, compared to how you have flown it in other places?

**JV:** The first time we tried to launch it, indeed, we did launch it, but it was bridled a bit too low. You see, when we flew it a week ago in the Netherlands, it was very hot. When it is hot, the air inside the airfoil expands, and you get more lift. And what happened there was, it became too high and almost tended to come overhead. So we took it down and bridled it lower. When we came

here, it still had the low bridle on it, and it flew too much against the wind. That's why it was going from left to right and we couldn't get it under control. We made the right decision: we took it down and bridled it higher. And due to the fact that the temperatures are lower here, it flew perfectly.

**DG:** It looked very good. You have teams of people on each side pulling on the shroud lines, almost like a dual-control kite.

**JV:** No, no, the function of the steering lines—that is what we call them—is when the kite gets out too far to one side, we correct it a little bit by pushing it back. Such a big kite takes a lot of time before it reacts to the wind. If it is pushed to one side, then it needs very much time to get back again. We just help it. It can easily fly with-

out the lines. We then take a bit more risk, but, normally, our assignment is, let the steering lines hang loose. The kite flies itself.

**DG:** So you're not steering it, you're just helping it do what it would normally do by itself, but a little more quickly.

**JV:** Yes; because you get accidents when it comes down in public, you, at times, pull it back a bit, just to keep it in front of you.

**DG:** Well, what do you and the Dutch fliers think of Long Beach?

**JV:** We have been here three days, and I am enjoying myself very much. Yesterday it was *crowded* with kites and banners and so on. Today they all lie on the ground, and only the light trains are up. But, well, that's a matter of wind again, and I think the people are friendly. I am enjoying myself very, very much.

**DG:** Good. We'll look forward to the rest of the week when it gets even more crowded.

**JV:** Yes, and tomorrow we are going to try again with the big kite, and the day after, or Saturday, for the third time.

**DG:** Those of us that have seen it already were just delighted.

**JV:** We know that we were invited here by the festival organization, and we really want to give them the show that they asked us to do.

**DG:** Wonderful. John, you're the public relations person for the Dutch team.

**JV:** Yes, they nominated me for that job.

**DG:** It's a dirty job—

**JV:** —but somebody has to do it. ◇

*For the Record Continues . . .*

## Flying a big kite takes TEAMWORK (and a color-coordinated crew)

After the kite is unpacked and unrolled, it is positioned on the ground with one corner facing the wind. The intake vent at that corner is held open to let in air. The kite is held on the ground by a crew of 30-40 people, divided into groups identified by color. Each color has its specific duties.

**PHASE 1: INFLATING.** The yellow group is at the port (left) keel; the blues are at the starboard keel; the greens are at the leading edge on the port side; the whites are at the leading edge (starboard) and trailing edge.

**PHASE 2: TURNING.** All groups hold their positions while the kite is turned into (facing) the wind. Then the white group at the leading edge goes to the starboard steering line, and the greens go to the port steering line.

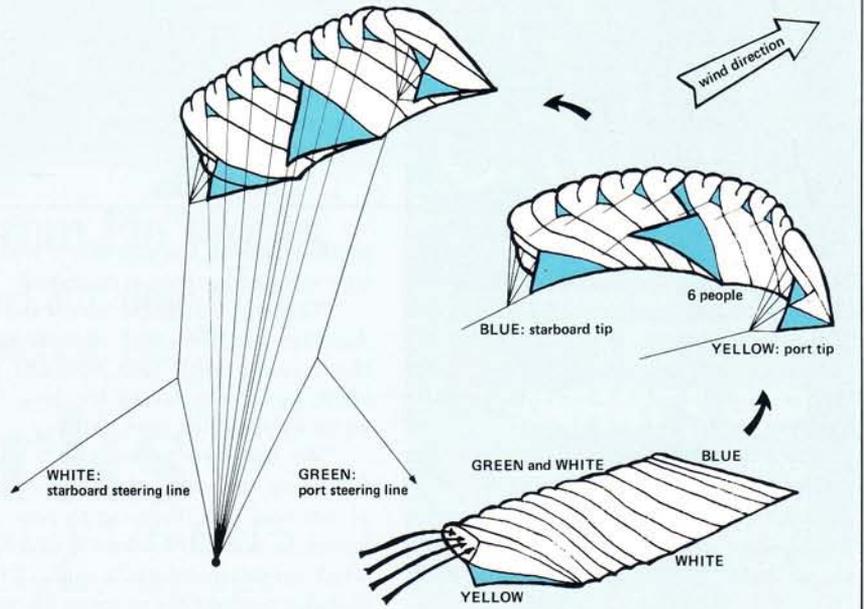
**PHASE 3: STANDING.** The kite's nose is then lifted up by three people. The outside keels are held by the yellows (port) and blues (starboard). The center only of the trailing edge is held by six whites.

**PHASE 4: FLYING.** On the command "Let...GO!" everyone lets go! The yellows move from the port keel to the port steering line with the greens. The blues move from the starboard keel to the starboard steering line with the whites.

**UNSUCCESSFUL LAUNCH.** On the command "Back...to...positions," the yellows and blues go back to the kite and hold it down by the nose and keels. After that, it's back to PHASE 3 again.

**STEERING.** Steering the big kite is done by "pulling" or "giving" the steering lines. For example, the command might be, "White, give one yard!" or "Green, pull one yard!"

**LANDING.** Landing the big kite is done by pulling on one steering line and giving on the other until one keel reaches the ground. Then the nose is brought down and held in place.



### Different Kites, Different Records

Having committed ourselves to accepting records for specific brand models of kites (see Winter 1988-89 *Kite Lines*, page 64), we feel obliged to report a record set in Galveston, Texas on April 6, 1990 at the Texas Gulf Coast Stunt Kite Challenge.

Don Corley and Craig Shrader of Frontier Kites teamed with Stephen Newberry and Kevin Hill of Kites Unlimited (all of Texas) to accomplish the feat. But with winds gusting to 35-40 mph, they invited two more pilots to help, for fear of being pulled out of the trench which had been dug into the soft beach sand. Donny and Mike Simmons of Skyward Kites (Florida) were added to the crew.



Big body grab going on for the Frontier record set in Texas.

#### Comment

The flight of 38 Frontier F-1 stunt kites is no small achievement. It does "beat" the previous record for Peter Powell four-footers which (rumors to the contrary) still stands at 28, set by Eric Adamusko and George Wendt on August 17, 1988 in Nags Head, North Carolina. Peter Powell kite devotees,

thinking that Frontier Kites are copies, are duty bound to try to beat the "new" number. However, people who think Frontier Kites are quite different—or even just a little different—should not have to worry about the Powells because this new

record for Frontier Kites certainly stands—as a record for Frontier Kites, period.

*Kite Lines* is unwilling to group together different brands, only to have fine distinctions of size or construction become bones of contention in such "classes." We're holding to our original standard: each brand and model sets its own records. Frontier Kites has a mighty good one.

Flash: just as we suspected, a group of Peter Powell pilots is gearing up right now in Nags Head, NC, to go for 50! Stay tuned. —V.G.



Sarah Eppenbach flies a kite at 36,000 feet.

### "Altitude Record" Set

On June 4, 1989 at 10:50 p.m. Honolulu time, four members of the Society of American Travel Writers flew a kite at 36,000 ft. altitude while traveling American Airlines flight number 0062 between Honolulu and San Francisco. The four kitefliers were: John Poiriroo of Yosemite National Park, California; Claire Walter of Boulder, Colorado; Dave Falconer of Portland, Oregon; and Sarah Eppenbach of Juneau, Alaska. Passengers and a flight attendant witnessed the event. The flight plan and pilot confirmed that the aircraft reached 36,000 feet before the kite was flown.

The kite, a sparless folded paper delta, was designed by Michael Best of Airtime, a kite manufacturing company in Hawaii. The kite itself was signed by the participants and formed part of the package of documents supporting the claim.

*Kite Lines* has heard of at least two other in-flight kite flights at high altitudes so this is an old joke, but it is definitely the best documented of the type.

### Slippery Record

Traction by kite over land and over water are popular areas for record-setting. Now comes a different kind of claim, for traction over *ice*. It is certain not to be the last word on the subject—but it is the first and best-documented so far.

Jim Henry of Coon Rapids, Minnesota sent us documentation including: "On February 25, 1990 I pulled myself across Lake Mille Lacs (about 100 miles north of Minneapolis) using a train of three Hawaiian Team Chevron kites. For pro-

tection against ice chunks, I tied myself to a simple plastic boat-type sled.

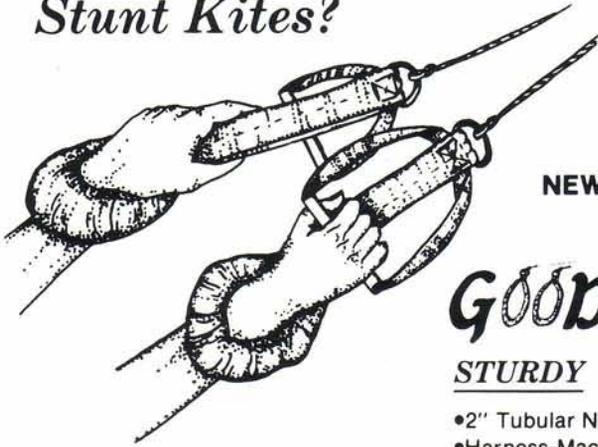
"The trip across the lake was 18 miles. Another kiteflier, Rick Sheehy also tried the crossing with two Spin-Off kites in train, but it was taking too long for him, so he stopped just over halfway.

"We had two snowmobiles and a van following in case of trouble. My trip across the lake took approximately 2½ hours—it was dark when I finished. The wind varied from 10-25 mph. The snowmobiles clocked me at up to 18 mph." ◇



Shades of the classic Pocock traction record set in 1820. But that was on land. Jim Henry does it on ice.

## Tired Of Being Bullied By Your Stunt Kites?



\$19.95 per pair  
Add \$3.00  
for shipping  
and handling

**NEW & IMPROVED!**

## GOOD GRIPS

### STURDY

- 2" Tubular Nylon Webbing
- Harness-Machine Sewn
- 2000 LB Test Stainless Steel D-Ring

### COMFORTABLE

- Foam Filled
- Built-in Handles Allow In-flight Relaxing Of Either Fingers Or Wrists

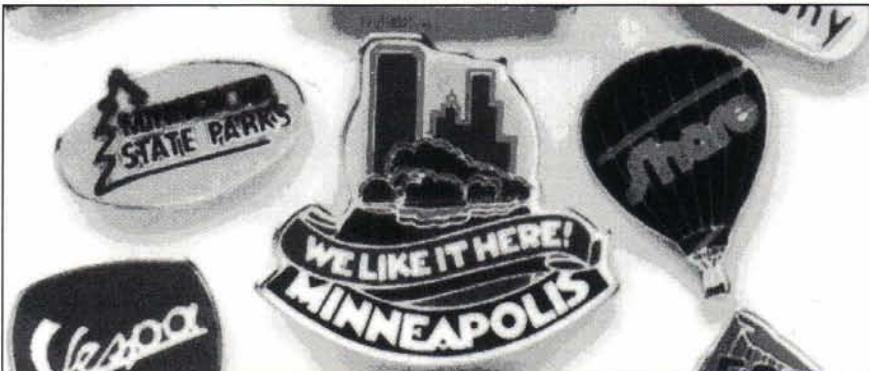
### TESTED

- Thoroughly Tested With Small And Large Stunt Kite Trains
- Used Extensively For Flexifoil Train Jumping



To Place Your Order, Call  
1-800-334-4777 (outside NC)  
or 919-441-4124 (in NC)  
P.O. Box 340, Nags Head, NC 27959  
Dealer Inquiries Welcome

## Put Your Name In Pins...



with Custom-Made Pins From Pin Works.

"Quality Cloisonne, Enameled & Cubic Pins,  
Medallions, Buckles, Patches, Etc."

# Pin Works™

(612) 476-0602 FAX (612) 476-6815

432 Mill Street Suite 200 • P.O. Box 3 • Long Lake, MN 55356

# WE'VE GROWN

What's Up products are found in  
fine kite stores everywhere.  
Wholesale to the trade only.  
Dealer inquiries invited.

## WHAT'S UP

4500 Chagrin River Road  
Chagrin Falls, Ohio 44022  
216/247-4222

## SKYLINE•PRODUCTS

### WEENIE•SOXS©

4" Diameter  
10' - 20' - 30' - 40' - 50'

### AIRTUBE•SOXS©

6" Diameter  
30' - 60' - 90'

12" Diameter  
90' - 150'

### SKYTUBE•SOXS©

24" Diameter  
90' - 150'

Colors: Rainbow, Firebird, Red-White-Blue  
Larger Sizes & Colors On Request

ALSO: KITE•STUFF BAGS,  
KITE•STUFF CASES,  
WINDTUBE•SOXS©

### SKY•STRING©KITE LINE

Colors: White, Florescent Green & Orange

Write: SKYLINE©1990  
P.O. Box 125  
Montesano, WA 98563  
(206) 249-6361



FREE  
CATALOG!

## LOOKING FOR A KITE?

CALL (203)  
**426-9786**

Hundreds in Stock!  
**ADVENTURES**  
4 HEMLOCK TRAIL • SANDY HOOK, CT 06482  
*RAY & LYNN LUCAS*

## WINDY DAZE

KITE and SPORT  
DISCOUNT SALES &  
MAIL ORDER

- KITES
- PARAFOLS
- STUNTERS
- QUADS
- ACCESSORIES

EXTRA SAVINGS TO  
A.K.A. MEMBERS

FREE  
SHIPPING  
ANYWHERE

**(215) 630-WIND**  
Randy & Nancy Hofer

# Kite Retail Seminar

APRIL 8-12, 1991

## A Comprehensive Four-Day Study In The "How-To's" Of The Kite Business

- Proven Sales Techniques
- On Target Employee Incentive Programs and Training
- Exciting Store Layout And Design
- Strategies For Consistent Growth
- Successful Advertising And Home Run Promotions
- Effective Business Management



Join Others & Discover The Trade Secrets  
That Make The Kite Loft A Leader

For More Information, write or call THE KITE LOFT, P.O. Box 551,  
Ocean City, Maryland 21842. (301) 289-7855. FAX 289-5726.

TRYING TO LAND  
A GOOD KITE



FLY WITH US  
SEND \$1.00 FOR OUR CATALOG TO

★ U.S. KITES ★

P.O. BOX 494  
HENRIETTA, N.Y. 14467

Factory  
Direct  
**DISCOUNT**  
KITES & ACCESSORIES

Major Brands  
LOW  
Factory Direct Prices!!!

Call or Write for  
Our Free Catalog.

**Flying Things**

130 S.E. Highway 101  
Lincoln City, OR 97367  
(503) 996-6313

## Empty Spaces

### Elma Mots

*Elma Mots died on June 3, 1989. "Tangled Lines" (newsletter of the Kite Society of Wisconsin) ran a story by Jeff Kataoka from which we excerpt the following:*

Frank and Elma Mots were married in June 1962 and formed Mots Original Acrobatic Kites. The two soon became a familiar sight at the field next to the Milwaukee Gun Club, flying their single-line "acrobatic" kites. People were amazed at Frank's ability to make his kites loop and dive with just the snap of his wrist. Frank died in May 1978 at the age of 88. It was then that the Mots Festival was formed as a memorial to the Kite King of Milwaukee.



Elma Mots

We will miss you, Elma. We will miss seeing you with your embroidered tuxedo taking pictures with a 1950s Kodak camera, asking people to sign your special autograph book, surprising people with a shower of confetti. We will miss hearing the stories of every Mots kite and how the cover of each was designed, and which one was Frank's favorite kite. What we'll miss the most will be watching you enjoy your special day. You were so proud of your Frank.

*The 13th Annual Mots Memorial Kite Festival will be held September 15, 1990 at Veterans Park on Milwaukee's Lakefront.*

### Frank J. Quin

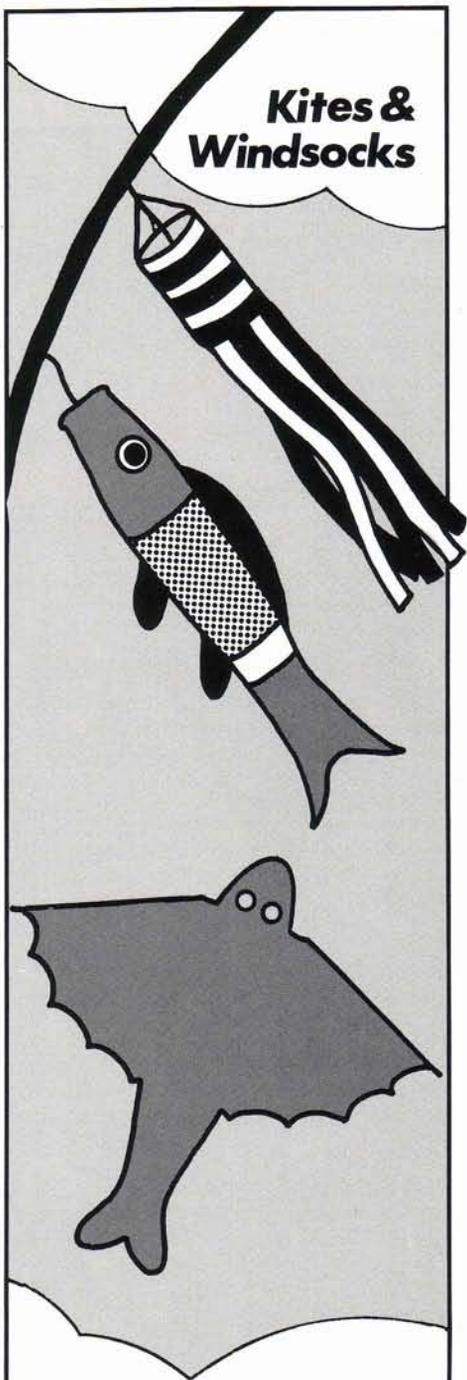
Well-known photographer Frank J. Quin died on October 12, 1989 at the age of 76.

Born in Brooklyn, New York he worked for the New York *Daily News* photo department until he retired in 1977.

Photography was his first passion, but he was also an avid hiker, golfer and kite-flier. Even his automobile license plates read "KITES." He earned the nickname "Kiteman" when he took backpacks full of kites and carp windsocks to places like Singer Island and Juno Beach in Florida, and Montauk and Amagansett on Long Island, New York.

Town officials in East Hampton, Long Island have confirmed they are planning a Kiteman Day to honor Quin, but the date has not been decided. —V.G.

## Kites & Windsocks



**MODERN TOYS  
MAKERS CO.**

Manufacturer & Exporter  
of Kites & Windsocks

*Customers' designs are welcome*

P.O. Box 35-6  
Taipei, Taiwan, R.O.C.

Telex: 34380 Motoys  
Phone: (02) 265-0223, 0224, 0225  
Fax: (02) 262-8695

Quicksilver, Shanti and Stratton have been with us. As kiting has grown, so have we, adding prestigious friends like Buffalo Cody boxes, Mark Cottrell, Martin Lester, Peter Lynn, Paraflex, Professor Waldof, Sky Delight, Speed-Wing, Spyro-Jet, Top of the Line, Trlby, Vertical Visuals, Windy Kites, Wycombe.

# WE'VE GROWN UP

What's Up products are found in fine kite stores everywhere. Wholesale to the trade only. Dealer inquiries invited.

**WHAT'S UP**

4500 Chagrin River Road  
Chagrin Falls, Ohio 44022  
216/247-4222



Number Sixteen in a Series

**Nº 9** (Number Nine) is the largest in a series of nine original kite designs I made in 1987 for an exhibit in Paris.

Although I am an illustrator and graphic artist, I had always wanted to step into the third dimension; making kites allowed me to fly away from my drawing table.

Because I took aesthetics more than function into consideration, two of the kites were unable to fly properly. Nevertheless, the others did fly all right, and in my opinion Nº 9 was the most successful, both in design and flight efficiency.

Since these kites were finally to be shown in the Grand Palais, which is a huge 19th century exhibition hall with a splendid 180-foot-high curved glass roof, I decided to enlarge them, so they would not be overwhelmed by the giant space. Nº 9 became the largest one, with a 33-foot wingspan and a total length, including windsock tail, of 53 feet.

I used fiberglass (fishing rod) tubes for the spars and ripstop nylon for the wings. The kite is composed of three separate sails: the red left wing, green right wing and central black behind them; the wings do not touch each other. All the spars are fitted together on a wood and aluminum joint.

Unfortunately, on the first flight attempt a sudden wind turned the 20-lb kite upside down and broke two spars. Next attempt, I made sure to tie the kite down during assembly, but it was also a failure, because the bridling allowed the spars to bend too much. Finally it flew for the first time, with a new 13-point bridle, in February 1989 in Paris. I was then able to take it to Weifang (China) for the kite festival a couple of weeks later, a trip offered to me by the Dieppe (France) festival organizers.

Last summer, Nº 9 made several other perfect flights and I am now very confident in it, although it is unstable if the wind is too strong.

The graphics and colors of this kite are inspired by those of maritime signalling; with an imaginary functional look it becomes a flying signal in the sky, like a buoy in the ocean.

—Pierre Fabr , Paris, France



Helpers prepare to launch the 33-foot Nº9.

This *Kite Lines* series features a reader's kite picture on a whole page in full color in each issue. Yours could be the next one! What kind of kite photograph qualifies for this honor?

First, the kite must fly well. Supporting information must be included describing the kite's typical flight and giving its dimensions, materials and history.

Second, the kite must be beautiful. Agreed, beauty is in the sky of the beholder. This is an openly subjective criterion.

Third, the kite must show some quality of originality in either form, craftsmanship, color, decoration or use of attached elements. (No commercial kites, please!)

Fourth, the photograph (as a separate consideration from the kite in it) must be of high artistic and technical quality—sharp, well-framed, rich in color. For printing, we prefer 35mm or larger transparencies. We can also use color prints if they are 8" x 10" or larger. Tip: we favor vertical format over horizontal.

The photograph should be taken in one of two modes: as a close-up of the kite in the sky, the kite filling at least one-third of the film area; or as a background-inclusive shot, showing people, scenery, etc., behind the kite. In any case, the kite should be shown well, although not necessarily flying, as long as the supporting information establishes the kite's flyability. In fact, background features give a reference point and sometimes increased interest to a picture.

We suggest you take many pictures of the kite. Snap it in the sky, at festivals, morning, noon and night—even indoors on display. Discard any preconceptions of what a "correct" kite photograph should be. Then send us no more than *five* photographs of *one* kite at a time. To avoid risk of sending an original transparency or photograph, you may send a duplicate for review.

Ship in stiff protective packaging and enclose a self-addressed envelope with stamps or international reply coupons for return of your material—otherwise, we cannot guarantee its return.

Photographs submitted must be not previously published. After publication in *Kite Lines*, further rights revert to the photographer and kitemaker.

*Kite Lines* credits both kitemakers and photographers. A photographer may take pictures of a kite not his or her own, but in such case should ask the kitemaker's help in supplying information for the submission. *You* are invited to enter! You have nothing to lose but your obscurity. ◇

Kiting's growing up  
and so is What's Up.  
We're proud to say

WE'VE  
GROWN  
UP  
WITH  
THE  
BEST

What's Up products are found in  
fine kite stores everywhere.  
Wholesale to the trade only.  
Dealer inquiries invited.

**WHAT'S UP**

4500 Chagrin River Road  
Chagrin Falls, Ohio 44022  
216/247-4222

**IN THE GREAT  
LAKES  
THE UNIQUE PLACE  
IS THE KITEFLIER'S  
"PRO SHOP"**

**OVER 250  
VARIETIES  
OF KITES,  
LINES,  
REELS  
&  
ACCESSORIES**

- ORIENTAL
- SPORTSMAN'S
- CUSTOM
- FINE ART
- STUNTERS  
&  
FIGHTERS



**THE  
UNIQUE PLACE  
WORLD OF KITES**  
525 S. Washington  
ROYAL OAK  
MICH. 48067  
(313) 398-5900

## Classifieds

Classifieds are limited to non-commercial and personal advertisers. Rates are \$1.00 per word, \$10 minimum, payable in advance. Publisher may edit or abbreviate for space. Send copy with payment to: *Kite Lines*, P.O. Box 466, Randallstown, MD 21133-0466.

### FOR SALE

**RIPSTOP NYLON:** White only (with Kool-Aid dyeing instructions from *Kite Lines*), .75-ounce, 75 cents per yard, minimum 10 yards, plus \$2.50 shipping for each 20 yards. Colors also: (red, blue, green, yellow, orange, black, pink), .75-ounce, \$3.50 per yard, minimum 5 yards, plus \$2.50 shipping per 20 yards. Some colors also available in .5-, .6- and 1.5-ounce while supplies last. Remnants, 3-5 yard lengths, various colors and weights, \$4.50 per pound includes shipping. From: Darrell Westmoreland, P.O. Box 125, Montesano, WA 98563.

**HAWAIIAN TEAM KITE**, used once, very good condition. \$110.00 firm. Call 718/789-1117.

**ASSORTED KITES**, excellent condition, some never flown, including Rogallo Corner Kites, Waldof Boxes, Kites of the Four Winds Snowflakes, other deltas, dragons, diamonds, stunters, tetras plus hoops, handles and line. From estate of deceased enthusiast. About \$1500 value if new. Write for detailed list from: Maddox, 1911 Hilltop Road, Pasadena, MD 21122.

**KITE PATENTS:** A one-line description, in list form, of every kite-related patent issued in the U.S.A. Information includes numbers, names and dates. More than 600 patents, more than 30 pages. Available for \$50 from Ed Grauel, 799 Elmwood Terrace, Rochester, NY 14620.

**THE BEAST:** A giant square-back Sutton Flow Form, 18 x 22 feet, can be flown on dual lines and stunted. See page 53 of the Winter 1989-90 issue of *Kite Lines*. This kite once held the record for world's largest stunter and it can be yours for \$1,000 U.S. Contact: John Compton, 280 Wellesley Street East #701, Toronto, ON M4X 1G7, CANADA; phone 701-922-2580.

### WANTED

**KITES:** Vertical Visuals Invaders and Jerry's Magic Deltas. Call with details 203/734-5225.

**KITE CLIPPINGS** and news articles are always wanted by *Kite Lines*. Surprise rewards! Send your bits and pieces to: Post Office Box 466, Randallstown, Maryland, 21133-0466, USA.

### FREE

**VIDEO TAPE:** For a free copy of an animated kite safety feature plus a video slide show of the 1989 Washington State International Kite Festival, send one blank VHS video cassette with \$2.50 return postage payable to: David Bogie, Idaho Power Company, Public Information Department, PO Box 70, Boise, ID 83707.

**KENTUCKY KITE COMPANY**

106 Sterling Avenue  
Mt. Sterling, KY 40353  
(606) 498-9438

- Kites of All Kinds
- Unique Catalog
- FREE SHIPPING in the U.S.A.

*"The Only Way to Fly"*

**the halo™ kite spool**

**Great Winds Kites**  
402 Occidental Ave. S. Seattle, Wa. 98104  
(206) 624-6886

**王舟**

**JOE VAUGHAN**  
P.O. Box 276  
Mifflinville, PA 18631  
(717) 759-3167

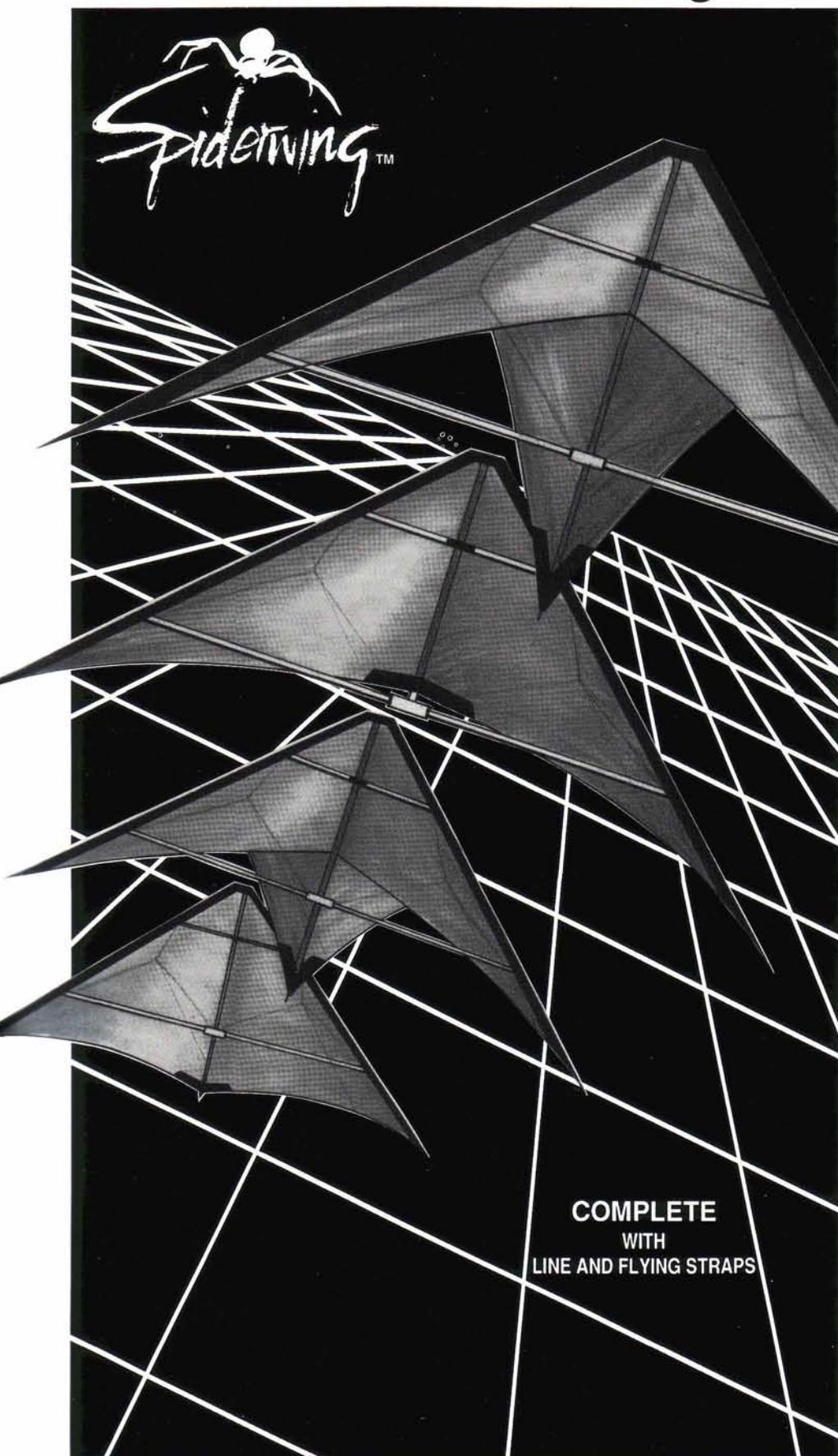
**KITEMAKING  
SUPPLIES**

A full range for  
all your kitemaking needs.  
Prompt, courteous service.  
Call or write for our catalog at

**GASWORKS PARK KITE SHOPPE**  
3333 Wallingford North  
Seattle, WA 98103  
206-633-4780

*Dealer inquiries welcome.*

# INTRODUCING Not just another stunt kite, but a conceptual break through... a series of stunt kites, all with the same interchangeable frame.



**COMPLETE  
WITH  
LINE AND FLYING STRAPS**

**Our Concept:** We have gone back to the most elementary principal of sail-powered craft: for optimal performance you must use different sail configurations for various wind conditions. The SPIDERWING series allows the flyer to enjoy the same freedom of choice that a sailor has to match his sails to the wind.

**Our 2 Meter Frame:** Constructed from ultra light fiberglass tubing, our frame starts out with the least amount of weight necessary to provide structure. Each wing spar has a unique three-piece system that enables an amazingly effort-free disassembly process for sail changes. The spines, which remain permanently attached to their respective sails have built-in dihedral tubes. The kites are capable of standing free, like a tripod.

**Our Bridle:** All SPIDERWING kites are entirely harnessed with SPIDERLINE, the original Spectra kite line. SPIDERLINE bridles insure minimal wind drag and distortion, low line weight, and a near absence of line stretch. All of these factors are extremely critical in gaining the highest performance edge out of a kite's bridle.

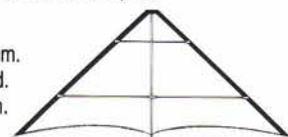
**Our Flying Line:** The SPIDERWING kite series has been especially designed to take full advantage of SPIDERLINE, the world's strongest kite line. Each kite comes equipped with a total of 200' of SPIDERLINE. Also provided is a pair of flying straps.

**Our Wings:** We have four different wing configurations in our 2 Meter SPIDERWING Series. Each has its own personality and unique flying qualities. Often, all four wings can be flown in the same wind conditions, but each has its

best range, with higher wing numbers indicating higher wind speeds in that range. Our 2 meter frame is entirely interchangeable between the 4 kites, with the exception that SPIDERWING III has a shortened spine.

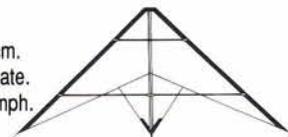
#### SPIDERWING I

Sail Area: 8200 sq. cm.  
Skill Level: Advanced.  
Wind range: 1-7 mph.



#### SPIDERWING II

Sail Area: 5300 sq. cm.  
Skill Level: Intermediate.  
Wind range: 2.5-18 mph.



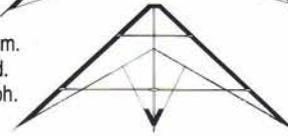
#### SPIDERWING III

Sail Area: 5100 sq. cm.  
Skill Level: Intermediate.  
Wind range: 5-22 mph.



#### SPIDERWING IV

Sail Area: 4100 sq. cm.  
Skill Level: Advanced.  
Wind range: 6-26 mph.



Each kite is available in a complete ready-to-fly package or as a Sail-and-Spine set only. Call us today at 800-227-7878 .

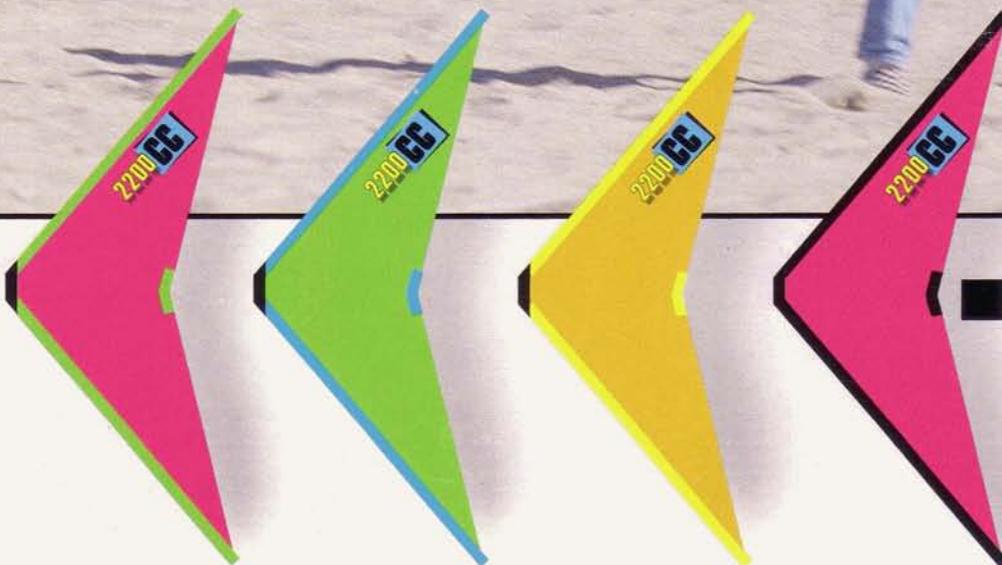
**Catch the Wind®**

Post Office Box 973 • Lincoln City, Oregon 97367  
503-994-9500 • FAX: 503-994-4766

# 2200 CC STUNT KITE

Challenging  
Excitement for  
all Dual-Line  
Pilots

## CATCH THE EXCITEMENT



go fly a kite® 

Leader in the industry for over 25 years.

Box AA East Haddam, CT 06423

203-873-8675

1-800-243-3370

Call or write for a free 48 pg. color catalogue.