

THE NEWS LETTER FOR THE BRIGHTON KITE FLYERS

THE TYE WHAT A PLACE TO FLY

Well the weather forecasters were saying all week that the weather at the weekend would be good, so my heart was sinking as they always get it wrong, but not this time. As dawn broke on Sunday I looked out of the window to see blue skies and a steady wind. So all looked OK for a good day. I got a phone call from Dave McArthur asking what the weather was like at about 8.00am as it was foggy with no wind in Guildford. I packed the car and set off to the Tye as I got closer I could see Peter Linnell was there as he already had his American Flow forms in the air and "BSE" his mad cow hanging on the line, and I knew Alan Outram was there as he had phoned me twice already to ask where he should go to the loo (opps - that should read where to put the loos). Once this was sorted and a few more people turned up we put up the club large inflatable which now not only include the Teddy, but a 60 foot green Octopus as well called "Oilly". As 11.00 approached which was the official starting time the Tye was full of kites of all shapes and sizes from the large club kites to the small kids kites, power kites with buggies and two donuts.

For those of you who remember the Brighton Kite festival last year may remember a group who come from Ashford, they did the man lifting in the arena. Well it was good to see them again at the Tye. With all their large power kites. As this team have adopted the name given them at the

Brighton Kite Festival by Simon Dann of "the Lunatic Fringe", what more can we say. But good to see you again and if you want a laugh look at their Website and them at the kites link, [www.e-l-f.org.uk](http://www.e-l-f.org.uk) One thing you may remember is that they all flew big multi-line kites for power, but on arrival at the Tye I handed them the Club donut and said have a go with this. Well that was the last I saw of it in, my control, all day off they went and now want to buy one. It just goes to show their El Presidente (see the website) is right; just as much fun can be had from single line kites as multi-line. Well this was only one of the things that their learnt that weekend their also learnt not to fly near kids with nylon lines as these cut line like a hot knife through butter, Their managed to get 18 of the bridle lines on the donut cut in this way. (Thanks for fixing it lads and lasses) and can we use your hall some time. Hope to see you soon again on the flying field. Capt. Bung dropped a few teddy bears during the day and raised some more money for the Rocking Horse Appeal (our local children's hospital)



Corinne Hennessey (membership secretary) off to give the poor chairman a hard time.

Scrachings the hang gliding pig had a few drops as well, after a period of rest after a bad crash at the end of last season last year, one drop heading over towards the road, but in the fell just a few feet short. Well done Scrachings and welcome back to the flying field.

It was nice to see lots of new and old members at the fun day, not to mention hundreds of members of the public. For those of you who were there may remember someone flying some large Parachutes, although not in the true sense of the word "kites" these looked great. Do any of you know who it was, as I did not get his name.

A special thank you must go to Mark and Co. for supplying the first aid cover for the day, the Birds of Prey for putting on a display and Mike and Linda having a kite stall. Not to mention all those who turned out and made it a day to remember.

Simon Hennessey



# TROUBLE WITH THE LAW

On a sunny breezy Sunday at the end of September, I was flying twin line in Stoke Park in Guildford. I was approached by the Park Wardens and asked to stop flying. Amazed at such a request I asked the reason. The Wardens said they had a number of complaints about the behaviour of a group of young men who were flying, or more to the point, being flown by traction kites at the other end of the park. They were using very long lines (of course) and arrogantly disregarding the safety of other people in the Park. They had been rude and impossible to reason with and so the Wardens had threatened Police action and decided to stop all kite flying that day.

A few days after that I was back in the park enjoying a bit of practice, when a voice behind me said, "If you don't stop flying that kite I will have to arrest you." It was the Police Officer whose beat included the park. She had been approached by the Wardens after the last incident, had looked into local byelaws and found a paragraph banning kite flying in the park. I explained that I was a member of a recognised club and had public liability insurance. I said that what she was proposing would be impossible to enforce and did she really want to arrest children flying their little sled kites. I told her I was a witness on the previous occasion and asked her to consider tackling the real problem, which in my opinion was the use of equipment unsuitable for that site. We parted on good terms and she was going to e-mail the text of the law concerned. I have not received that e-mail and have been to the Police Station to contact the officer but at present I have been unsuccessful. I am still flying in the park and will await further developments with interest.

It would be interesting to hear other flyers views on the subject of power kites being used in unsuitable locations by inexperienced flyers.

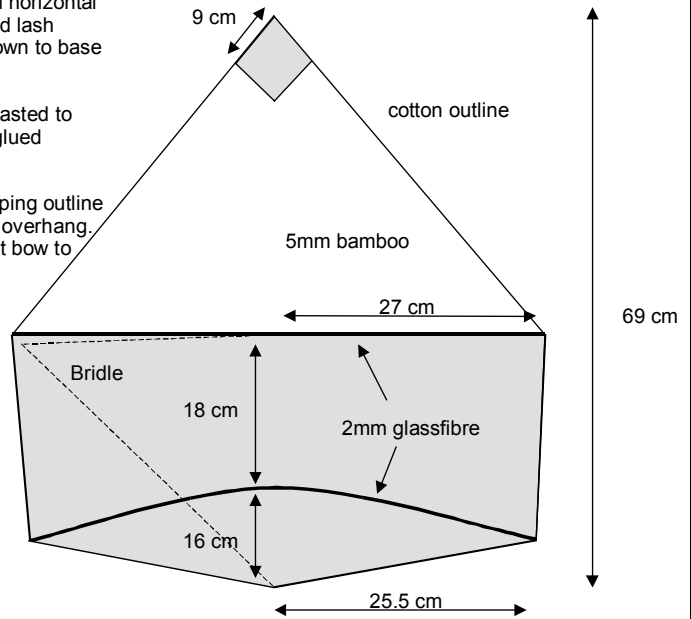
Dave McArthur

## Brazilian Pipa Fighter - not to scale

To set spars tie thread to head, spiral down and lash horizontal spar, spiral down and lash curved spar, then down to base of stick and tie-off.

Skin is hard tissue pasted to outline. Skin is also glued (evostick) to sticks.

Kite is bowed by looping outline over horizontal spar overhang. This also gives slight bow to spine.



Hastily drawn by Paul Chapman October 2002

**PIPA FIGHTER**

**The Smallest Kite ever flown according to the Guinness book of records was:**

A kite built by Nobuhiko Yoshizuni of Kyoto, Japan, which measured 10 x 8 mm (0.04 x 0.03 in), and was flown at the Seattle Cherry Blossom

and Japanese Cultural Festival, in Washington, USA, on April 18, 1998. Nobuhiko Yoshizuni has been building and designing kites throughout his life and is world-renowned master kite-maker. He is a member of the Kyoto Kite Association and of the International Friends of Small Kites organization.

# FENCING THE TYE

We enclose part of letter sent to the Department for Environment, Food & Rural Affairs, regarding the above.

3. The vehicle entry/exit at the junction of the A259 is unsafe for general use as this is an accident black spot. We feel that a vehicle entry/exit point somewhere towards the lower part of Gorham Way would be much safer. This could be a locked field gate with keys made available only to authorised people. There is a need for a small number of vehicles to access the Tye for events, such as the annual Telscombe Cliffs Kite Flying Festival, to carry equipment etc. We are aware that there are some councillors who are opposed to the Kite Festival and others opposed to any vehicles being on the Tye, but this is a genuine recreational use of the Tye, enjoyed by dozens of local people. Without proper access, the Kite Festival will

disappear, so this objection still stands.

4. We believe that most local people think that the fencing of the Tye is to exclude motor cycle scrambling, racehorse training, and travellers camping. However, it is now clear that none of this will be stopped by the fencing, but merely somewhat deterred. Anyone determined will still be able to make unauthorised use and abuse of the Tye. We are fundamentally opposed to the fencing of common land, but understood the needs as outlined above. Clearly those needs will not be met by this fencing, so we would therefore also wish to oppose the fencing of common land as a matter of principle.

Long live Kite Flying!

Pat & Chris Bowman

JAN 2003 JAN 2003 JAN 2003 JAN 2003 JAN 2003

# THE FESTIVAL THAT NEVER WAS

It started off like any normal kite flying weekend, several of us meeting up at the Turpin residence and loading lots of kites and gear into the trailer and hopping aboard the mini-bus heading for Lunen in Germany for our annual trip, Little did we know what fate had planned for us!!

We made excellent time on the motorway and arrived at Thurrock services to get a bite to eat before we met the others at the tunnel, some of us ordered burgers and drinks from Burger King, but before they arrived the fire alarm went off and we were all evacuated from the building with no food (what was this the start off).

We pick up the others near the tunnel, after loading up all more gear we set off and to get something to eat at the terminal, one thing to remember is every thing closes food wise as 10pm in the terminal. One of the traders was kind enough to cook some bacon for the hungry hordes. We arrived at customs check point and were directed through to the inspection area, they asked us all to exit the bus and open up the trailer so they could inspect everything, well the trailer was crammed with all our bags and we could barely open the sliding door but when Jerry finally managed to open it they said OK close it back up. We were then told to board the bus and were ordered to follow a van all around the complex to the X-ray machine, where we were ordered out of the mini-bus again and into a screened room while they X-rayed the bus and trailer, (our 10:30 train crossing had long since passed) So at last we headed for the train hoping to catch the 11:00 but we had just missed that one, and the trains now ran every hourly instead of every half hour, so we had to wait until 12.05am before we could board.

We arrived in Calais and drove up to Lunen for breakfast, Sean Turpin was asked to look out for a place named Ausfhart, which he was told was near Lunen and he found it, several times (Ausfhart is German for exit) after a nice Frushtuck we then went onto the flying field. We were told that our sleeping accommodation was the gymnasium and we had it to ourselves, so we drove there and set out our beds and sleeping bags and

went back to the field to do some flying, some of us flew for a short while and had our picture taken for the local newspaper but the wind was too strong and gusty so we packed up and went into town for a spot of retail therapy.

After our Friday night meal and party we went back to the gym about 11pm for some sleep, but about midnight a load more people came in and started setting up their beds and after an hour of noise and shouting we managed to get to sleep. We got up early on Saturday morning to find about 15-20 more people in with us, but we showered and went for Frushtuck only to be told the festival was officially CANCELLED because of dangerously high winds about 120kph gusting 160 kph, the kite traders were told they had to pack up because it was too dangerous, 1 trader had is stall destroyed over night, although 1 trader did stay open for most of the day.

Despite being cancelled at least 200 people stayed all day and went to the Saturday night party in the hanger, with beer prices as low as 4£ for 14 glasses of beer we all had a good time. Sean Turpin had a very good time with some German girls (although by the end of the night nothing below his waist was working) and some very good friends helped him back to the gym. These friends made sure he was ok during the night and the only one to sleep was Sean. About 2am another load of French, Poles and Germans came in and decided to hold a rave party and keep us all awake again because the roof had blown off of the other school gymnasium. In the morning Sean woke up feeling great, while the rest of us felt rather ruff.

On Sunday morning we all went for frushtuck but with the high wind there was no chance of flying, so several of us went into Dortmund to look around. However most of the shops were shut. While we were there we went into a café for a coffee and a young man named Bryn decided he must use the toilet and went down stairs where there were 2 toilets Damen and Herran and he was unsure which one to use, luckily help was on hand and he was told to go

into Damen (guess what) he was followed in by a young lady who pointed out Damen is the lady's.

On Sunday night the British group were all invited out by Christian and the others in his work party to a meal in a near-by restaurant, we all arrived about 7pm and were greeted by the whole group, one of the group came and translated the menu because it was all in German and we all ordered our meals and some starters, after we had eaten we pulled all the tables together and sat and had ice creams and drinks and had a thoroughly enjoyable night with our hosts. They said they were very sorry for us travelling so far for a cancelled festival but asked us to return again next year, and at the end of the night they picked up the tab for all of us despite the fact they had lost an awful lot of money due to it being cancelled and they reminded us that it was the 13th festival.

We all said our good-byes and headed back to the gym, and after a bit of basket ball and fun we settled down and went to sleep because we had to be up again at 4am ready for the trip home. We got up in the morning and packed all our kit into the trailer and Paul informed us he felt sick and needed to sit near a door just in case.

We left Lunen at about 4:45am and headed back for England, however on the motorway back, the police had closed it off for some reason so we decided to find another motorway even though it was many miles out of our way it was our best option, we spent another hour or more finding this only to find this one closed as well, finally arrived at Eurotunnel at about 5:30pm.

When we booked in we were told that as we were late we would have to pay a 50£ supplement despite the fact that it was not our fault and when we said that they had made us late leaving the girl at the office just shrugged her shoulder and said pay up. So we had to pay up and eventually made our way back to England, Despite all the problems we all had a great time, and cannot wait to go back next year and do it all again.

Paul Barret

# A NEW YEAR RESOLUTION

After a surprisingly good autumn, winter seems to have finally arrived, albeit with predominantly wet rather than the usual cold weather. For some intrepid kite fliers, the onset of winter may mean donning the woolly hat, wellies, and for the real softies, gloves, but otherwise no real change to their normal flying programme. For the majority of us, though, winter means a stop to flying until the spring tempts us back outside again.

Winter does not necessarily mean that all kite related activities need to stop though. Indoor kite flying has its challenges, and as earlier articles in Kiteflier have shown, it is possible to adapt many full size kite plans to miniature indoor versions. I have never tried it, but perhaps those of you into stunt kite team flying can use the winter to try out new routines with miniature tissue paper versions of your favourite kite? You could also try out new colour schemes to wow the crowds next summer.

For me, winter is the time to make all those repairs that have been out of during the summer, and to think about building new kites for next year. For those of you who have never attempted to make your own kite, make this winter the time to have a go. It really is not that difficult, and there is a real buzz when you try out your new kite and it soars up into the sky. I have built quite a few kites now, but none have ever flown at all. Some have not flown very well, and one or two still do not, even with a lot of tweaking and advice from other kite fliers, but the majority fly well enough to satisfy me and encourage me to try to improve my skills and expertise.

All the materials you need are readily available from most kite shops. If you cannot get to a kite shop, mail order is available for some items such as the ripstop nylon used for the kite itself, and the local wood merchant and DIY store can provide dowelling and other bits and bobs needed for your first kite (simple kites fly just as well with wooden dowel as they do with fibreglass or carbon fibre spars. Wood is also tougher and cheaper!). You probably do need a sewing machine. I am fortunate enough to have access to my wife's machine,

although I am banned from kite making from time to time, such as when costumes are being made for the local pantomime! I have attempted zigzag stitches from time to time, and am still trying to pluck up courage to have a go at an appliquéd kite, but for virtually all of the time I simply use a standard stitch. What this means is that if you decide to have a go at kite making and need to buy a sewing machine, you do not need anything exotic. I have just looked through the local paper and have seen a couple of machines for sale second-hand for about the same price as a decent flying line, so the cost of getting started does not need to be prohibitive. It is also easier to find out what you really need by having a go, so my advice would be to get something very basic (and cheap, as long as it works), and see how you get on. You will then be better placed to decide what sort of facilities you need, what sort of controls you get on with and so on if you decide to invest in something better.

There are a plethora of books with kite plans (many available from the Club Library) and there have been some excellent articles in Kiteflier as well. For your first kite, I would recommend choosing a simple design about 2 - 3 feet in size. Small kites seem to need to be made more accurately, and big kites can be quite a handful to make and to fly, but 2 - 3 feet seems a good starting point. As long as you think the design you choose is within your capabilities, choose something you like so that you have the motivation to finish it once you have started.

As for technique, be guided by whatever the author of your chosen design recommends. You can adapt future designs in the light of experience, although I think everyone of my kites has a different design of hem and / or edging. One of the attractions of kite making is that whatever you do, it really does not seem to matter too much. Getting a kite symmetrical is probably the only absolute rule. Cutting the material the wrong way, or not having a strong enough hem may mean that the kite material stretches over time, but even that does not seem to make a great

deal of difference in most flying conditions. Sewing technique does not seem to make much difference either. I read in one article of the perils of too short a stitch leading to a kite splitting along the sewing line like a piece of perforated toilet paper, but none of my kites has dismantled itself in flight despite using a wide variety of stitch lengths (and to be honest, on my early efforts the stitch length varied quite a bit on any sewing length greater than about 12"! ). Let's be honest, a beautifully stitched kite may look great on the ground, but who can see anything but the shape and pattern once it is more than 3 feet off the ground?

So, if you want to do something useful this winter, make a New Year Resolution to have a go at building your own kite. It really is not that difficult, and the satisfaction of doing so is immense. The chances of your first creating not flying or destroying itself are very small, and if you have built a kite yourself, who better to know how to repair it anyway?

Peter Jackson

## Harry & Mable

Its Xmas day with Harry & Mable  
And the family round the dining table  
There's daughter Dolly & her husband Bill  
The two grand children Suzie & Phil

On the other side sits son Don & Betty  
With their two children Malcolm & Letty  
Potential kites every one  
Co's granddad says that it is lots of fun..

So Boxing day up on the Tye  
Time to have a festive fly  
Malcolm & Phil try dual line kites  
Much to Harry & Mable's delight

The sky was dark - the wind was high  
Not quite right for a first time fly  
Malcolm went skidding across the grass  
Phil was sliding on his .....bottom

Said Harry  
"That's enough excitement for to day"  
But Malcolm & Phil still wanted to play  
The intrepid two needed a nice hot bath  
And every one had a wonderful laugh



# HIGH TECH - LOW TECH

Big Brother strikes again!

Some of you who went to the Portsmouth kite festival may have seen my first attempt to transmit live pictures from a lofted kite directly to the Internet to enable Internet users all round the world to see the event live and in real time.

Sadly I had cocked up the mathematics regarding the transmission capability of the "hanging" dipole used for the aerial and because of this error I found that the maximum distance between the transmitter and the ground station was a measly 10 meters or so, not really enough to do what I had hoped for.

However with the aid of Ron Dell (Lens Puller) and Alan Outram (Key Grip) I managed to run a few "grounded" tests and using my mobile telephone to log onto the Internet manage to get qualified calls to 6 different people based in Australia who did in fact confirm that the was clear and more than acceptable and that they could easily see the various tents and people moving around/

As soon as I got back home I looked at the aerial problem and quickly realised that I had mistakenly designed the one I tried to use as a receiving, rather than a transmitting aerial and set about rectifying the problem. Having sorted out the transmitting issues I then considered the means of getting access to the Internet. The mobile phone method gave me a maximum of 28.8kbits of bandwidth – for those who may not understand this, it simply means that the amount of room available to use for the global transmission of the information was quite small.

Coincidentally, just after the Portsmouth festival British Telecom engineering asked me to run some tests on a new (at that time) satellite system they were about to put on the market and as this would give me a much higher bandwidth to play with for the global transmission. I accepted the job on the understanding that I could use the satellite for running tests of my "remote" TV system, they agreed and the result was that equipped with a higher bandwidth and my original kit,

with of course the modified aerial the project came together and tests from home indicated that this was in fact a workable and practicle possibility.

My next "public" event was the spring 2002 steam rally at Laughton (Nr Lewes) and I arranged a meeting with SVI Television to show them the possibilities of using similar kit for outside broadcasting purposes.

I decided to use the satellite system to get onto the net for this particular demonstration and as this required a 240 volts AC electrical source I took along a 2.5Kva inverter and a spare 12 Volt DC (car) battery. By now I had set up the satellite several times at home and had a degree of confidence that I should be able to set it up anywhere in the UK but as this is quite a tricky job in itself I had some doubts. However, on the day it went like a dream, it took me about an hour to level and align the dish as we were in the middle of a field and on quite a steep slope, connected the satellite system to my laptop and the laptop running two separate web cameras.

Steve Woodgate from SVI Television arrived at the show with a lorry containing a complete outside broadcasting facility, including a team of 5 radio controlled camera operators. In due course he came over to my location and I duly demonstrated that both cameras on my system were working and that any call from any location anywhere in the world would be accepted and the caller would be able to see the show live – first of all he telephone his son who was at home and asked him to log on to the Internet and my location, which he did and stated that he could clearly see "dad" and the other people moving around. Then he asked me if it would be possible to transmit my images directly to his OB vehicle This puzzled me and I asked him "why", he explained that he could then transmit my images over his direct line interface to the Southampton base station.

At this point I realised he did not quite understand what we were actualy up to, my comment, why bother to relay, why not get Southampton to log on to the Internet, capture the images and do whatever they needed to do with the images for transmission over the

public TV network – this comment nearly made him wet his pants.

For those who want to know, the entire system, including routers, laptop and dish ran continuously for over 8 hours from a 20-amp hour car battery.

Having proved to myself and to the TV "professionals" that the principle works I stripped the kit down and put it away. I gave the TV transmitter to another kite flyer John Browning to experiment with, he now has it alongside the wet film camera that he uses for taking aerial (from a kite) pictures, employing this technology he now uses a small TV on the deck to "sight" his still camera to the scene he needs to take a picture of and at the Middle Wallop kite festival he showed me it working. Now he only takes the pictures he wants, instead of taken lots in the hope that one of them is the one he is looking for any reader would like the technical details, please email me on; [admin@media-services.co.uk](mailto:admin@media-services.co.uk)

Dr John Dimmock

**EVEN MORE  
HIGH TECH  
LOW TECH  
NEXT ISSUE**



Have you ever seen one of these on the flying field?

Full story in the next issue



## Useful Contacts:

### Coordinator/Chairperson:

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 Simon Hennessey  
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# Website information

### www.brightonkiteflyers.co.uk

We have been updating the club website in both design and content. We now have an up to date page for events also a page on the history of the club is being set up. For both these pages we need your input both words and pictures, please can you let me have any information you have. (all information and pictures supplied will be returned). Also if you have some nice pictures or other information on club events and are willing for them to go on the website please e-mail them to website@BKF.org.uk or post to WEBSITE c/o 11 The Sheepfold, Peacehaven, E Sussex. BN10 8EG

# fly-in reminders

Our Monthly fly-in is where we try and get as many of the club members to fly together. This is held on the 1st Sunday of the month on Telscombe Tye, East Sussex from 11.00am. Next to the A259 coast road between Saltdean and Peacehaven.

This is an all year round event and as the winter approaches it is a good time to meet up with club members that you normally only see at festivals.

See you there

# Brighton Kite Festival 2003

As some of you might be aware next years festival will be the 25th run by the Brighton Kite Flyers. Our aim for next year is to make it one of the best ever. The dates have been set for the 12th and 13th July 2003 again in Stanmer Park, Brighton.

If you would like to help leading up to the festival please let me know on simon@BKF.org.uk or 01273 582309 I will then be able to keep you informed of the times we meet and plan the event. If you have any ideas about what you would like to see at the festival or what could be changed for a better festival, please let me know in good time and we will see what we can do.

Simon Hennessey

Whilst every care is taken to get the details correct in 'Aerodyne' the Brighton Kite Flyers cannot accept responsibility for any errors or omissions that may occur. Opinions expressed are not necessarily those of the Editors or of the Brighton Kite Flyers.



# Thank you

I would like to say thank you to all those who made this issue of Aerodyne possible, Pat & Christine Bowman, Paul Barret, Dr John Dimmock, Dave McArthur Peter Jackson for articles, Harry and Mable Kiteability for the ditty, Paul Chapman for the kite plan and Simon Hennessey for articles, design and putting up with me as editor.

Corinne Hennessey



**Please contribute to your club newsletter - even the smallest of items is welcome. Anything sent to the 'Editor' will be considered for print unless marked otherwise.**

Contributions should be sent to:

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**Deadlines dates;**  
 January issue - 1 December  
 April issue - 1 March  
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