

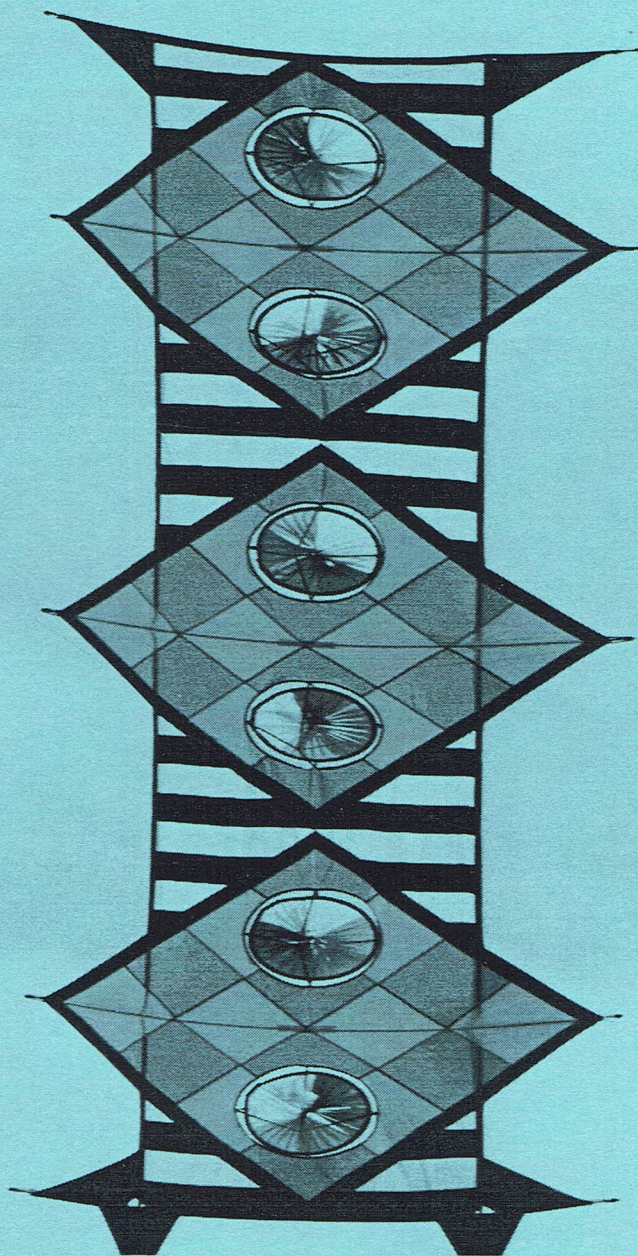
# What's Up?

June 1999

A newsletter for kitefliers

No 60

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New Zealand Kitefliers Association Inc.



# *Festival of the Winds*

Bondi Beach Sydney Australia

September 10 12<sup>th</sup> 1999

Hosted by the Australian Kite Society

## Festival of the Winds' Best Homemade Kite Competition Update and Rules

The Australian Kite Society committee has now reviewed the rules for the best homemade kite competition.

For the 1999 Festival of the Winds it has been decided to have 5 separate classes in this competition. Each class will be separately judged. Each class winner will be recognized as being the winner of that class in presentation ceremonies.

The winner of each class will then be judged by a separately convened panel, (which may have members from previous judging panels) to determine the winner of the Best Homemade Kite. This person will be eligible for the main prize available.

The five classes are:

- Soft or flexible kite - this includes sleds, flowforms, parafoils or any variant of these styles of kites. This category also applies to those kites, which rely on ram air inflation to achieve some or all of its shape. The use of spars or bridling to hold a kite's shape to allow ram air inflation is permitted,
- Cellular or Box kite - any kite that presents multiple dimensional faces or multiple surfaces to the wind. This may include compound kites of an otherwise flat or bowed nature that have additional lifting or drag elements,
- Flat/plane surface or bowed kite - kites that present one surface to the wind. The surface does not have to be the same shape or size across the width and height of the kite and may contain multiple sail components. With the exception of keels, tails, windsocks or rotating elements all sails must lie in the same plane. Examples of these styles of kites would include deltas, rokakkus, edos, flares, rollers, genkis, serpent or dragon style kites.
- Non rip-stop kite - this kite can be of any design or style but must not be made from rip-stop nylon, polyester or similar synthetic rip-stop style fabrics. Synthetic fabrics not incorporating rip stop features are permitted,
- Miscellaneous - innovative, trains, centipedes' etc. This class is for all kites that do not meet the above criteria. With the exception of safety criteria there are no limitations on types of material or construction methods used.

General rules:

- The competition is open to all kite flyers attending the Festival of the Winds including members of the public, members of the AKS, members of any other Australian or international kite clubs including professional kite makers with the exception of the immediate past winner of the previous Festival of The Winds' Best Homemade Kite Competition.
- All kites must be registered prior to closure of registrations to be considered for judging. Registrations will close at a nominated time that will be displayed in the registration area.
- Kites flyers are required to certify that the kite has been "home made" by them or an immediate relative, is not in commercial production by the entrant, any relative of the entrant or employer or employee of the entrant and has been substantially made or completed since the previous Festival of the Winds.
- During judging, the maker of the kite must fly the kite unless permission has been obtained prior to the judging for the kite to be flown by a nominated proxy.
- Flyers can enter as many or as few classes as they choose, however each flyer may only enter one kite into each class. Further more any kite can only be entered into one class of competition.
- Kites can be excluded if in the judge's opinion the kite, flyer or flying line present a safety risk to judges, other flyers or members of the public. In particular kites must not be flown on abrasive, cutting or monofilament line.
- During the judging period kites are to be flown for a minimum period. That period will be displayed on the day of the competition and advised to competitors before and during the judging.
- Other rules for administrative purposes may be added and will be advised to competitors either before or on the day of competition. These may deal with registration procedures, deadlines etc but will not essentially change the intent of the competition to have 5 classes with the winner from each class to be judged against other class winners.
- All competitors agree to be bound by these rules and further agree that their name and/or image of themselves and or kite can be used in publicity by the AKS, its sponsors or Bond Pavilion.
- Should there be any dispute as to these rules or which class a kite is entered into the decision of the head judge is final.

Other information about Festival of the Winds will be available on the AKS web page in a week or two. The address is <http://www.aks.org.au> or write to the AKS at PO Box 738 Marsfield NSW 2122 Australia or send fax to 61294494056



# What's Up? June 1999

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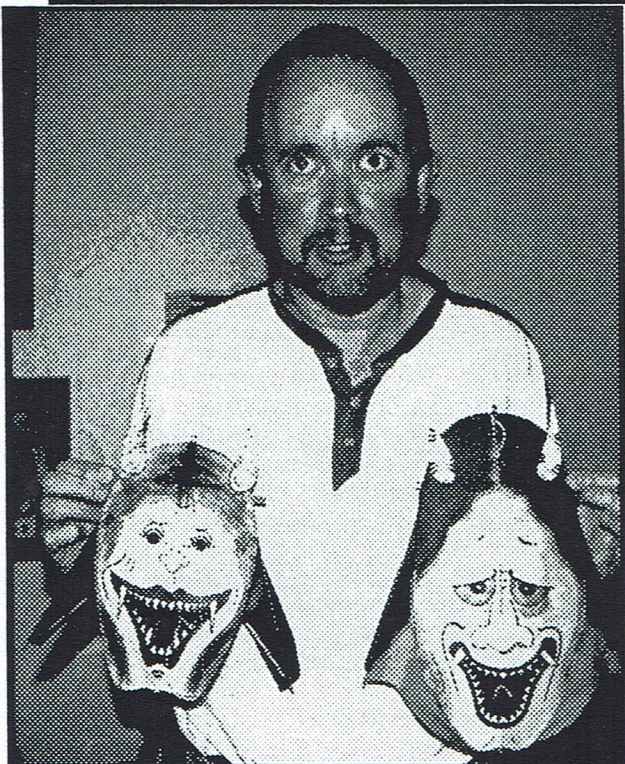


Kelle Connolly with "the alien" flare kite made by her.  
Photo by A Whitehead

Cover Photo  
Robert Van Weers award winning kite.  
Photo by Anne Whitehead



## Whitehead's Words



I wish to thank members for showing their confidence in me. As the Chinese proverb goes "We live in interesting times." And I am sure that we do. Not only from where kites are, and where they may go in the next few years or even our lifetimes.

This "Whitehead's Words" may be a little rambling, as I am unsure what to say in this article. I will be happy to step down as editor, but now see that I will have to write a page at least for every magazine, so here goes.

I joined the Association in the very early days, and have been to nearly every Annual General Meeting. I have held the position of editor twice. If I was not at the AGM fly then I was off around the world at a kite festival. In the early days I used to get honorable mention in the magazine for cutting kites out of the sky. Some of my kites have now become very stable and quite well behaved. Its like anything you comment on though, as soon as you point to a kite and say isn't that one flying well, you have given it the kiss of death and it does a big loop or ground pass. So I try not to comment too often these days.

I have made a lot of kites over the years, in fact I have lost count, from early Hawaiians (stunt kites) to large Delta Conynes. I have also branched out recently and started putting graphics on some of the kites.

From kites all in green to what I am doing now is quite a leap forward. I have frequently been accused of copying other kites but then doesn't nearly everybody. Every time I say I am going to head down this path and explore a certain style of kite, something else comes along that look even more exciting. I am lucky to have (sometimes) the time to indulge in making what I want too. I also have a lot of unfinished kites or even unstarted ideas. I am lucky to have a very understanding wife who enjoys my hobby as well, and even better, understanding parents who are willing to help.

As I said at Napier I hope all my tasks are pleasurable ones. It really did give me great pleasure to award the NZKA Australian Travel Exchange Award to Robert Van Weers. A truly magnificent kite that anyone would be proud to own. The next pleasurable task is to publicly thank John Mason and his team for a job well done and a great festival. People should have been able to get a lot of flying done in a very relaxed and enjoyable atmosphere. Every festival has its high points and I think a couple of things stood out for me. Having time to talk to members (and I know I did not talk to everyone I wanted to, I did have to fly some kites as well.) And how seemingly relaxed the whole event was.

During my term as President I hope to use some of my technology skills to help us into the 21st century, the use of telephone conference calls to establish more frequent contact with committee members, the use of the internet to publicize ourselves. There is a committee meeting due for the 12th of June and if any members have any points they wish to raise, please mail your comments.

Things to look forward to in the coming year are: next years festival at Nelson, Bondi in September, and another kite making work shop at Labour weekend

Peter Whitehead.



# A (not so) Brief History of Kite Surfing

Using kites to pull things around is probably about as old as the kite itself. China?, no, probably Indonesia, in Sulawesi where there is a variety of very large leaf that flies well as a kite from a single point line attachment, no tail and no work except plucking it off the tree. Combine these with fishing lines, used in that area for more than 10,000 years, and canoes (or their predecessor the log) and kite sailing could conceivably have been known before the ancestors of the Maori left that area to begin their long migration to New Zealand about that long ago. (Interestingly, "manu" the S.E Sulawesi word for kite has that meaning also in Maori.)

Of course, being pulled along by a single line kite doesn't allow any course that deviates much from downwind. For other courses it is necessary to use controllable kites.

George Pocock, the father of kite traction, made the first recorded kite powered upwind course in a carriage pulled by his patented four line controllable kite systems on the back roads of Bristol, 170 years ago. His intention was to establish kitepower as an alternative to horsepower, partly to avoid the hated "horse tax" that was levied at that time. George's system proved the principles of kite traction but wasn't even nearly practical.

After George, kite traction progressed very little for 150 years, although showman/aviation pioneer Samuel Franklin Cody, kite sailed across the English channel in 1901.

In the late 1970's, the development of high-tech flying lines (Kevlar then Spectra) and controllable kites with reasonable efficiency (like L/D ratio >3.0) made George's dream possible at last.

But "possible" isn't the same as actually making it happen in any everyday practicable sense.

By 1978, Ian Day's FlexiFoil kite powered Tornado catamaran had exceeded 40km/hr and through the 1980's there were sporadic and occasionally successful attempts to combine kites with canoes, ice skates, snow skis, water ski's, roller skates, in fact with every conceivable thing that slid, rolled or wallowed across the face of the earth or sea.

By 1988 there was an electric feeling amongst

those of us working in the field, breakthroughs were obviously imminent and passionately sought. The first significant success came with the development of practical kite buggying (1990, at Argyle Park in Ashburton New Zealand) which rapidly became a worldwide sport (more than 14,000 of our buggies sold by 1999 plus a considerable number of other makes now.) and put a run on the board for me at last after so many years of fairly fruitless striving.

Kites improved rapidly through the 1990's, driven largely by the considerable (and highly competitive) market provided by kite buggying but other development carried on almost independently towards what we now call kite surfing.

Many people had, of course, tried using their kites while balancing on surfboards or windsurfers, but what seems so easy in hindsight was not at all easy at the time. If you think kitesurfing is difficult and crazy in 1999, let me assure you it was almost impossible and barely survivable in those early days; long sessions of intensely frustrating failure punctuated by occasional near death experiences! It wasn't possible to learn kitesurfing until the equipment existed but the equipment couldn't be designed until we knew how to use it- a circle that was only broken open by years of trial and error.

There are many Richard Pearce like stories of "nearly" and even "did it" but the Roeseler's in Seattle and the Legagnoux's in France are the Wright brothers of recent kitesurfing history.

Corey and Bill Roeseler from Seattle worked away for many years experimenting with kite powered sailing boats and buggies then struck success with their patented "KiteSki" system; water ski(s) and large delta style two line kites controlled via a bar mounted winch/brake.

Bill is a Boeing Aerodynamicist (now working on the advanced fighter project) and his son Corey, also an engineer, is a world class water skier. Available commercially from 1994 the "KiteSki" has genuine water launch capability accomplished by winding the lines in until the nose of the kite is within reach then hand launching on very short lines (while lying back in the water) and letting the lines out under brake



## Kite Surfing (cont)

control until the kite is at full height. The "KiteSki" kites are smooth and powerful in stronger winds and have excellent upwind performance, especially in gusty conditions. Corey came to Lake Clearwater (Ashburton Lakes area) in 1995 and awed us with his speed, balance and upwind angle- not bettered by anyone here until 1998. "KiteSki" has all the elements necessary for successful kite surfing plus speed and spectacle. Corey and Bill certainly deserve their success and our thanks for their years of pioneering technical and promotional work.

Corey is very active in Kite Surfing, now using a ski that has evolved some way towards the surfboard style.

Bruno and Dominique Legagnoux from the Atlantic coast of France also put their lives and souls into making KiteSurfing practical, working at it full time from, I think, 1983. I first met them and tried out their breakthrough "WipiKa" kite design at a kitesailing regatta in Italy in 1995. They had a nicely set up sit-on hydrofoil trimaran with foot steering and an inflatable sort-of catamaran (the hulls were almost touching) which the operator sat or lay on, steering by weight balance.

History will probably judge their kite design as THE breakthrough for kite surfing. WipiKa kites are single skin and semi -soft, their structure being blow up tubes of 100mm or more diameter around the leading edge and as spines. They can be used with two or four lines but are bridled mainly to the wingtips, reducing the chance of bridle tangles but currently at some minor cost to performance because of the extreme spanwise arch that this format demands. Their huge virtue is water re-launching, almost always possible without winding in provided that the wind is above a minimum. The WipiKa kites, have largely defined kite surfing for the last 3 years (especially at Maui) and it is probable that they can evolve enough to throw off the many challengers that have emerged in the last year.

By this year,(1999), surfboard derivative boards have become dominant with rapid evolution towards shapes highly specific to kitesurfing. The things we were trying to balance on just a year ago were like riding an unbroken horse compared to current designs.

Kiteboards are now delightfully easy to use with natural responses that chop away much of the learning curve for beginners.

There is a significant subset of wakeboard style bi-directional boards users who choose this format because of their wakeboard or snowboard background and for the easier jibing and tricking. Recently, new (and some old) kite designs have started to seriously challenge the WipiKa's initial dominance.

As Kitesurfers, (often from windsurf backgrounds), gain confidence in their flying skills, the requirement for water relaunchability has become less influential relative to demands for power and efficiency.

Every last little bit of available efficiency, (measured by lift/drag ratio), is important because even the best kites perform poorly upwind compared to conventional sails.

Foil type inflatable kites (like miniature parapents), 2 and 4 line have been the dominant power kite for buggying and all other traction action for nearly 10 years. Many kitesurfers are now using foil type kites, even offshore, especially since the development of leading edge flaps for this style of kite. These flaps let air in but not out giving a few minutes kite flotation if the kite is splashed and a reasonable chance of re-launching (less for 2 line versions than for 4).

Our own new single skin 4 line "C Quad" design has also had significant impact in the 9 months since it's introduction and is now, as far as we can tell, the world's biggest selling traction kite (we expect to sell 5000 or so in 1999). C Quads are more powerful for their size than other traction kites, are more efficient (better upwind) and cost less, but generally require more skill to fly and can be re-launched from the water only in very strong winds or when the flier can touch the bottom.

It is also entirely possible that delta style framed kites will make a comeback. The dominant form of traction kite in the '80's they gave way to other form in the 90's but have always retained some market share.

Now with many people (and more every day) spending all their waking hours thinking about this new exciting sport, the strongest likelihood is that successive waves of innovation will make everything that is happening now obsolete.

What exciting times to live in!

Peter Lynn, Ashburton, April 1999.



# Circoflex - Not as simple as we thought.

At the kite fly in Tauranga Revel Gillard had made a plain red 6m circoflex from a magazine plan and it flew first time without any problems at all. Armed with a good idea for a graphic, faith in the obvious success of Revell's kite, Rosemary made a 10m circoflex.

## Initial Construction Features

All measurements as per Ron Moulton's plan for a 10m circoflex, especially the bridling.

0.75 oz ripstop in 6 panels with applique design at the join point for each panel.

50g curtain weights about 5 cm from training edge.

spar was 3.2mm solid fibre glass

Leech line on the trailing edge was made about 20cm less than the spar length.

## Flying Experiences

Kept rolling to one side then diving to the ground.

Slightest change in wind strength would collapse the ring inwards.

Edge where weights were taped flapped, causing the kite to collapse.

Rechecked everything, altered weights, added a second 3.2mm spar, and played with the length of line joining the 2 main bridle rings, all without success.

## Help Line in Cyberspace

On to the Internet and found the site run by Anthony Thyssen of the Queensland Kitefliers - without doubt the most comprehensive collection of information on the circoflex. He obviously knew what he was saying as his mylar circoflexes flew beautifully at Bondi last year.

As a result of his articles we did the following:

Rebridled with lighter line and used method described at Anthony's site at-

<http://www.set.gu.edu.au/~anthony/kites/circoflex/hints.html> Repositioned the weights to 12cms from the trailing edge and added some more wt.

The circoflex seemed to fly steadier and upright but as soon as the wind increased a little it collapsed. There was definitely less flap after the weights we moved.

Taped the 2 spars together so that they acted as one. Re-installed spar and found there was about 10cm of slack in the ripstop.

This kite was destined for a kite graveyard if we did

not make progress soon.

## Email for Further Info

Back to the internet and an email to Anthony outlining our experiences and asking some questions. A prompt reply provided many valuable ideas. Interestingly, Anthony had made several circoflexes including a 12m one but they had all been made using mainly mylar, not ripstop with an applique design. Note: Mylar is much lighter than ripstop.

The following useful information came back:

Use stiffer spar for larger kite - Anthony uses 2 3mm carbon fibre rods taped together for his 12m circoflex.

The gather on the trailing edge needs to be evenly distributed as it increases drag and causes the kite to roll to the side with the most gather.

The circoflex is much more sensitive to ripstop expansion when damp than most other kites.

The larger circoflexes are much less tolerant of wind changes and turbulence.

A tendency to roll upside down means that more wt is needed.

At the next flying day in Tauranga we slackened off the leech line, rearrange the gather, added more wt and repositioned it at 50% of distance, and tried different towing points. It flew much better, although at a low angle, but it still needed a stiffer spar. A 4.5mm spar was obtained in time for the Easter Festival.

## Easter Festival

With the new stiffer and heavier (unfortunately) spar, further slackening of the leech line, and adjusting the towing point so as to get a more upright flying angle, the circoflex flew quite well provided there was sufficient wind. Due to the weight of the spar and possibly the position of the weights, it flew at a very low angle.

There were two other circoflexes at the Festival, a beautifully appliqued 8m one by John Whibley and a plain coloured ripstop by Phillip Dean.

Neither flew well, initially, but a slackening of the leech line, repositioning of the weights further from the trailing edge and in the case of the appliqued one an extra bit of wt offset to prevent roll both flew well all weekend.



# NZKA Members Arch Project

The idea of the members arch is for every member to make at least one kite. It can be any colour, any pattern but should follow the outline shown. The kite should be as individualistic as possible expressing something of the member. It can be a design you like or have used on one of your kites, you might be a pale blue person and a kite of simply pale blue may be just your thing.

If you don't feel confident making the kite by yourself enlist the help of another member but it should be your design.

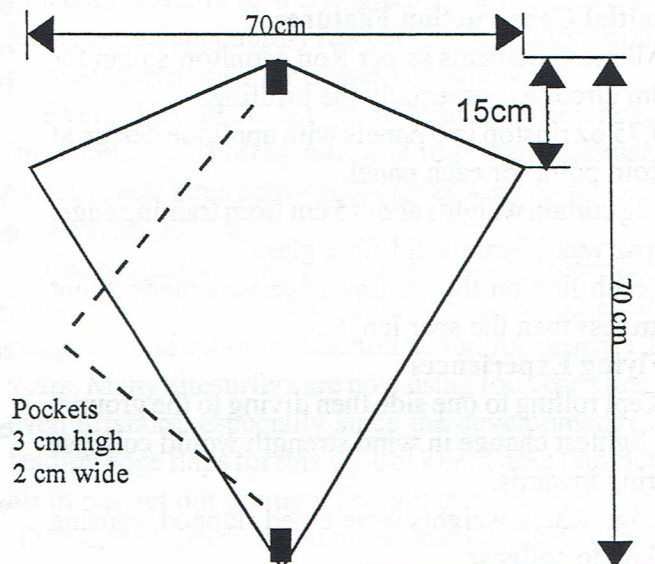
The kites for the NZKA arch are made from  $\frac{3}{4}$ oz ripstop. The dimensions are shown in the diagram along side. The kite should be hemmed all round and two pockets only fitted, one at the top and one at the bottom. You do not need to provide a spar or any bridle points. Just simply the skin. The kites will be joined on a single line to form an arch by dedicated volunteers.

If you require further information contact Tony Fitchett, Peter Whitehead or David Bowie. When you have finished your kite send it, or give it to David Bowie or Peter Whitehead or PO Box 56 Wellington,

for joining to the line.

The Association has ripstop scraps available which has been kindly donated by Peter Lynn Limited.

Happy kite building.



## Circoflex (cont)

### What Next

We are still debating which option to take but we need to retain stiffness and lose wt so it is either 4mm fibre glass rod or 3mm carbon fibre rod.

For ease of travel, we also need to divide and ferrule the spar from 2 lengths (6m and 4m), to 6 of <2m.

### Summary

The two factors which probably caused the most problems were getting the right spar wt and stiffness for a 10m circoflex and the fact that we had used applique in its construction.

The following trouble shooting hints are based on Anthony Thyssen's advice and our own learning with a 10m ripstop circoflex.

Follow the plans exactly with respect to measurements and bridling - possibly incorporate the changes to the bridle attachment point.

Fit the weights (1m of curtain wt 50g/m) about 25

to 30% of the distance from the trailing edge. Start with minimal tightening of the leech line and tighten only if the fabric is not forming a proper ring.

Have a uniform gather around the trailing edge.

The spar should be a good fit so that gathering of the fabric is not an issue.

Be prepared to add wt in an offset position if the kite wishes to roll. I believe this is highly likely when using applique as the applique is probably causing uneven drag around the kite.

Use about a 30cm line to join the two bridle rings and then set the tow point so as to get attack angle as per the plans. Once we get the spar weight sorted out we may try eliminating the line and connecting on to the 2 rings as per Anthony's method.

If you have Internet access then go to the site written earlier in this article before you start making your circoflex.

Ray & Rosemary McCully



## Busted

I was at a traction kite meeting a while ago in Tauranga Harbour. It was a good day. A huge fairly obscure venue was keeping us all entertained, the low lying water was warm and on the sand bars there was good speed to be had. I decided to see how fast I could go and did a high speed run along a big sand bar before hitting a big puddle of shallow water. Once on the water my tires lost contact with the sand I started to hydroplane then spun out and crashed. I dropped my kite and ended up lying on the ground about 50 mtrs from a bunch of kites. They looked over and saw that I had crashed and watched me lying on the ground. Another couple of kites who were standing a little way away also saw the incident. One of them was very helpful and he retrieved my kite before wandering off. The other one videoed the whole incident. After a while I got up picked up my kite and my buggy and wandered back to base camp. 1/2 way back a friend helped me with my kite. After a couple of minutes I got over to where the spectators were sitting and sat down with them.

Just to recap there is whole bunch of my peers who had seen me in distress and did a little bit to help.

Now this is usual practice if you see one of the crew crash. You check to make sure they get up and then help with the gear if needed.

The problem in this case was that I had BROKEN MY BLOODY COLLAR BONE. The whole time I was on the ground and dragging my gear back I was in absolute agony. I would have thought the fact that I had dropped my expensive traction kite and had not run after it would have given them a clue.

It was not until I was trudging back favouring my injured side that the group finally worked out I had a problem and came to my aid. After a short period of activity I was trundled off to a doctor who diagnosed a broken Clavicle which the x ray confirmed was smashed into 4 pieces with tissue between 2 of the pieces.

A couple of hours later I ended up back at the event and the apologies started flying. The helpful guy who retrieved my kite felt quite bad about walking away and the video guy kept saying "I just can't believe that I didn't help you up". Although the video replay got a good laugh and we covered the whole issue over with humour there was definitely an air of failure about that day. The buggying, boating and boarding had been great but it showed how complacent we had become about safety and when someone had actually got hurt no one even helped him up off the ground although they were close and watching the whole thing. I was not expecting anyone to stop the pain or give a quick fix. All I wanted was for someone to help me get up with my left arm supported. Not so much to ask for when there is a whole bunch of your friends sitting 50 mtrs away watching the whole thing.

I do not hold any grudges about this incident but there is a lesson to be learned. If you see some one on the ground after a crash do not presume they are OK they may not be.

Go and see if they are OK and if not give them some assistance. Quite a simple lesson really.

C Watson

## Empty Spaces

Christchurch kite flyers lost a valued friend with the death of Colin Douthwaite on the first of March. A regular at kite days and kite festivals for many years, Colin was known for his impish sense of humor, willingness to chat and love of the fighter kite.

He took a great deal of pleasure in his kite flying and this led him even to risk his health (witness his serious heart attack on a fly day last year).

It came a surprise to me to learn at his funeral that he was even better known as a keen and very skilled choir singer, but no surprise was that he brought to the same enthusiasm and sense of fun to that pastime too.

Colin is survived by his wife Eileen and two adult children.

Smooth Winds Colin!

Steve Brorens.



# The Watson Interview

In June 1998 Charlie Watson published his first book "The Guide To Western Circuit Hard Core Buggy Riding". It has been well received by kite and buggy Enthusiasts and kite traders in NZ, UK, USA, France, Australia and Holland and is the only specialist buggy book on the world market. At the recent NZKA festival in Napier many members were pleasantly surprised to find another international author in our midst (Remember Bob Maysmore -Te Manu Tukutuku and Colin McGeorge -Kites For Kiwis). We thought that we would find out a bit more about The Guide, its author and what makes him tick.

*What's Up?* Before we start on The Guide tell us a bit about yourself and how you came into kiting.

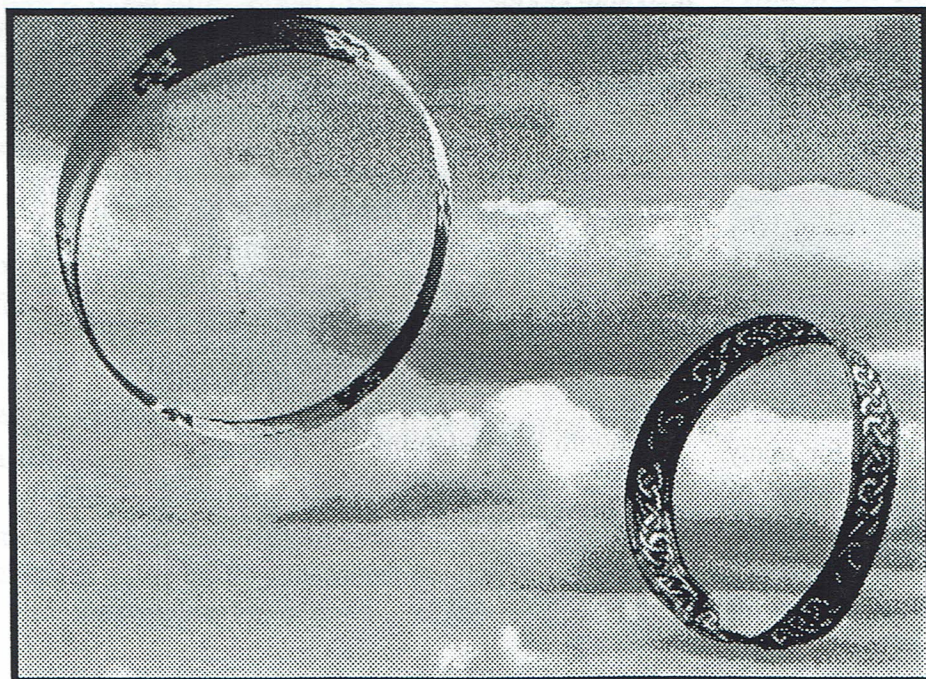
*Charlie Watson.* I come from a family of 5 kids and now I have 2 of my own. I live in Raglan with my Lorraine and the kids and I work at the local Community House as a youth worker. I was born into kiting. My father Logan Fow was a noted kite maker who was a historian, collector, archivist, lecturer, event organiser, trader and general expert as well as building the grooviest Paper Tako outside of Japan. I was bought up amongst his busy kite life and it sort of rubbed off on me.

*WU?* And what about the buggy riding.

*CW:* Well actually that was Lorraine's idea. She wanted a buggy and after a while that rubbed off as well. Its quite addictive really.

*WU?* So how did you get into writing.

*CW:* The whole thing was instigated by the NZKA. I was never a literary type and I did not even read novels that much. In 1991 Benny Devcich rang me up and asked me to write something for the mag. I wrote 4 articles and he published the whole lot in What's Up? #28. Just after that Tony Fitchet rang me up and consulted me on sleds. I was so excited as my dad held Tony in very high regard. A few more articles and some very nice compliments later I had real confidence that people enjoyed my work and I was making a small contribution to NZ kiting. When you know people like your work it becomes a whole lot easier.



Refer to Circoflex article  
page 5 & 6  
Left Kite by Ray and Rosemary  
McCully  
Right kite by John Wibley  
Photographed at Napier by A  
Whitehead



## Interview (cont)

*WU?* So how did The Guide come about.

*CW:* When I started buggy riding there was very little info available and we had to make up just about every thing. After seeing a few demo videos and watching the more experienced riders I worked out that there was a whole world of tricks, moves and techniques just waiting to be tapped into. I started writing notes and eventually I wrote a series of articles for What's Up that was published in 4 parts over 1996 and early 97. Once it was complete I put the whole the series into one document and sold it as "The Guide To Kite Buggy Moves and Tricks". I sold a few copies but the whole scene had progressed so much that by mid 1997 it was hopelessly out of date and I realised I had to re-do the whole thing. In November 1997 I started the re-write and after seven months of long hours on the PC it came out as a completely new book. After a long period of formatting and re formatting I finally produced a master copy and then in June 98 the first copies cameback from the printer

*WU?* Did you do every thing or was it a team effort.

*CW:* Definitely a team effort. I am quite happy to claim credit as the sole author but many people are credited with input. Perrin Melchior and Brett Cudby were used as technical advisers and I can't thank them enough for their input. My mum worked on language structure and logic and a friend of the family did all the grammar, punctuation and proofing. For years my buggy peers put up with me tapping their brains and seven people provided photos free of charge.

*WU?* Are you happy with it or do you wish you had done things differently.

*CW:* Some times I think that it would have been nice if it was all glossy with some color photos but I don't think the format holds it back much. I am very happy that my goal of providing previously unavailable info was reached and I think it presents NZ buggying as a progressive exciting sport with a lot more scope than just cruising in city parks.

*WU?* You are now selling this internationally tell us a bit about this.

*CW:* When I writing it I was sure that there were no buggy books so we planned to sell it overseas from the start. We sent out some samples and the first to pick it up was a company in The UK who bought a bundle to sell at UK kite and buggy events. Then one day a French guy rang me up and told me he had seen a review in Kite passion magazine and wanted a copy. That same review got us more customers in France, Holland and England. The most exciting time was the day Lorraine rang me at work and told me that Valerie Govigh had just called and KiteLines Magazine wanted a bundle to sell at the AKA convention. (They sold them too) Recently our UK importer rang us with another order and told us that after a UK book review people were walking into a kite shop in the north of England asking for the Guide by name. I was very pleased at Napier to sell a stack to The Australian Kite Society for sale through their magazine.

*WU?* Do you have any future literary projects planned?

*CW:* Last year I started on a new book on a completely different subject and I have others planned. I can't stand making production kites but I really enjoy the research and other work that is involved with producing a book. Lorraine and I made a business decision to build on our strengths not weaknesses so hopefully I will be able to get a new book out every year or 3. The current book has been slowed by a shoulder injury that has kept me from the keyboard and kite table but when I am fully healed I will be head down to get it out by Easter 2000.

*WU?* Do you have any advice for aspiring kite authors.

*CW:* Just do it. I scored 38% in School C English, I dropped out of sixth form and did not write anything until I was 26 years old. I learned my stuff through writing for the NZKA and the members gave me great support. Now I am 34 I have a following amongst the members, my first book has been sold in 6 countries It is regarded as the authoritative work on the subject, and it made a profit on its first print run. If I can do it anyone can.



## Flying with a Broken Wing.

Napier NZKA festival 1999

Well it was bound to happen one day and 5 weeks before the national festival I finally had a really bad buggy accident resulting in a broken bone (Collar bone by the way).

As I was sorting out the kites to take to Napier I knew that I would not be flying any of them.

Three of us and the kids arrived in Napier on the Wednesday after the Taupo kite sailing regatta was aborted due to no wind. The Thursday Napier board and buggy event was also cancelled due to no wind and when we arrived on Friday for the festival we were keen to see some success. Even though I could not fly it was a real treat to see a range of gorgeous 'sliks' (Single Line kites) filling the sky and it was great to see all those folks we see but once a year. Traditionally I had always hassled people who did more talking than flying at the fest but now I can see their point of view and the slow pace suited my physical limitations. The facilities, organization and weather were excellent. There was no P.A. no comps and no pressure and all weekend fliers just flew what they wanted without the expectation of performing for the citizens of Napier. And then there were the kites. All sorts all sizes and all applications. Stunt kites, 'sliks', a buggy and the Auckland boys even went kite surfing in the harbor on the Saturday. For the first time the NZ rep winner was actually the kite I had voted for and I think Robert and his awesome kites will do us proud in Australia. In the end I actually flew 2 fighters and helped Lorraine get our big parafoil up.

Highlights for me were: the long kites and miniatures of Robert VW, the erotic graphics of el presidente. Humiliating my best buddy Paul for sticking my peel on top of a light pole. The NZKA and AKS buying my book "The Guide". The awesome stunt kite stack with glorious tails of Karen gamble and best of all the no pressure atmosphere.

Next year at Nelson it will no doubt be busier and more crowded but for a flyer with a broken wing the 1999 fest was perfect.

C Watson

## What we did at Easter

It was with a good amount of excitement that the Jarvis family was looking forward to Easter in Napier this year. Plans were laid, bookings penciled and arrangements made. As deadline day drew near it became very clear that all was not well, plans would have to be changed, the pot of gold that the venture was planed upon seemed to have evaporated, Mother Hubbards cupboard was bare!!!. It was with quite a bit of disappointment that we informed people that we could not be in Napier.

We laid other plans. As free accommodation was available at Lake Clearwater, (up the back of Peter Lynns back yard) we would go there. An excellent decision as the weather was brilliant, sunny and fine.

I had long played with the idea of flying a kite from a boat, to use the kites power instead paddling or rowing. (This is not cutting edge kite sailing P Lynn style) It is very pleasant out on the Lake in the warm sun with a light breeze blowing, But I was sure that it could be more pleasant if you could be moving along with only minimal input from self.

Kite sailing generally travels in one direction, that of the wind. You still have to paddle up wind to sail down wind. The kite I used for this was my Sutton Flowform, if it landed in the water and sank, I figured that it could be easily be retrieved due to all the holes in it.

The upwind paddle was worth the down wind sail, in fact I repeated the exercise 5 or 6 times with passengers along as well. Fantastic, have a go if you've the opportunity.

That was our Easter, it was great. We hope that you enjoyed yours where ever you were.

Ps we had an exciting Easter egg hunt. How did yours go???

### REP REPORT

"What's up in Christchurch"

Last year the NZKA Monthly fly was moved from Hansen Park in Opawa to Centennial Park in Spreydon, where there are a few less trees and a bit more space. Centennial park is also further away from the hills. Attendance until recently has been spasmodic but is now improving with notices appearing in the community newspapers advertising the flying days each month. Response to these has been encouraging.



# NZKA Flying Sites

Auckland  
Bastion Point (every Saturday)  
Contact: Perrin at Kiteworks

Bay of Plenty  
Fergusson Park. Tauranga  
Contact: Jim Court 07 865 9693

Christchurch  
Centennial Park  
Contact: Stephen and Norelly Jarvis 03 338 7326

Dunedin  
Kettle Park. Moanaru Beach  
Contact: Bill / Jacqui Gee 03 454 3860

Napier / Hastings  
Anderson Park. Green Meadows  
Contact: Bill McLachlan 06 870 0205

Nelson  
Neale Park. Nelson  
Contact: Ted Howard 03 548 8707

Palmerston North  
Ongley Park  
Contact Alan and Judi Main 06 353 1953

Waikato  
Wainui Reserve Plateau. 3km from Raglan.  
Contact: Lorraine Watson 07 825 7290

Wellington  
Fraser Park. Lower Hutt.  
Ngatitoe Domain Plimmerton  
Contact: Tony Fitchett 04 478 5575

# Kite Days

## June

5-7 Come Fill the Sky at Mahia  
6 NZKA monthly fly Napier Hastings  
Wellington  
13 NZKA monthly fly Dunedin  
Waikato  
20 NZKA monthly fly Bay of Plenty  
Nelson  
Palmerston North  
27 NZKA monthly fly Auckland  
Christchurch

## July

4 NZKA monthly fly Napier Hastings  
Wellington  
11 NZKA monthly fly Dunedin  
Waikato  
18 NZKA monthly fly Bay of Plenty  
Nelson  
Palmerston North  
25 NZKA monthly fly Auckland  
Christchurch

## August

1 NZKA monthly fly Napier Hastings  
Wellington  
8 NZKA monthly fly Dunedin  
Waikato  
15 NZKA monthly fly Bay of Plenty  
Nelson  
Palmerston North  
29 NZKA monthly fly Auckland  
Christchurch

## September

5 NZKA monthly fly Napier Hastings  
Wellington  
10-12 Bondi Festival of the Winds Sydney  
12 NZKA monthly fly Dunedin  
Waikato  
19 NZKA monthly fly Bay of Plenty  
Nelson  
Palmerston North  
26 NZKA monthly fly Auckland  
Christchurch



# Kite Trade Directory

Below is a key list of what kite retailers around the country are offering.

**Sl**-single line, **Dl**-dual line, **C**-custom made kites, **Bu**-buggies, **F**-fabric, **Ka**-kite making accessories, **Re**-repairs, **Kw**-kite making workshops, **D**-demonstrations, **Bm**-books & magazines, **W**-wind related articles, **G**-gift items, **O**-other recreational items, **Mo**- mail order catalogue, **Kk**-kite kits, **Ex**-exhibitions, **Rl**-reference library.

Kiteworks, 111 Symonds St, **Auckland**. Ph/Fax (09) 358 0991

Services offered- Sl, Dl, C, Bu, F, Ka Re, W.

Skylines and Bylines, The Arts Centre, PO Box 845, **Christchurch**. Ph/Fax (03) 337 2669 Mobile (025) 317 716. email-syvan@xtra.co.nz  
Services offered-Sl, Dl, C, F, Ka, Re, Bm, W, G, O.

Sky's Unlimited, Wiroa Rd, R.D.3 **Kerikeri**, B.O.I.  
Ph/Fax(09) 407 7270 email kitesail@xtra.co.nz  
Services offered Power kites and kites sourced from Europe Bu,Sl,Dl,Kw,D,F,Kk

Rainbow Flight, 117H Hardy St, **Nelson**. Ph/Fax (03) 548 8707

Services offered-Sl, Dl, C, Bu, F, Ka, Re, Kw, D, Bm, W, G, O, Mo.

Hyasa kites, 29 Ticehurst Rd **Lyttelton** Christchurch (03) 328 9934

Services offered Sl, Dl, C, Bu, F, Ka, Re, Kw, D, Mo, Kk.

A Kiwi Kite, 6 Long Street, **Raglan**. Ph (07) 825 7290  
Services offered- Sl, Dl, C, Bu, Re, Kw, D, Ex, Rl.

Coastal Kites, 22 Pooles Rd, **Tauranga**. Ph/Fax (07) 541 0519

Services offered-Sl, Dl, C, Bu, F, Ka, Re, W.

## LABOUR WEEKEND KITEMAKING WORKSHOP

For members of the NZKA. To be held in Wellington 23 to 25th October.

Kaleidoscope with accents. Make a rokkaku using simple applique techniques.

Yvonne de Mille will take you through colour play using three colours to achieve a variety of layered shades and hues. This design will be placed in the central panel of your rokkaku.

Peter and Anne Whitehead will show you how to put everything together to get your rokkaku completed. The finished dimensions will be 2 metres high by 1.6 metres wide.

**The class will be limited to 15 people.**

Registration with a deposit of \$30.00 will confirm your place. Please mail to Anne & Peter Whitehead, 59 Makara Road, Karori, Wellington.

The cost is still being worked on, but at the very most it would be \$100.00.