

# *What's Up?*

December 2002

*A newsletter for kitefliers*

Number 74



*A Merry Christmas to everyone!*



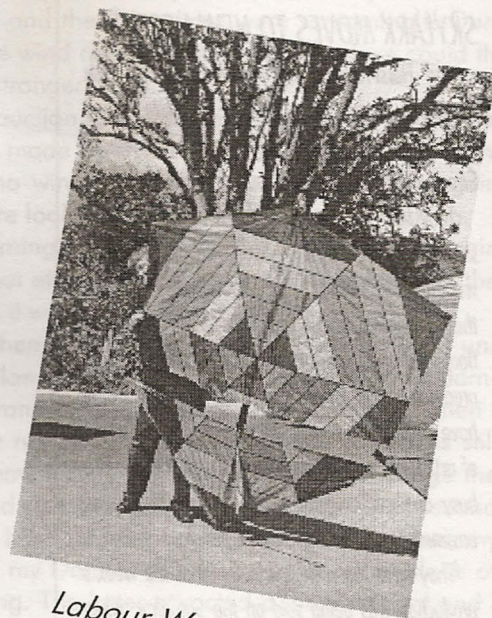
*NEW ZEALAND KITEFLIERS' ASSOCIATION INC.*

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COVER PHOTO: This well-known and venerable gentleman has decided it's time to get a little more modern when it comes to his Yuletide deliveries. He was spotted recently giving his new wheels a trial run through suburban Wanganui. — Photo by Richard Wotton



## From the archives...

Issue #11, March 1987

### SKYLARK MOVES TO NEW NEST

Lynn Hurst-Nelson and Jan Mason, otherwise known as Skylark, have moved their kite-making venture out of the city workshops in St Benedict's Street, Auckland, over the harbour to Devonport.

They had been at the city site for over a year, sharing their building with fabric workers, woodturners, potters and clay workers. Initially they utilised a small space under a mezzanine floor, but then moved to a larger, brighter work area downstairs, where for the last six months they have shared with a lady specialising in fabric works of art. Lynn tells us that the past year has been a busy one and a great experience working in an environment with other creative people.

They have found that virtually all of the week's production was being sold on the Saturday, when the workshops were open to the public. However, an advertisement for a studio for sale in Devonport set the two kitemakers thinking about the future. Both Jan and Lynn live in Devonport and felt that the time and expense involved in travelling to the city to work could be better spent in making kites.

The new building stands close to the main road, about a 10-minute walk from the ferry, has a field for flying kites outside the door, and as Lynn pointed out, "It will be our own place." If you are passing, pop in and have a chat, and you may even get a cuppa!

Issue #11, December 1984

### MEMBER PROFILE:

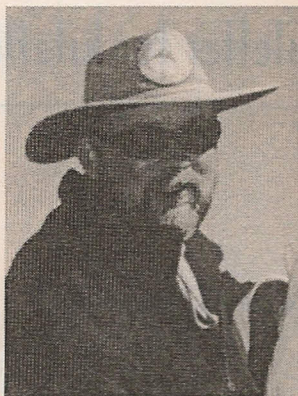
PETER WHITEHEAD,

KARORI, WELLINGTON

I am a 29-year-old computerist. I first became interested in kiting years ago on the farm when we flew kites as Dad brought the cows in. I'm sure it was a great help to him!

Over the years my kites have progressed to where the ones I make have some chance of success at flying. They are getting larger and larger. Also, I am interested in photographing them (preferably in the air).

My designs have been very conventional up until now, but the kite day at Avalon Park has given me confidence to go on to bigger (and better) kites.



## Whitehead's Words

### FROM THE PRESIDENT'S DESK

I AM WRITING this after another successful Labour Weekend kite-making workshop. Everyone made a light-wind Roller kite, and some people made another light-wind kite with no name.

I was interested to see that some people used the graphic area to make a play on the word Roller, so we ended up with a lawn roller as the graphics on one kite and the grill of a Rolls Royce on another. Then there were the people who have left the graphics till later, and the people who have done a multi coloured surface to view. We saw most of the kites fly on the Monday, before the rain came down. I wasn't there for the whole weekend, so I can't tell you all the things that happened. It did appear that people enjoyed themselves and got a nice kite or two by the end of the weekend.

The Labour Weekend kite-making workshop will be repeated next year, and the plan currently is to make an inflatable kite. More news about this in the next issue, and we will be taking serious expressions of interest at Easter. Next year, because of the size of the project, we will be hoping to get cut pieces to participants before Labour Weekend so that some of the mundane work can be done before arriving at the workshop. Also, participants will have to make their colour choices nearer to Easter so we can have some certainty of getting the colours required. If you don't make a choice early in the year you may be presented with colours as available.

I have been President for long enough and had planned to stand down, but health reasons mean I am certainly going to stand down. I also have to abdicate from any Rokkaku challenges (especially energetic ones), but will offer most of my Rokkakus for other people to use at contests. At some stage I want to get back to a Rokkaku challenge where skill instead of brute force is involved. Maybe some new rules like once you have engaged you have to stand still (like netball when you have the ball?). I need to think about this, and try it out over some of the coming weekends. Some of the other officers will be stepping down as well, so now is the time to be thinking about what YOU can do for your Association.

The Association's bear kite will be seen flying this summer in a lot of places, so it's already booked for some weekends. By attending these events and learning about the kite you could become certified to fly the kite at future events.

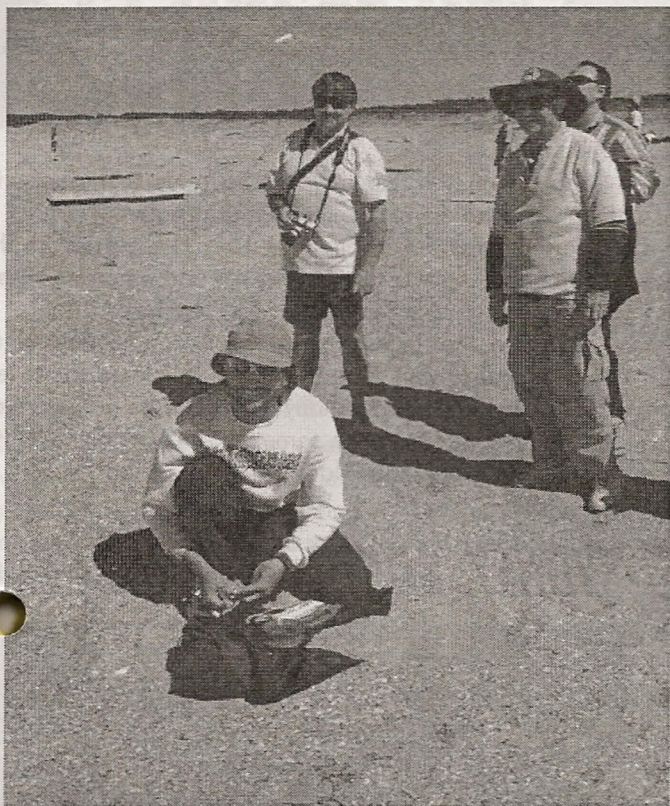
With the new airfare structure, we have already booked to go to Nelson. The thing to be aware of, however, is that luggage allowances have now changed, and they finally seem to be getting a little tougher about the amount of luggage you can carry inside the plane as well. But the good news is that the whole field is back to being usable, after last year's mud and gumboots episode.

Season's greetings to everyone.

Peter Whitehead



# OVER THE DITCH — AN AUSSIE ODYSSEY



by Hans Podlucky

After a long journey across the “ditch” I arrived in Aussie land on Thursday evening. Two strangers (John Murray and Rob Brassington) picked me up and drove me to a nearby hotel. I was quite relieved to find four Kiwis there (the Bowies and the McCullys) so at least I was not alone. After a short break to refresh ourselves we went out for a first gathering and had a nice Turkish dinner.

The next morning (it was raining in Sydney) we went to a kite exhibition at Bondi Beach. I was quite happy NOT to fly that beach because of the terrible winds which usually occur when you start unpacking your kites. Then it was off on the two-hour drive to Shoalhaven. The accommodation at the motor camp was just perfect, the beach great and the wind a strong but smooth sea breeze. That afternoon we flew some kites and enjoyed the warm and sunny day. In the evening we again had a nice dinner (I guess my weight increased a lot during these days), followed by a long chat in front of our cabin, so there was no possibility of going to bed early. (The time delay for us Kiwis made it even worse, but we had a lot of fun anyway!).

I met a lot of very nice people (who said Aussies are strange people???) who arrived during the weekend but I am unable to remember all their names — sorry about that!

During the night a strong wind developed and made sleeping impossible. I went to the beach at six o'clock Saturday morning, caught the sunrise and was worried about

THAT wind! It came from inland and was really strong and turbulent. After breakfast in Mr and Mrs President's suite (what a pleasure!), I flew my little stunt kite (couldn't fly anything else) and the flying lines were screaming!!! During the day the wind decreased a little bit and we could fly some of the “stronger” kites.

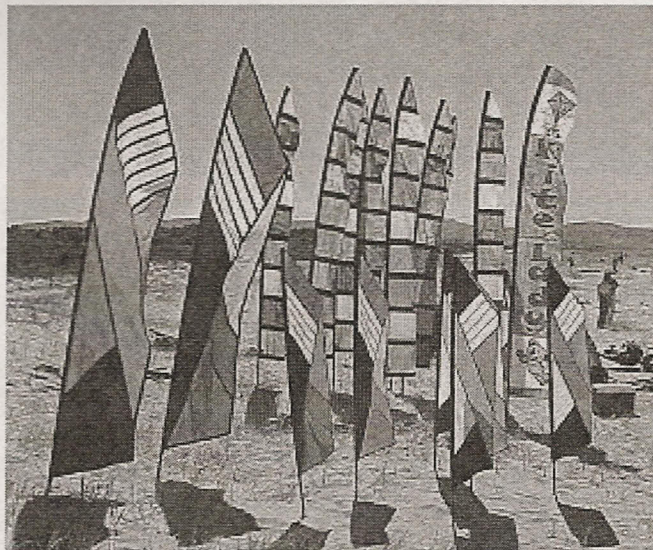
The funny auction (it's a shame you missed seeing the beautiful quilt made by Muriel Bowie) and the night flight (with almost no wind) made the world look better again and we all were looking forward to the Sunday morning.

Sunday morning came. The wind was still strong, again from inland, but at least much more manageable than the day before, so it was time for kite flying!!!

That was when my (short) frustration started. First, I unpacked my Milan classic kite and noticed that it was damaged during transport (I blamed Air New Zealand). Then I assembled my new kite, “Rising Diamonds”, which is still under development. One of its spars couldn't manage the still strong wind and snapped, so unfortunately my second highlight went back into the bag. At least my Octopus, my Kaleidoscope, my Dopero (double roller) and my flock of birds were flying. The latter attracted a lot of interest and I guess in the near future a lot of birds will be rising over Australia.

I always intend to take it easy but found I never had enough time to enjoy all the kites around me — and there were a lot of interesting and beautifully-made kites around me! Unfortunately, some of them decided to fly away in the direction of New Zealand and landed far out at sea. One of them was a very nice big bird kite with a lot of patchwork on it — really a shame but there was no way to get it back. There was another incident I noticed. One guy — I think he was from New Zealand (can't remember the name properly) — almost killed a girl when his kite decided to hit the ground, but fortunately the girl was softer than the ground, so the kite was undamaged.

Late afternoon I had to pack (after removing lots of sand, which was literally everywhere) and we drove back to busy Sydney. Monday morning, still very tired, I flew back home with a lot of impressions in my mind and hoping that next time the wind will be much better.



ABOVE: Hans entertains the beach crowd at Shoalhaven.  
RIGHT: A bunch of banners by Linda and Kevin Sanders.  
(Photos by Wal Krivoruchko)



# MEMBER PROFILE

*John and Gladys  
Derham, Lower Hutt*



by Yvonne de Mille

John was first interested in kites as a child, when they made them from newspaper, bamboo and flour and water paste. Later, he and Gladys made kites for their children, from paper and also from nylon. The main focus of these kite-flying expeditions was sending newspaper messages up the kite line. In 1986, Gladys and John were holidaying in Hawaii and saw people flying modern kites there and became interested, so they bought a couple of delta kites and joined in the fun. It was from here that their interest in kite flying was reborn.

Back in New Zealand they saw a notice in the *Hutt Valley News* about the One Sky One World kite day which was being held at Fraser Park in Lower Hutt and decided to go along to feed their newly rekindled interest. There they met David Bowie, who signed them up for the NZKA, and Fred Keith, who they say really helped them to learn about kite flying, where to buy materials and what to buy. Fred also gave them kite designs for a black bat delta conyne and also for a delta kite, which they made and used to fly on Otaki beach.

John says the pinnacle of their kite-making career has



been the inflatable elephant that they made at a time when inflatables were in their infancy. John and Gladys scoured the local libraries for soft toy patterns and modified them to come up with their elephant. This was followed by Madonna (with the big boobies), an eye-popping sight on any kite field. Her legs were patterned from Martin Lester's (kite) legs and I hesitate to guess where the torso pattern came from!

John was NZKA secretary for two years, ably supported by Gladys, who did any typing that was required.

The Derhams are inspired by Tony Fitchett, whom they admire because he is still making big and attractive kites in spite of being one of our most senior kite flyers.

John won the 1997 trip to the Bondi Festival of the Winds in Sydney with "The Night Sky" (pictured lower left). He says they haven't made anything lately as they are waiting to be inspired to make something truly original. All the best with that, John and Gladys.

## SYDNEY: BONDI THAT WASN'T



Ian at Bondi Beach with the No Kiting sign, so he followed the ruling and didn't.

by Sharon Russell

The Russell household took off for Sydney after the Father's Day fly at Ohakea. The reason for going was the Bondi Festival of the Winds, but as events kept changing that was not to be. We still went to Bondi, got the photo to prove we had been there and then wondered how we were suppose to have flown in that tiny space!

We did, however, fly on two occasions, one at windy Shoalhaven and in a local park with views of the city skyline.

Shoalhaven was lovely except for the delayed start and the strong wind. We discovered that when the train timetable says the train will leave at 7.30am it means just that – we were 30 seconds away from it when it left! However, we did get there in time for lunch and the afternoon fly, which was very unusual for us because the sun and the wind were from behind.

There was not too much standing when flying, as extra anchorage was required, hence sitting down made sense. Our bols and balls collected some sand, and the windows foil went for a very small free flight – but not as far as some went the following day.

It was good to meet some new people and buy a new Aussie kite unseen, but it was a pity the venue couldn't have been closer, as first planned. We'll keep our fingers crossed for next year.



# WEBMASTER'S SCRIPT

## What's new at the "www.nzka.org.nz" website?

### V3 [version 3]

I'm very pleased with the overall look and feel of the new version. All bugs have been fixed and there are no problems, to my knowledge. However, should you encounter anything, drop us a line and I will fix things as best I can.

### What's new?

#### • NEWS SCROLLER

This has been working fine, although it hasn't seen a lot of usage. I know with summer on its way you must have some events planned. Let us know and it will appear on the news scroller. Also, it can be used to advertise the fact that you have an item of interest to sell or wish to buy. Simply anything that can be considered as news can be posted on it.

#### • SEARCH OUR SITE

This is a new feature which will help visitors to more quickly find what they're looking for. Try it for yourself. Some words frequently used are kite, links, photos, plans and what's up. If the words that you entered give you a "not found error" and you think it should be part of the search engine let me know and I will include it.

#### • KITE PHOTOS

The pages containing your kite photos have changed. The layout looks much better and you can find out more about any kite by clicking on the image of your choice. There are quite a lot of text bits missing so if you can help with photos and details of a certain kite, let me know please. The reason for the change was because of a suggestion received, that "some information about the kite should be included". I thought this would be very helpful to others.

#### • NZKA "NAME THAT BEAR" COMPETITION

We have had a good response to this. All the entries have been sent to Peter Lynn for judging. I will report on this further as soon as the results are in. [See item page 17-Ed.]

Of course, it goes without saying that if you have any questions please let me know and I'll endeavor to answer them to the best of my ability.

**RIGHT: Robert keeps the flag flying at the One Sky One World event in Blenheim.**

**Photo courtesy of The Marlborough Express.**

# One Sky One World

by Robert van Weers

The day started off with light rain and heavy gales, so I wasn't going to risk the kites getting wet and ending up in the sounds. Besides, the weather would keep the most of the people away and indoors. I was disappointed as I was looking forward to flying for the OSOW kite day.

Around 12 o'clock I received a telephone call from friends asking me where I was and was I coming down to the park to fly kites? The weather had miraculously turned out okay. So I went down to the local flying field and started to throw some kites in the sky. It wasn't long before the crowds showed up and more kites started to fill the now blue skies with color. This was great by Blenheim standards.

The wind was a little strong for the small kites and most of them got blown to pieces. It was great to see, though, that many children came out and supported the event by their participation. I spent a lot of time being kite doctor, but that is all part of the fun. There were lots of people who just came along to view the spectacle, and the large NZKA teddy bear was the highlight for most.

At around four o'clock the rain made its presence felt once again, so this was a good indicator to pack up and go home to reflect on an otherwise great day. Two days later I had to do it all over again, because the kites needed drying as it was raining when I had to pack them away. We had a nice write-up in the local newspaper to further the message that OSOW endeavors to send out to the world. I look forward to next year as it will be bigger and better.





# CONFESSIONS OF A FIGHTER FANATIC—Part 2

by Steve Brorens

*In this second article, I'll look touch briefly on the history and geography of fighter kites, look at modern developments and then provide some more advice on tuning and flying.*

Most of us think of India when fighter kites are mentioned, and even though fighters are flown in many different countries, India does have some special claims to them. For starters, while other countries generally have many kite types, for hundreds of years fighters have been almost the only kites flown in India. Secondly, the large, decorative Indian kites with their fragile appliqué of tissue are true jewels of the kite world, but the third and final reason must be one of sheer numbers. American Tal Streeter says: "A conservative estimate suggests that one out of three of Ahmedabad's three and a half million population is flying a kite at the height of Makar Sankranti; this suggests a figure of over a million kites in the air . . ."

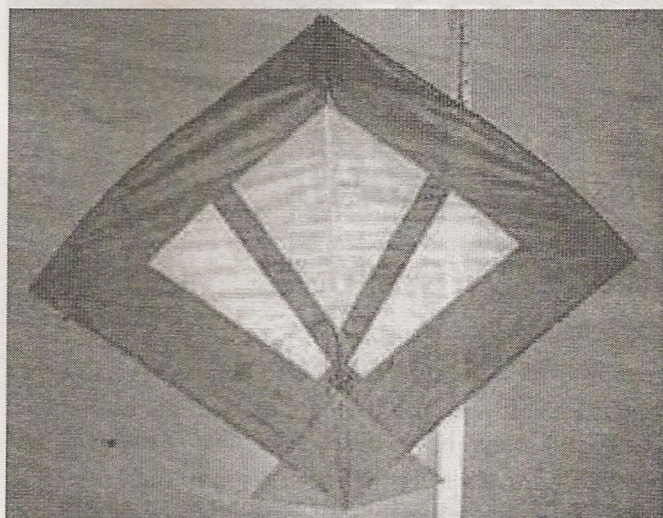
Other countries with strong fighter kite traditions include Thailand, Afghanistan, Indonesia and Korea – and, more surprisingly, Chile, Brazil and Cuba. Although in many cases the kites are structurally similar to the Indian, the famous Korean kite-with-a-hole ("Bangpaeyeon"), hexagonal Caribbean and rectangular Japanese Buka show that there are many ways to make a fighter.

Along with this variation in form comes a great deal of variation in flying techniques and line handling, but in most cases the key aim is to cut other kites from the sky using glass-coated kite string (manjha). In Europe, Philippe Gallot and others started the Manjha International Club, which follows this tradition, but in general the feeling among Western 'kities' seems to be that mixing fighters with static kites is tricky enough – and flying on manjha is just asking for conflict!

So, for many years the aim of most fighter flyers in the West has been to demonstrate precision control. Contests have required flyers to turn, dive, track and land as precisely as possible. This is the sort of contest that's been run for many years at Bondi, and that the NZKA has run. Now, however, there's a new game being promoted: short-line touch. An energetic and anarchic group from America's Pacific North West (NFKA – North American Fighter Kite Association) have developed a style of flying and a style of kites based on precision and speed, where the aim is to touch the line of your opponent – whether from above or below is decided by coin toss before the match. Regardless of whether you want to fly such contests, their small, fast style of kites are a lot of fun to fly – and they've given us a host of new construction techniques and materials, as well as a new kite, the Buka.

Now, a few tips to get that fighter up and flying its best: First, bending. Generally you should have a gentle bend in the spine. What you're seeking is a 5–10mm 'belly out' on the face of the kite. With a bamboo spine the traditional method is to place the back of the kite on your head and gently press down. Sounds funny, but it works just fine.

Second, bridling. Top bridle point goes round the intersection of spine and bow, and the bottom bridle point about



Made by Peter Lloyd, of Australia, this durable fighter has a ripstop nylon sail and fibreglass bow and spine.

100mm from the tail. The tow point will be about 20mm above the wingtip when you lay the bridle out to the side, and this also gives you the total bridle length. Adjust the tow point down until the kite feels 'stodgy' and doesn't leap skyward on launch. Now, move it upwards.

Third, learning to love that spin. When you are pulling the line in fast the kite should track straight, but when you stop and loosen the tension the kite is supposed to spin. Just let the line slip gently out until the kite's pointing where you want it to, and then pull steadily hand over hand again to streak off in the new direction!

Some internet links:

Plan for the rectangular Buka: [http://fighterkites.org/plans/andys/nosew\\_buka.html](http://fighterkites.org/plans/andys/nosew_buka.html) (a wonderful kite!)

Construction and tuning tips: <http://www.kitelife.com/summer02/fightinwords.htm>

Flying tips: <http://www.gombergkites.com/howfight.html>

## THANKS, FOLKS!

The Editor would like to take this opportunity to thank all those who have contributed words, photos and plans during the past year. It helps to lighten the load.

BUT, there's another year on the way, so if you've got any items of interest you think we'd all like to know about, please tell me. It could be a festival write-up, an unusual kite you've made, an event coming up, whatever. If it's about kites, I want to hear about it – when it happens! Please don't leave it until I send out my begging e-mail reminders about contributions. Better to strike while the rip-stop's hot.

If you're taking some photos of something you think could go in the magazine, a JPEG file of around 250–500K should be satisfactory.

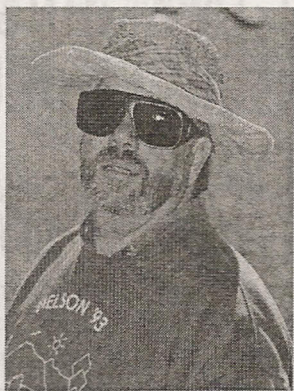
A Merry Christmas and Happy New Year to all. I look forward to joining you on a kite field in the New Year.

—Richard Wotton



# Thoughts From Abroad

by Stephen Cook



Well, actually some thinking from a bloke. For those who have been inclined to read some of my previous thoughts or rambles here is yet another.

I belong to various organisations – a family, an extended family, my work, Lions Clubs (both Club and cabinet), a motorcycle group, NZKA, of course, and some other interests. Some are organisations of need, such as work and family, while others are of choice. [Except that maybe I NEED my kiteflying to relieve the sometimes stress of my 'need' organisations, in particular my work.]

A common theme to me in all of this is relationships with people, and NZKA gives us ample opportunity to relate or interact with people of all sorts, both members and non-members. I was surprised to see my photo on the last *What's Up?* cover but it reflected for me one of the enjoyments I get from our public days. And that is the "public".

I guess we kitefliers are in some part exhibitionists, because we do put on displays etc for the public. But part of that for me is to assist the public in their flying. We should remember the one and only objective of the NZKA – to promote and encourage kiteflying and making – and use our membership and flying days to do that.

As members, we go to public days and often we see folks who can't get their kite to fly. Sometimes it's children who have home-made creations that may (or clearly will) never fly. These children are generally happy running round with it dragging on the ground or spinning around, and I would hope that most of us would pass on words of encouragement to those kids.

But also at public days we see folks who have bought maybe a cheap kite, maybe an expensive one, and they just can't get them to fly. Sometimes it's the weather – too strong or too light a wind for that particular kite – and I think a brief explanation from one of our members will not go astray. At other times it's clear that the kite is back to front (spars in front of the kite!) or has the dihedral piece in backwards, or just needs a small 'tweak' of the bridle point.

I know we could spend all day doing these things, and while there is satisfaction in this activity it does not allow us to fly our own kites. But why not take say 30 minutes every now and then out of your flying to help the public have a better day? The smiles and thanks and grins from the kids after making 'their' kite fly are well worth our time and effort. And new members may result.

And as for the family on last month's cover? They had come down from Hunterville for the kite day at Ohakea, and Dad had spent over an hour trying to get their sport kite to fly. Not only was it slightly wrongly assembled, they

were also trying to learn on very short flying lines. Very little time was needed to ensure that at least one more family had an enjoyable time with our pastime.

And yes, I did pass over a membership application form – do you have a few in your kite bag?

Elsewhere in this issue there is sure to be comment on the Labour Weekend kite workshop. My thanks again to the organisers and teacher – David, you were patient and helpful; Muriel, the muffins were delicious! And to those members who have not attended one of these workshops (I know for some that travel is costly), if you can get to one please go. You will learn, laugh, make friends, eat well, gossip about all manner of things, and somehow also gain a beautiful new kite for your collection at a very reasonable price.

## KITE PHOTOGRAPHY PIONEER

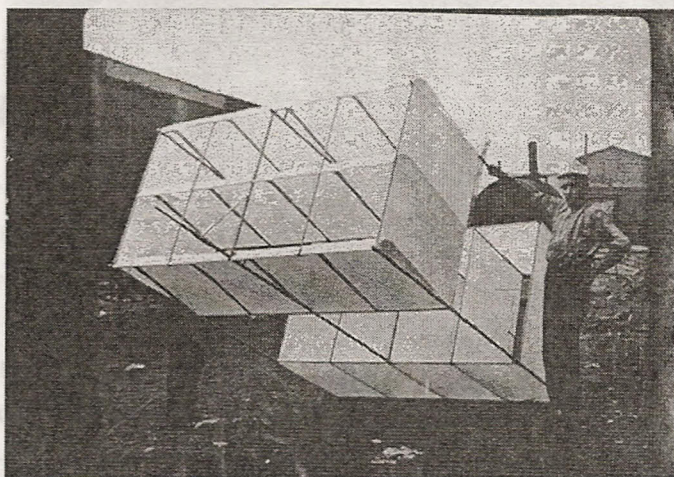
by Richard Wotton

After the last issue of *What's Up?* hit the streets, I came across an item on the Internet which has some relevance to the article "Kites On The winds Of War". It was an obituary for one Frederick Haworth, who died in Pittsburgh, Pennsylvania in 1928, at the age of 62.

Haworth had a degree in mechanical engineering, and was a pioneer in aerial photography.

The article states: "Long before the day of the aeroplane he made aerial photographs of Hawaii and the great Hawaiian volcano Kilauea, work done at the request of Professor Curtis of Harvard University. These photos were made by the use of a kite and camera of his own invention, and were used in making a relief map of the island and volcano which is now in the possession of the university. Before the practical use of aeroplanes it was the only way such photographs could have been taken, and the methods worked out by Mr Haworth for such map-photographs were fundamentally the same as those perfected during the [First] World War for the air-maps which were so essential at that time. Mr Haworth, during the war, gave to the government all his patents and inventions."

**BELOW: Fred Haworth with one of his box kites, c. 1905. Haworth also made aerial photographs of Pittsburgh.**





# Happy 10th Birthday, Rainbow Flight!



Ted and Gretchen Howard have now been running their Nelson business, Rainbow Flight Kite and Fun Shop, for 10 years.

The business has gone from its original location in Hardy Street into the Montgomery Square carpark, then a year ago into a bigger shop in the carpark. The shop frontage has been spruced up with a mural on the garage door and on the upper frontage and the parapet is sporting bright new flags.

An extensive range of kites, windsocks, juggling gear, fun gifts and toys now fill the shop for the coming summer season. There is also a comprehensive selection of fabric, spars, fittings and line available. Go visit the shop if you're in Nelson.

The shop also has a website for you to visit at:  
[www.kites-rainbowflight.co.nz](http://www.kites-rainbowflight.co.nz)



## 21st WASHINGTON STATE INTERNATIONAL KITE FESTIVAL

August 19–25, 2002

by Ted Howard

Gretchen and I were in the U.S.A. in August visiting Gretchen's family in Wisconsin, and came back via the Washington State International Kite Festival at Long Beach, Washington. Long Beach is a 2 1/2 hour drive from Portland, Oregon, across the Columbia River into Washington and out to the coast.

This was the 21st annual event, attracting 10,000+ visitors every day for a week, with even bigger crowds at the weekend. The way this small town gets in behind the event – and has done so for 21 years – was fantastic. The Nelson City Council and Commerce Nelson could learn a lot from these folks!

Each day had different mass ascensions of a particular style of kite, with ongoing demonstrations of sport kite teams, individual 2-line and 4-line flying and Ray Bethell. Ray was the Canadian VIP guest flier. He is about 78 years young and holds a number of world records for flying a team of sport kites by himself! He usually flies three kites, one from each hand and one from the hips and has set a record doing it for 12 hours. He was also flying stacks, with four from each hand and five from his hips, a new record with 13 full-size sport deltas! This was amazing to watch. When he wasn't in the main arena doing this, he was down at the water's edge flying virtually all day, every day.

There were guest fliers from Israel and Australia, with lots of visiting fliers from all over the States and Canada. The banner "parade of colours" and the presentation of the Long Beach Keys of the City to international guest fliers was a lot of fun, and the Mayor of Long Beach was very hospitable.

The beach was well set up with three different show arenas, a commercial sport kite demo/training area, a VIP/large kite area and lots of general fliers around it all. Sea fog made visibility minimal on Friday afternoon and Saturday, when lots of kites were up but not always seen. Saturday afternoon and Sunday were clearer, with a very smooth wind, light and very steady – magic conditions and lots of friendly fliers.

The kite museum is in a small building in town, but there is a lot of fundraising going on for the planned new \$US3 million complex right next to the beach. The original Peter Lynn buggy was on display, quite a big beast compared with what we use now. There wasn't much kite bugging at Long Beach, as the beach is a public highway, with no "off-road" vehicles allowed. Kiteboarding wasn't happening there either, as the water was very cold, with lots of dangerous currents and undertow. For flying sport kites and singleliners this is a magic spot. If you are ever in the States at the end of August, go and be part of the fun of the biggest and longest running kite festival on the west coast. Check out the festival website: <http://www.kitefestival.com>



# GOOD NEWS FOR JANUARY 2003 NELSON KITE FESTIVAL!

by Ted Howard

The 12th annual Nelson Summer Kite Festival is happening on the weekend of the 18/19th January 2003 at Neale Park.

Thanks to prompting from Mike Crawford, our inside NKC member at Radio Nelson, the committee went for an early application for funding with the Lion Foundation again, and were successful!

We have a major sponsor now with extra from the Community Trust, and the money already in the bank! We have put it on term deposit, coming due in time for the festival. We are now tidying up loose ends and confirming all our bookings. We hope that Neale Park will be in much better shape this time!

Please mark your calendars now: set up Friday 17th, warm up Saturday 18th, public day Sunday 19th January, 2003.

This is one of the best flying fields in the country, with steady sea breezes most days in summer. Due to sponsorship, this is a free registration event to kitefliers. There is plenty of accommodation available close by, but if you're coming best to book it soon! For more information contact Ted Howard at Rainbow Flight ph/fax 03)548-8707 or email [info@kites-rainbowflight.co.nz](mailto:info@kites-rainbowflight.co.nz)



*This aerial view of Neale Park, Nelson, was shot during the NZKA Festival at Easter 2000. The shot was taken from a helium blimp aerial photography platform.*

# MURIWAI MOOSE MEET MADNESS



by Perrin Melchior

That's me in a five-wheel buggy at Baylys Beach. I was jumping a log using a 3.5m N-Gen in a 20-knot wind, and had nose-dived the jump and landed belly down when the kite lifted me and the buggy back into the air.

The moose meet was a great success, with great wind and weather and fun in the dunes. Saturday brought a 20-knot sou'wester, with about six buggies and eight kitesurfers charging around. My top speed for the day was 68kph, and I did a lot of exploring in the bombing range – lots of craters and debris.

We all camped in the dunes and had a big bonfire and barbeque under a full moon. Sunday dawned with a 30-knot nor'wester, the best direction for getting max speed. So I loaded my five-wheel with an old dive belt and about 30 kg of sand in an old kite bag and strapped it onto the rear axle. With my 2.2 N-Gen I got the buggy peaking out to 86kph, then my front wheel gave up after about three hours of hyper speed.

All in all, an excellent weekend. And thanks to all who came along.

*Editor's notes:* 1. Ted Howard told me that someone "moose-nuked" the beach (i.e. buggied the whole 50km length of it) – both ways! Towing a mountain-bike rider to boot!

2. Lucky you had the extra two wheels, Perrin. Just gave it that added bit of stability you needed.

## ACKNOWLEDGEMENT

*The editor would like to acknowledge the invaluable assistance of Geoff Campbell of Computer Valet, Wanganui, who provides all equipment and technical support for the production of this magazine.*

**COMPUTER VALET, 1 Victoria Avenue, Wanganui.  
Phone 06 348 5805, e-mail [geoff@comval.co.nz](mailto:geoff@comval.co.nz)**



# "But I Really Need It, Dear . . ."

by William James

So you have bought yourself a kite (or even kites) and you have a buggy to sit in. Basically this is all you need to kite buggy (the clue is in the name). You go to your local buggy site and happily tootle up and down. You read the kite buggy newsgroup and check out a couple of cool kite websites (say [www.kitedesigns.com](http://www.kitedesigns.com)) that cater for your particular tastes in extramural activities; and suddenly having a kite and a buggy is not enough.

Given that you have limited time to play, the set-up of your buggy becomes a fairly fundamental issue quite early on. The spanners provided with the buggy, while adequate, constantly slip and the adjustment moves about.

**Acquisition 1:** a flash socket wrench with assorted heads so you can spin those nuts on and off with spectacular ease and showiness. A Leatherman knife may also make an appearance at this stage as you will need to cut things and . . . well, it looks really cool and outdoorsy.

You also buy a roof rack for your car – one of those inflatable ones – and/or a cycle rack. Buggy does not seem very stable on either.

It starts raining one day when bugging. You have to pack up and go home because you are so wet and uncomfortable. By chance the next day on the newsgroup there is a fascinating thread about dry suits and you realise that you need some water-proofs.

**Acquisition 2:** a set of waterproofs (wet suit, dry suit, spray suit, golf trousers); now you can buggy in all weathers and in all conditions. You also invest, heavily, in a pair of very flash shoes that are waterproof and have several other useful functions that you usually find on computers rather than shoes.

You also notice that the buggy is not that comfortable when wet or when you are leaning over hard to tack (especially if you have a Flexi buggy).

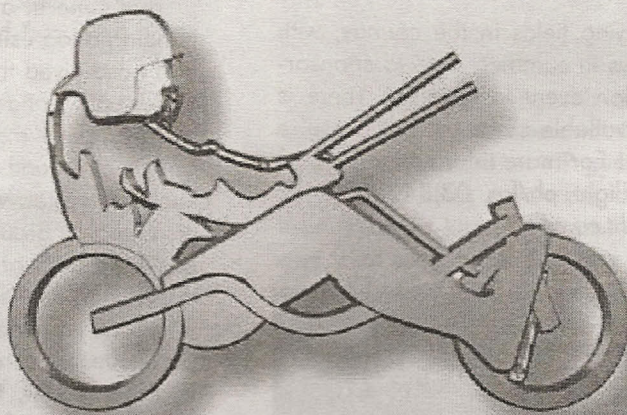
**Acquisition 3:** a spray protector and pipe lagging for the side bars.

Your buggy is beginning to look quite cool (you think!). A couple of stickers appear on the rear bumper and you acquire some black webbing tape which you stick indiscriminately on various key areas. You also notice that the stakes that you were provided with when you bought your kite are not really substantial enough and there are some really flash "holsters" that you can strap to your leg and produce a stake from at a moment's notice; one of those dog leash

things seems like a good idea as well (especially if you tie a Sainsbury's bag to it as a makeshift windsock).

You now need a flash rucksack to carry a lot of this toot around. Re-sleeving kits begin to find their way into your bag (although you have no idea what to do with them), together with more assorted rolls of plastic tape and lots of bits of string and rope that you start picking up wherever you see them and cramming them into your pockets.

**Acquisition 4:** on a particularly frosty day in November your fingers nearly drop off with the cold, so a flash pair of cycling/sailing gloves becomes essential (as does a small flask with tea/coffee in it). Bumper packs of Jaffa Cakes have also now become a permanent feature of your kite bag.



It now takes you a good 15 minutes to load the car and you always seem to have forgotten something. You turn up at a major buggy meet 200 miles from home without your tyres and have to buy a completely new set just so you don't look like an idiot.

The next symptom is mild back and arm pain while bugging. You notice that all the pros wear harnesses, and hey, you've been bugging for a couple of months and are really pretty good.

**Acquisition 5:** a harness (generally a cheap one). You use it three times and end up with third degree burns on your thighs and waist; sell cheap harness and buy a flash new one with lots of padding – feel a bit embarrassed wearing it as it looks very new. End up dragging it behind the buggy a couple of times down the beach to give it that authentic lived-in look. A later Acquisition (about 99) will be various different wheels for your harness as you are such a "hard" buggier that you are wearing out the nylon rollers too quickly.

More bits of rope and plastic tubing start to appear in your bag, as you now need a huge assortment of strops.

You think about a captive harness system and enter into animated debate on snap shackles and kite killers. You buy one of each and never use them.

Fourth time out with the new harness and you are catapulted 30 yards forward. You scrape arms, knees and head quite badly.

**Acquisition 6:** helmet (this takes ages as cycle helmets make you look like a dork and you can't find anything cool enough) and full knee and elbow protectors.



Your wife also becomes concerned about your well-being (or rather your inability to provide for her and your children in the event you crash). You decide to join an association; it's very complicated, so you join both the BBC and the PKA – you start putting your number on all your posts on the newsgroup just to show how professional you are. You stop doing this after a month when you realise that the only cool PKA numbers are the single and double-figure ones – you feel depressed at your high three-figure number.

Your trips to the beach are fine as long as you have rock-hard sand to buggy on. Guys with bloody enormous tyres flash by you as you get bogged down in the sand.

**Acquisition 7:** wider wheels, or when money is no object, Big Feet.

About this time, speed becomes a key obsession; you have watched the mpeg of the buggy speed record a couple of times and reckon that you have gone at least that fast.

**Acquisition 8:** the speedometer: bike speedo first – what a hassle, wires dangling everywhere, completely poxy magnet and endless fun working out wheel circumferences and other stuff. Your first “high-speed” run registers 11 mph, and a passing dog overtakes you easily. On the second run you kick the wire and break it; fortunately you have enough tape and a Leatherman and can fix this. Second run registers 10.5 mph – feels like at least 30mph. Re-calibrate speedo. Third run and you kick the magnet off. Wireless speedo next and specialist earth magnet; lasts four runs.

With no justification whatsoever you spend a significant amount of money on a GPS system; after all, when you take that trip to the Nevada salt flats you will need it to find your way back. GPS system confirms that you are possibly the slowest buggier on the beach; for some reason it will not record above 12 mph.

By now you need another bag and packing the car has to be done the night before. You now also have several kites, including something enormous that you acquired second hand from some geezer at a service station in Tooting. You've flown it once and scared the living daylights out of yourself. You tend to get it out and have it just sitting there just to show how hard you are.

Other assorted bits of crap begin to find their way into your kite bag. For some reason you bought a wind meter and stand around with your arm up in the air and then knowledgeably select the perfect kite for the wind conditions; you then get something smaller out as you are dragged down the field/beach screaming like a stuck pig. Your bits and bobs bag now weighs as much as a small child and rattles alarmingly when you pick it up.

You cannot walk into a kite shop without buying something. You frequent an increasingly bizarre range of shops: hardware stores, camping shops, yacht chandlers and survival stores.

Seemingly unconnected bits of kit suddenly become essential for kite bugging: a digital camera, waterproof mobile phone, a tent and a portable barbecue, amongst other things.

During this time kites have come and kites have gone. You have a selection of different length lines as someone told you that you need longer lines for inland flying.

**Acquisition 9:** it is about now that buggy envy starts to set in big time. Your buggy has every accessory going – wider wheels, wider axle, suspension, better seat, bearing protector kit, tandem kit – but you still feel inadequate. Names like Chameleon and Pagonia and Parastorm and Libre Full Race begin to figure large in your consciousness; you can earnestly discuss weights of buggies and side slip and stability when tacking.

You have never raced, but then nor have most people with an M-series BMW. You start clicking the boxes on online shops of the buggy you want and all the accessories that you will have with it; the price keeps coming out at something around £1200; you try and sell your existing buggy and are appalled when you are offered only £100 for a buggy with every accessory known to man. Decide to keep the thing as you will be able to give tandem rides to your friends (as the only friends you have by now are fellow buggers this is a vain hope).

Acquire full-race buggy and get divorced at the same time – you think the two events are unconnected.

**Acquisition 10:** suddenly your kites are looking a bit sad and you really need something tuned to your race buggy. Sell all kites on Internet. After extensive research you buy the set of kites that some guy won all the races with last year.

After a couple of months you can just about make it up the beach and back without the kite collapsing on you. Your buggy is still suspiciously clean and the tyres still have the nobbles on from being new. Start to have pangs about your old buggy and spend more time talking about how great it was and how full-race kites need a specific kind of wind to get the full benefit out of them.

Lend kite to some kid on the beach who wants a go. He goes up and back the beach so fast you can hardly see him. He is also in some ancient Flexifoil buggy that they stopped making about six years ago; comes back on two wheels saying how easy the kites are to fly.

Hmm, you think . . . you need some more kit, one of those back packs with water in so you don't get dehydrated while bugging . . .

NB: Any resemblance to persons known or unknown, living or dead, involved in kite bugging or not is purely intentional; recognition of either yourself or your close friends in any of the above is likely; but don't worry, you can't sue me as it's all true.

## ABOUT THE AUTHOR

Name: William James

Age: 38

Profession: Lawyer

Status: Married (three kids)

Bugging for two years. Flexifoil Buggy and Ozone Kites (plus much loved 2.0m Viper)

First kite: Peter Powell stunt kite

Lives in Hertfordshire (as far away from the beach as it is possible to get in the UK without moving to Ayers Rock)

Addictions: Probably kite bugging.



# ROLLER DERBY SEEN



The team showing off their kites

## The Labour Weekend Roller Kite Workshop

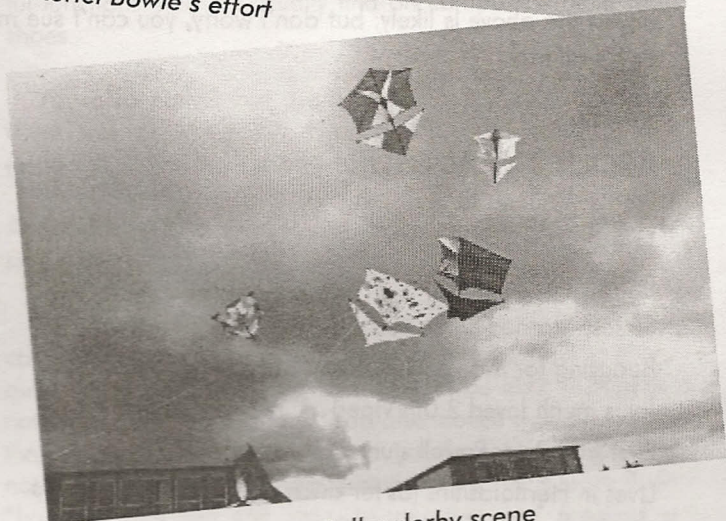
Photos by  
ANNE  
WHITEHEAD



Muriel Bowie's effort

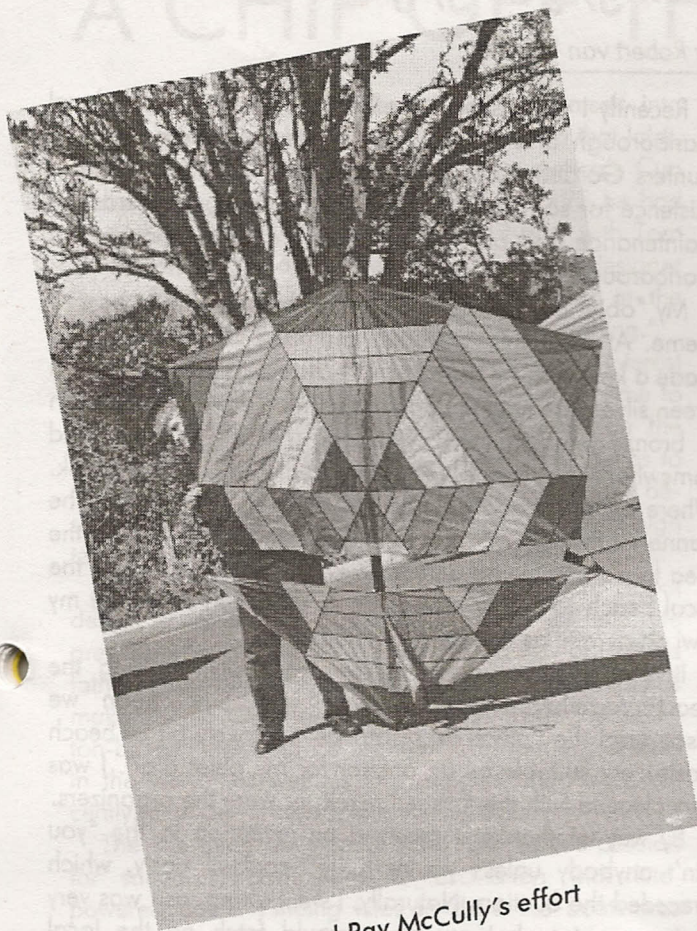


Sharon Russell had spots before her eyes



Roller derby scene





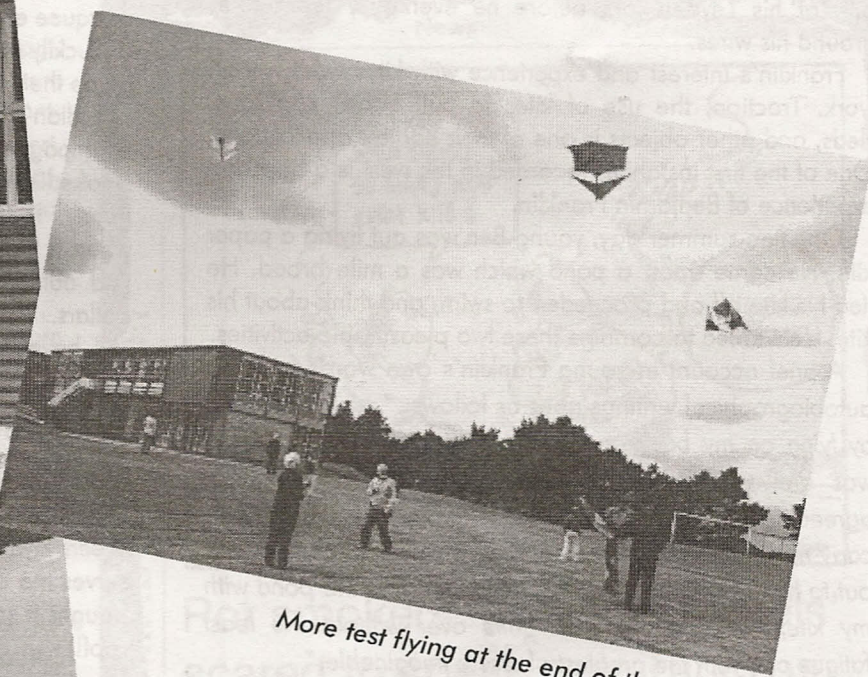
Rosemary and Ray McCully's effort



Gwenda Galbraith came over from Picton



Stephen Cook went for a bold green and purple design



More test flying at the end of the day



# Happy 250th Birthday, Benjamin Franklin

by Meg Albers

In June of 1752, Benjamin Franklin began to study the atmosphere with kites, which led to extensive meteorological work that continued for 150 years until the aeroplane was developed. Franklin was trying to determine whether the earth and sky functioned like the conducting layers of a Leyden jar in the presence of an electrical charge.

The memorably demonstrated experiment in Philadelphia did prove that lightning is electricity. In June of 1752, the experiment was begun in some secrecy, with only the assistance and witness of Franklin's 21-year-old son. Franklin dreaded the possibility of the ridicule which too commonly attends unsuccessful attempts in science. He waited until there was a storm and then proceeded to fly his kite made of silk, which would tolerate the pouring rain better than other materials available at that time. They waited a long time and even considered calling off the experiment when Ben noticed a few threads of silk tied to the key were standing straight out. He then touched the back of his knuckle to the key and felt a shock. His enormous pleasure at proving his theory is legendary.

It's amazing that Franklin wasn't killed during this experiment, as others who tried to reproduce it were. Many people trying the experiment according to Franklin instructions were knocked on their butts. Even Franklin admitted that he had killed many a turkey in his trials and had himself been knocked unconscious by a charge from one of his Leyden jars before he eventually learned to ground his wires.

Franklin's interest and experience with kites were not all work. Traction, the use of kites to pull boats, carriages, sleds, and other objects is one of their earliest applications. One of the first instances recorded in the west is a boyhood experience of Benjamin Franklin.

One fine summer day, young Ben was out flying a paper kite. He came upon a pond which was a mile broad. He tied his kite off and proceeded to swim, and think about his kite. He wanted to combine these two pleasurable activities.

A brief account in young Franklin's own words from his autobiographical writings goes as follows: "... I found that by lying on my back and holding the stick in my hands, I was drawn along the surface of the water in a very agreeable manner. Having then engaged another boy to carry my clothes round the pond, to a place which I pointed out to him on the other side, I began to cross the pond with my kite, which carried me quite over without the least fatigue and with the greatest pleasure imaginable."

During the winter, Franklin also used kites to pull himself along while ice-skating.

There has, of course, been a great resurgence of kite traction over the last few years, with New Zealander Peter Lynn's invention of the kite buggy, a low riding three-wheeled buggy that is steered with the feet while the pilot is

## Going, going, gone!

by Robert van Weers

Recently I was asked, together with fourteen other local Marlborough artists, to donate an item of interest for the Hunters Garden Marlborough Auction, which has been in existence for some years now. All proceeds go towards the maintenance and planting of new gardens in and around Marlborough.

My "objet d'art" was to be a kiwi banner with a garden theme. At least this is what I promised the organizers. I made a kiwi in the – dare I say it – Australian colours with a green silver fern smack bang in the middle of it. I was given a bronze emblem with the logo on it to be placed somewhere on the object. This really made me think. Where on earth and how do I put this metal thing on the banner? I thought about it for a while and came up with the idea to do something different with this one. I drove to the local beach to find a nice piece of driftwood to mount my kiwi on as well as the metal emblem.

It was a rather pleasant evening strolling along the beach together with my lovely wife Sue. Soon we discovered the "pièce de résistance": a lovely bit of beach waste very suitable as an anchor for my objet d'art. I was very pleased with the finished result, as were the organizers.

By way of thanks, I received an invitation to the "you ain't anybody unless you're there" cocktail party, which preceded the auction. Naturally, I went along, as I was very curious as to what my piece would fetch on the local market.

The evening didn't start off very well, but the champagne was flowing nicely. When the rain threatened to put a curse on the entire evening, I felt like a sardine in a can as eight hundred people crammed into the now overflowing marquee erected for the occasion.

Luckily the rain stopped after half an hour and everybody made their way outside to enjoy the auction.

I didn't pay much attention to the other lots, as the champagne was still flowing nicely – and did I mention the smoked salmon canapés? My lot was coming up, lot #5. Funny, I couldn't remember making two kiwis. Anyway when it was time to bid on my piece I was astonished to find out that someone had bid, wait for it, five hundred dollars.

I have no idea who ended up with it, but I was very pleased with the result so it was one more champers to celebrate and one more for the road!

*Editor's note:* I'm afraid this makes Phil Taylor look a bit of a cheapskate, as his successful bid for the prototype van Weers kiwi at the 2002 Festival auction was, if my memory serves me correctly, only \$62. (To be honest Phil, I wish I'd bought it myself now that the price has gone through the roof!)

## CORRECTION

It was incorrectly stated in *What's Up?* #73 that the photo of Hans Podlucky's "Rising Diamonds" was by the editor. It was, in fact, taken by Hans. (Sorry, Hans, but it was such a nice shot I just wanted the credit for it. – Ed.)



# A CHIP OFF THE OLD BLOCK

You could say that Robert Lynn got himself into Team New Zealand by flying a kite. More on that later, but it is true he's been pestering Kiwi America's Cup designers for almost a decade. Back in 1993 he had an idea for a keel design. He talked it over with Tom Schnackenberg and then Team New Zealand designer Doug Petersen. "They weren't very interested at the time," Robert says, "which is probably a good thing."

But far from discouraged, Lynn kept up his interest in yacht design, emailing Schnackenberg from time to time with new ideas. "Finally, I got tapped on the shoulder in May 2002," he says. The invitation was to come to Auckland and work alongside the team's designers. Now, as the newest member of the design team, he's happily 'making myself as useful as I can'.

Robert's reward for thinking long and hard about design issues doesn't come entirely from left field. He grew up in a family where design was a way of life. His father, Peter Lynn, founded a company in the mid-70s making 'little Octopus kites for kids'. Today, Ashburton-based Peter Lynn Ltd manufactures the largest kites in the world, as well as kite buggies and, more recently, high performance kite-surfing kites.

The kite thing developed from Peter Lynn's passion for sailboats, particularly a fascination with kite-powered boats. Finding kites to drive the boats was always a problem, and Peter began to make his own. Before long he was in the business. But along the way Peter was playing with boat design, trying hundreds of new ideas. "We started off sailing in A-Class catamarans," Robert says. "Since then, Dad's built every kind of hydrofoil and planing boat you could imagine, more than a hundred and fifty of them."

The Cup itself caught the young Robert's imagination back in 1983, when he stayed home from school to watch Australia II's historic come-from-behind victory over Dennis Conner at Newport, Rhode Island. Like his father, Robert studied engineering, completing a Bachelors in Mechanical Engineering with Honours at Canterbury and then a Masters in Electrical Engineering, before joining the family business full time.

Even now, the pull of the kite is never far from his mind. When the Cup's over, Robert would love to have a crack at the world speed-sailing record, using a kite-powered craft of some kind. Father Peter has already had 30 knots out of a 4m kite-powered catamaran. Down the track, they'd love to develop kite sailing boats as an industry. But there are a few tricky problems to solve before that becomes a reality.

"The fundamental problem with kites is the inability to get rid of power when you don't want it," Robert says. Kites are highly efficient towing devices, but you can't spill the wind the way you can ease the sheets on a sail. The Lynns are working on it.

Back at Team New Zealand, Robert is struck by the dedication of the design team. "There's no

clock watching here," he says. "Everyone puts in long days. And while there's a lot of freedom, there's also a huge amount of passion. If you've got any free time around here, there's something wrong with you."

Position:	Design Assistant
Team:	Design
Date Of Birth:	March 16, 1972
Place Of Birth:	Ashburton, New Zealand
Responsible for:	Anything he can help with in design

1998: Master of Electrical Engineering, Canterbury University

1992: Bachelor of Mechanical Engineering (Hons), Canterbury University

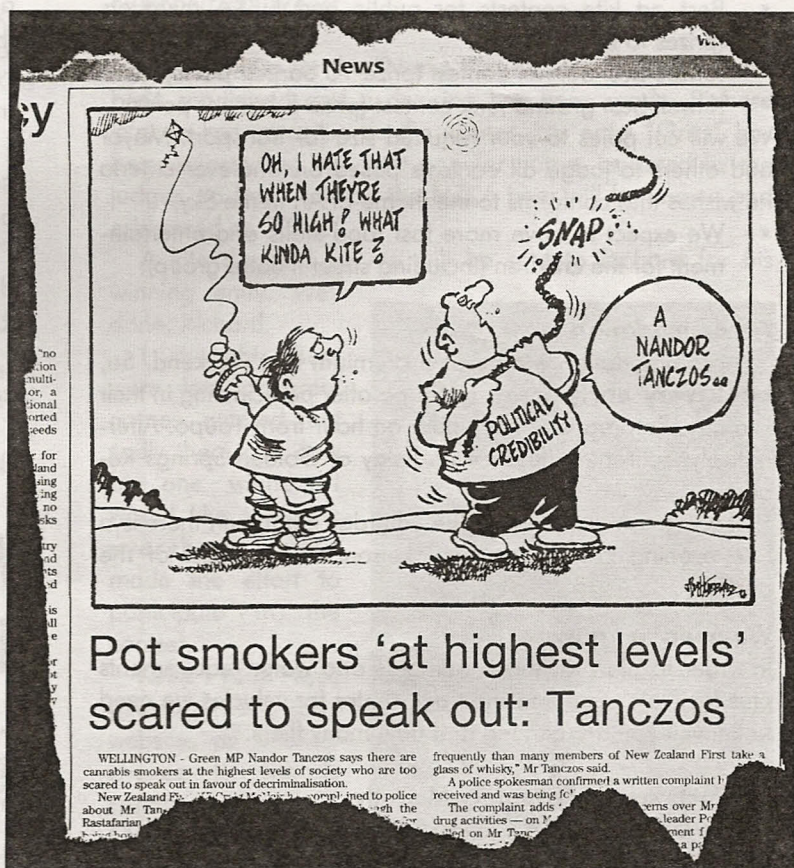
(Reprinted with permission of Team New Zealand)

## Taranaki Multi-Ethnic Festival

The Ninth Annual Taranaki Multi-Ethnic Extravaganza will be held in New Plymouth on Saturday, March 1, 2003. Any kite flyers interested in coming to the city for this event would be most welcome.

Last year's event was held at the racecourse, so presumably this event will be at the same venue.

This is also the commencement of the Taranaki Festival of Arts, which goes on for two weeks and ends with the WOMAD performance in New Plymouth.



## Pot smokers 'at highest levels' scared to speak out: Tanczos

Cartoon by Jim Hubbard, Wanganui Chronicle, 4/10/02



*Catch some 2003 summer festival fun!*

## ROTORUA'S ART IN THE SKY

Sunday, February 2, 2003

Arawa Park Racecourse, 10.30am to 4.30pm.

April 2001 at Rotorua was one of the better kite days that year. Can we do it again? We'll do our best. The event is part of the Rotorua Art Festival 2003.

### What's the same?

- Access to the track centre for cars of NZKA members (via Marguerita St entrance).
- Packed lunch provided for NZKA fliers (see below).
- Free bottles of water.
- Roped-off flying area for safety.
- Separate public area upwind of our area (ensures kite bits have less chance of ending up on the racetrack).
- Wind will either be the prevailing weather pattern or, if hot, a "sea breeze" off the lake.

### What's new?

- We have invited Peter Lynn to bring his big (not mega) kites to Rotorua for the first time.
- The day will start with skydivers arriving at 10.30am, after which we will fill the sky with kites (wind permitting). Skydivers are going to provide some on-ground assistance during the day.
- Best art kite contests for public and NZKA members (prizes to be advised).
- Kilwell best banner contest (prize 10 banner poles).
- Kilwell best ground junk contest (prize 5 banner poles).

We will cut poles to your required size for transport. Mayor and others to judge all contests based on whatever criteria he wishes that conforms to the theme of Art in the Sky.

- We expect to have more fast food stalls and entertainment for the children (including street theatre group).

### Accommodation

Accommodation will be at a premium that weekend. So, **book very early** or stay in Taupo after participating in their kite day. Rotorua is a little under an hour from Taupo. Alternatively, split the difference and stay at Golden Springs Reporoa.

If you are in Rotorua for the Saturday night then there is a free evening concert at the lakefront called "Best of the Best".

### We need to know

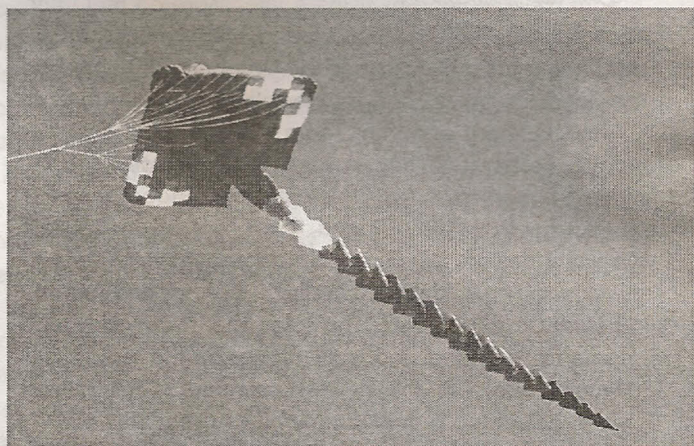
In order to plan for lunch numbers and water requirements plus facilitate access to the track centre for vehicles we need to know if you are coming and how many fliers.

Contact: Ray or Rosemary McCully

Phone 07 348 3828 Fax 07 348 3821

E-mail: [mccullyr@xtra.co.nz](mailto:mccullyr@xtra.co.nz)

Snail mail: 7 Goodwin Avenue, Rotorua



Rosemary and Ray McCully's Peter Lynn midi-ray will be doing its bit to colour the Rotorua sky on February 2

## TAUPO KITE DAY

Saturday, February 1, 2003

Meet up with the local kite flyers at Taupo's Mole and Chicken Restaurant, 40 Taharepa Street, on the Friday evening (January 31), BYO (money and wine). If you don't like chicken, the Grasshopper Asian Restaurant is next door.

Fly with us on Saturday, then drive through to Rotorua for a major free concert in the evening. Sunday sees the "Art in the Sky" kite festival at the Rotorua Racecourse.

Taupo to Rotorua usually takes us 60 minutes on SH5 but try the Reporoa route for easier driving.

Because of the numbers expected, the Taupo fly will be held on the Crown Road playing fields instead of the venue advertised in *What's Up?* #73.

The easiest way to find it is to proceed along the lakefront drive (SH1) and turn up the Napier highway (SH5). Crown Road is the second road on the left.

The council have let us use the area on a "non-commercial" basis, so if you want to sell a kite, be discreet!

For further information/help, contact Warren Ellery (07) 377 0877 or Jim Court at Taupo (07) 377 4784.

## Himatangi Beach Festival At Wgtn Anniversary Weekend

The Himatangi Beach Progressive Society has initiated a Wellington Anniversary Weekend festival around their Thundercat powerboat race meeting, January 17-20. Various activities are planned, and all kitefliers are welcome.

For further information contact George Annear (Festival Co-ordinator), phone 06 3299517.

E-mail: [george@internet-centre.co.nz](mailto:george@internet-centre.co.nz)



# The NZKA's Large Kites – *Rules and Guidelines*

## **Purpose**

The loan of large kites by the NZKA to its approved members is done with the purpose of:

- raising the profile of kiting.
- promoting the NZKA.
- giving members the opportunity to fly kites they may not be able to own themselves.

The rules and guidelines are formulated to ensure safe and responsible use of these large kites in situations where there will be general public present.

## **Rules and Guidelines**

The following rules apply to the loan of the kites:

1. The kites will only be loaned to currently financial members of the NZKA who have been certified as large kite fliers (see below).
2. The member borrowing the kite must not use it for personal financial gain.
3. The members must at all times be present and responsible for the safe flying of the kite(s).
4. The NZKA Kite Controller, will courier the kite(s) to the member by the required date. The member is then responsible for the return couriering of the kite(s) or to a nominated recipient as per the kite controller's discretion within 5 days of the event.
5. Costs involved are set out below.
6. All damage must be reported to the NZKA Kite Controller even if it has been repaired. Major repairs are only to be done with the approval of the NZKA Kite Controller.
7. The priorities for kite loan are:
  - NZKA Annual Festival
  - NZKA sanctioned event.
  - First in first served for other events except where it is a national day (such as Epilepsy Kite Day).
  - On national event days, new areas will have priority, on a first in basis.
8. If the above rules are not followed or it is reported and established that the kite(s) were flown in a dangerous or irresponsible manner, the NZKA Kite Controller can ban the member from further kite loans until reinstated by the NZKA committee.

## **Costs**

The courier costs for sending the kite will be paid by the NZKA and the return courier costs are the member's responsibility.

## **Certified Fliers**

As the larger kites involve forces and potential risks not associated with smaller kites, the NZKA needs to be assured that the borrower knows what they are doing. If the member is not on a list of certified large kite fliers, then the NZKA Kite Controller will require that the kite be dispatched to the member's nearest certifier, who will:

- Instruct and demonstrate safe flying to the member prior to the event or at the event.
- Add the member's name to the certified list of fliers.

**Insurance:** To be advised

## **Loan kite components**

- Carry bag
- Kites
- Flying line
- Pilot kite (where required) and line
- Webbing and carabiner
- Tying instructions
- Flying guidelines
- A set of these rules

The NZKA Kite Controller is Geoff Campbell, and his contact details are:

Phone: 06 348 5805 business, 06 343 2018 home.

E-mail: [geoff@comval.co.nz](mailto:geoff@comval.co.nz)

Postal address: Computer Valet, 1 Victoria Avenue, Wanganui.

## *Folks, Meet "Grizz"*

by Robert van Weers

All the entries for the "Name that Bear" competition have been scrutinised and a decision has been made. Richard Wotton has come up as the winner. His entry "Grizz" has been selected as the most popular name, as voted by the judges, so from now on the NZKA bear will be known and addressed as "Grizz"

A kite donated by me will be sent to Richard for his winning entry. Well done, Richard.

I thought there were lots of great names entered but sadly there can only be one winner. I would like to thank everybody who made the effort to participate in the contest.

Keep your eyes glued to our website, as another chance to win is coming soon. A Christmas contest is on its way in the not too distant future.





# 2003 NZKA National Festival in Wanganui

by Richard Wotton

The 19th annual festival of the New Zealand Kitefliers' Association will be held in Wanganui over the four-day Easter holiday weekend, April 18-21, 2003. This event will be a first for the city, with a small but enthusiastic group of local fliers organising the festival. Wanganui has a prevailing wind from the north-west, so there's a very good chance that we'll get good flying conditions. There are no hills close to the venue so it doesn't matter which way the wind blows.

We've reserved the entire area of Springvale Park, and there will be an adjacent indoor venue. This will serve as a storage area for kites and equipment as well as being a social venue. New kitchen facilities are currently being installed, so it should be ideal.

A full programme of events is planned – including perfect flying weather! The weekend will kick off with casual flying on Friday, to be followed by the traditional fish and chips dinner. Saturday will see rounds of the rokkaku challenge, as well as flying for the Trans-Tasman Travel Award.

The Saturday night dinner will be followed by the auction and a wearable kites fashion parade. It's hoped that festival attendees will apply their creative thinking to make this a fashion show to be remembered.

Sunday will be a public day, with a large area roped off for registered fliers. The rokkaku challenge finals will be held, along with a session for registered fliers to bring out and fly a few of their earliest kites so the public can see that we didn't all start off with huge flowforms, Megarays etc.

Monday morning will be a relaxing, wind-down morning of casual flying for those with energy to spare, before departure for the out-of-towners.

**There are always a lot of things happening in Wanganui at Easter – and next year there will be a very big bowls tournament for starters – so it can be difficult to get just the accommodation you want. In fact, it may be difficult to get any accommodation if you leave it too long. We strongly recommend that anyone who's at least reasonably sure they'll be here to let us know pronto.** This will enable us to get an early indication of numbers which should be a good lever for negotiating a bulk deal with motels and caterers.

This publicity article has been sent off to various overseas kiting magazines – as well as any individuals I've been in contact with – and so far has resulted in an expression of interest from Clive Davies, of the UK.

Having the sports stadium as our base for the event means there will be plenty of room for everyone, plus it can be used for kite storage, so you won't have to pull your kites apart to put them to bed for the night.

If you would like further information, please contact either me or Geoff Campbell (see Committee listing on page 22 for details).

We look forward to seeing you here next Easter!

## SHOALHAVEN SHOTS

Godfrey Gamble (top), with his Viking ship kite, and Muriel Bowie are pictured enjoying the laid-back beach fly-in at Shoalhaven, NSW. This event was organised as a last-minute substitute for the cancelled Bondi Festival of the Winds in September.



Photographer unknown

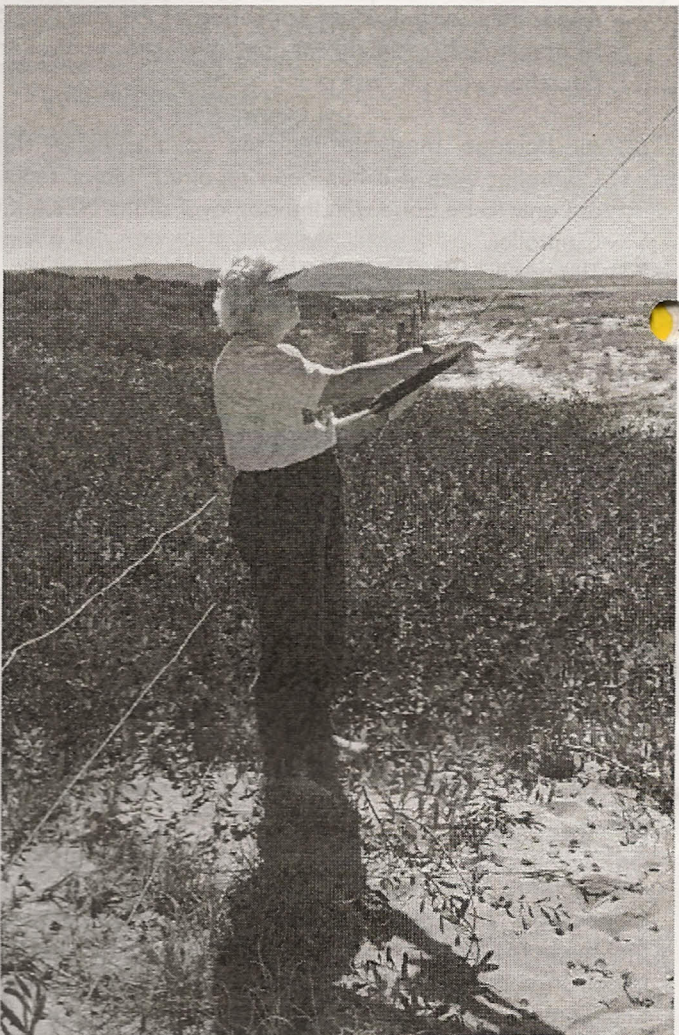


Photo: Wal Krivoruchko



# NZKA POLICY AND PROCEDURES – KITE SAFETY

## Purpose

To ensure that all NZKA sanctioned events conform with:

- good health and safety practices.
- New Zealand law with respect to Health & Safety and Civil Aviation requirements.
- good kite flying practices aimed at minimising potential liability claims.

To ensure that the NZKA gets the best possible deal with respect to our liability insurance.

## Key Points

It is not sufficient for the NZKA to just have a safety policy or rules and then do nothing. We must be proactive in taking reasonable steps to comply with our safety policy.

- A person taking on the role of Kite Event Safety Officer does not assume the liability for a safety incident.
- The liability, at all times, remains with the kite flier and the festival organisers.
- The Kite Event Safety Officer provides objective advice and a reality check on the observed behaviour of the kite flier.

It is up to the flier to behave in a safe manner and the organisers to insist on that behaviour if the flier is to continue to participate in the event.

## Qualifying Events

The following events or event types are required to comply with this policy.

- NZKA national festival (usually at Easter).
- NZKA sanctioned kite days.
- Events organised by others to which the NZKA has been invited and at which there are more than 10 NZKA members in attendance.

The following events are expected to comply with the policy, except that they need not formally appoint a Kite Event Safety Officer.

- Monthly kite flying

## Kite Event Safety Officer

A Kite Event Safety Officer is to be appointed by the organisers or by the NZKA committee present.

The person needs to be a reasonably experienced and responsible NZKA member who is expected to act in a consultative and non-confrontational manner when fulfilling their duties. Experience in the area of Occupational Safety and Health would be an advantage.

## Authorities

The Kite Event Safety Officer is responsible to the person(s) appointing him/her.

All NZKA members and event registrants are required to conform to the decisions of the Kite Event Safety Officer.

## Duties

To ensure that NZKA members and registrants at sanctioned events do not:

1. fly kites in a manner that is potentially hazardous to other people.
2. fly kites in a manner that could potentially bring them into contact with power and telephone lines.
3. fly kites off lines or ground anchors that are insufficient for the kite and the prevailing wind conditions.
4. fly kites at a height that exceeds the height restrictions applying at the event.

## Note

- As the NZKA has no control over the public except within approved roped-off areas, the kite flier is required to adjust their behaviour to the prevailing people conditions.

These duties do not apply to any flying practices that could result in a kite tangle, except where the result might be covered by duties 1 and 2 above.

## HAWKE'S BAY FLYING REPORT

by Sharon Russell

We've had typical flying weather, perfect during the week and strong wind or rain on Sunday for our official fly. Some of us participated in a rural school fundraiser over the weekend of November 16/17. Saturday was fine, with the wind changing from east to west and some still breaks in between. When in the air the kites were visible for quite a distance up the road, and we were told they looked "awesome".

A number could well have been sold many times over. I had one polite young lad come up to us saying, "Is that Harry Potter kite for sale?" Sorry, no, was the reply. "Oh, (sigh), it's really good." We did talk about prices beforehand but we didn't think anyone would buy them at our prices, especially as we had made them ourselves. People were really impressed with our display, and we had a number who have said they will visit us at our next fly, so here's hoping.

Sunday was a grotty, grotty day. The weather turned foul and the only ones who were thankful for the rain were the farmers and firefighters. Big thanks to Diana for the initial information about the event and for the loan of her kites, to Ian and John for the kites and for the extra bodies on the Saturday, Raelle for kites, and for the lads who were going to help on the Sunday but weren't needed due to the rain.

## LABOUR WEEKEND WORKSHOP

The children at Picton School loved the 'funny -shaped kite' when I flew it in the playground last week. The bright spring colours livened up the dull, cloudy sky as the wind caused it to almost bend in two one minute and flutter toward the ground like a feather the next. I liked the way it could be kept airborne by simple line movement.

Thank you for another enjoyable kite-making weekend.

—Gwenda Galbraith



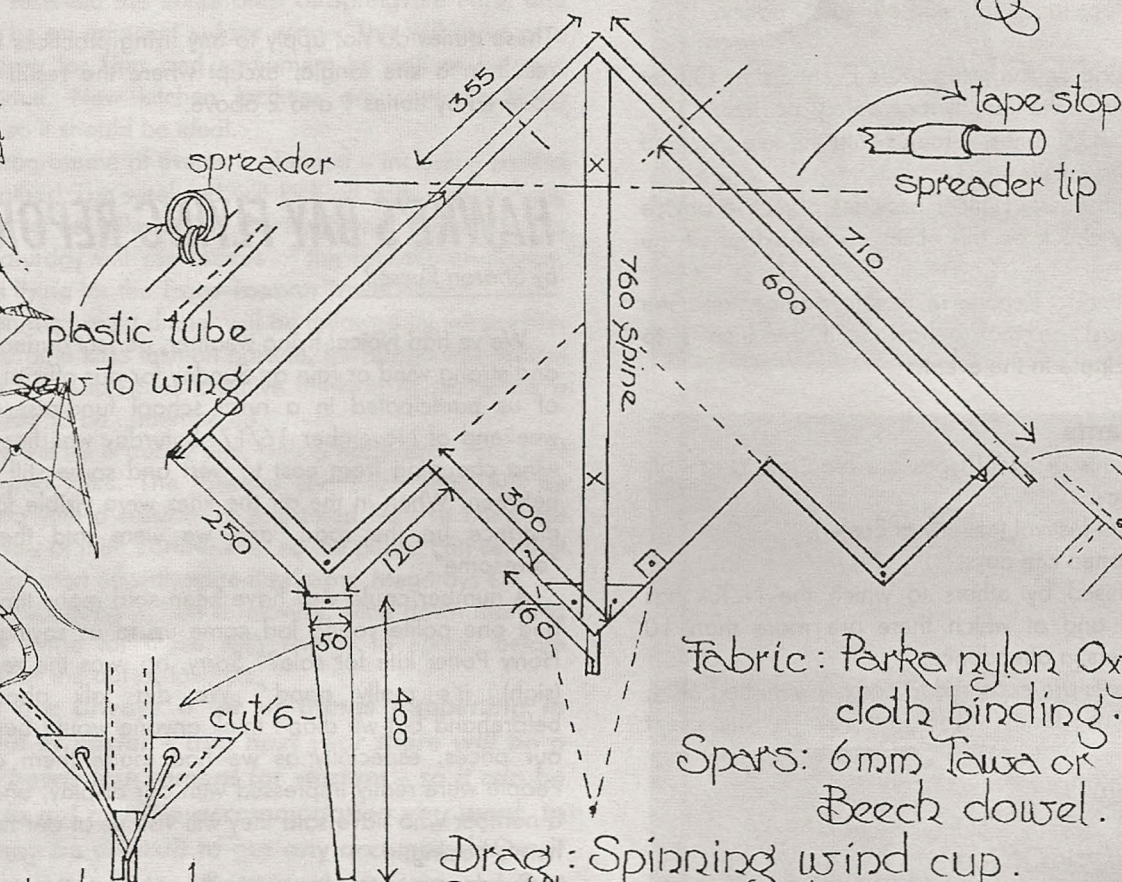
# Kites

TO MAKE AND FLY.

## Tassel - Kite

one of my favourite things

Jim Ayers

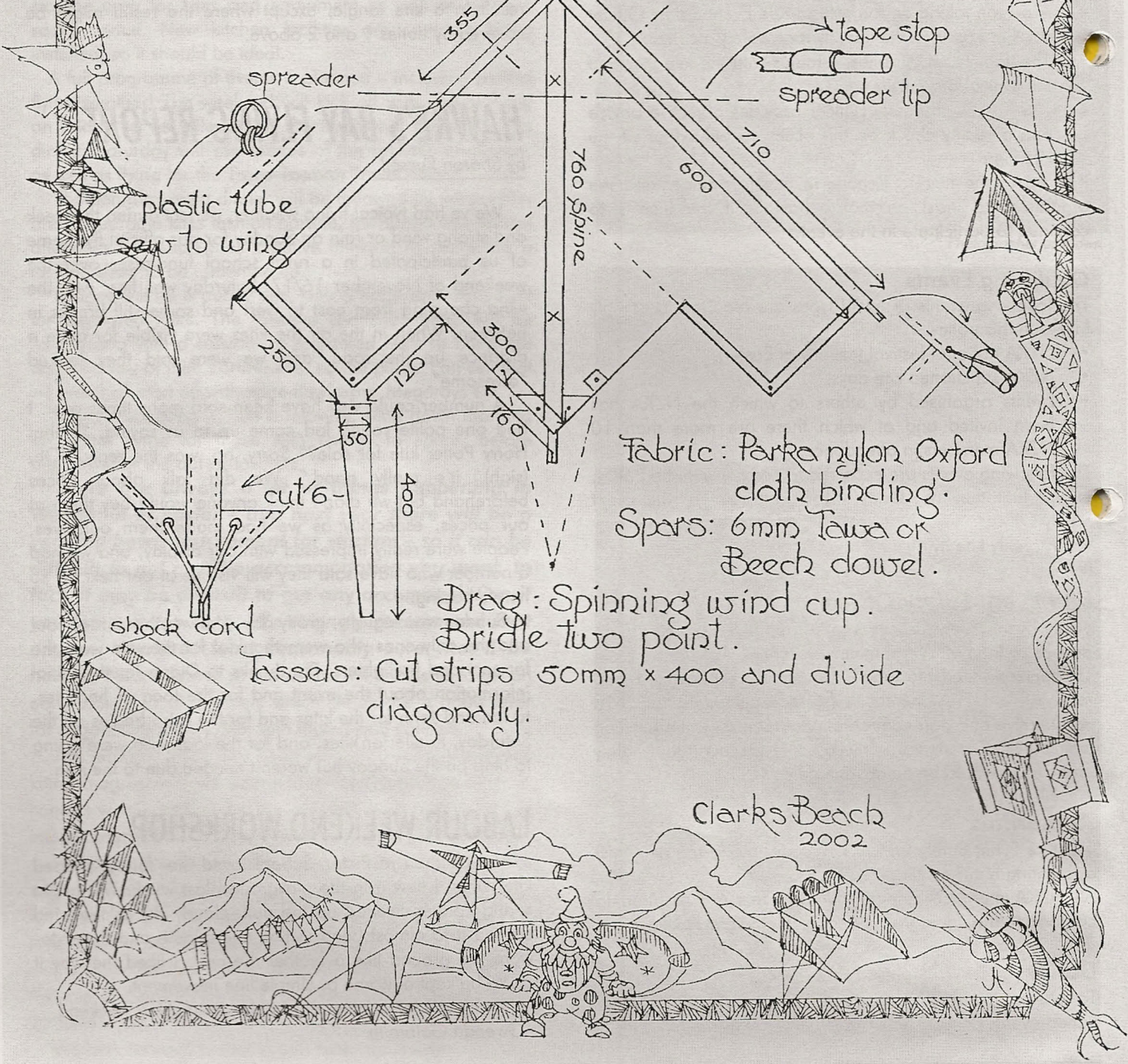


Fabric: Parke nylon Oxford cloth binding.  
Spars: 6mm Tawa or Beech dowel.

Drag: Spinning wind cup.  
Bridle two point.

Tassels: Cut strips 50mm x 400 and divide diagonally.

Clarks Beach  
2002



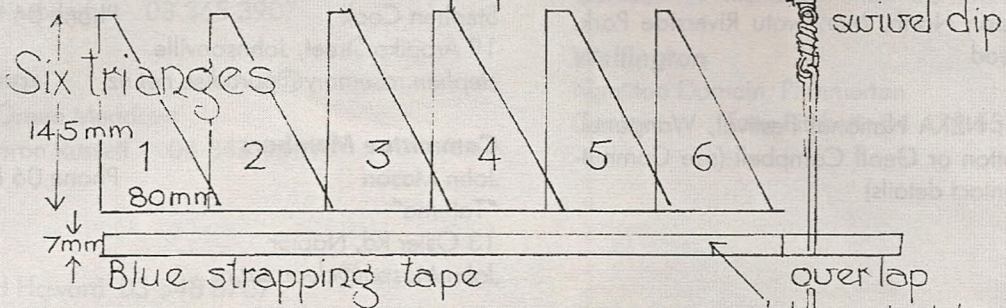


# Kites

TO MAKE AND FLY.

## Make a Spinner with no Sewing

Plastic or paper



Join to make a circle

Tassels

Double sided tape

6mm dowel drilled

Cover the knots with a short length of irrigation tube to neaten.

over lap  
Double-sided tape over

overhand knot

larks head loop

push tassel thread through the six apexes and knot.

Jim Ayers

Clark Beach

AZ.

185c



# Your 2002/3 Kite Events Calendar

January 18 & 19: Neale Park, Nelson. Contact Ted Howard

February 1: Taupo (see item elsewhere in this issue)

February 2: Rotorua (as above)

February 6: Porirua, Elsdon Park Festival of the Elements. Contact Anne and Peter Whitehead

February 8: Palmerston North, Manawatu Riverside Park. Contact Phil Whitehead

April 18-21 (Easter): NZKA National Festival, Wanganui. Contact Richard Wotton or Geoff Campbell (see Committee list at right for contact details)

## TRADE DIRECTORY

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

Key: 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 and 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. Phone/Fax (09) 358 0991

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

**Skylines and Bylines**, at The Arts Centre, P.O. Box 2195, Christchurch. Phone (03) 365 3907, Fax (03) 337 2669, mobile (027) 431 7716. e-mail: [julie@kites.co.nz](mailto:julie@kites.co.nz)

Services offered: Sl, Dl, C, F, Ka, Re, Bm, W, G, O, Mo, Kk, Ex, Rl.

**Rainbow Flight**, 5 Montgomery Square, Nelson. Phone/Fax (03) 548 8707

Services offered: All services provided

**A Kiwi Kite**, 1a Sunshine Rise, Raglan. Phone (07) 825 7290. Services offered: Sl, Dl, C, Bu, Re, Kw, D, Ex, Rl.

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

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

**Raven Kites**, 1 Victoria Avenue, Wanganui. Phone 06 348 5805, fax 348 5806.

Services offered: Sl, Dl, Bu, C, power kites.

## NZKA COMMITTEE

### President

Peter Whitehead  
59 Makara Road  
Karori, Wellington  
[drachen@xtra.co.nz](mailto:drachen@xtra.co.nz)

Phone 04 476 7227  
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### Secretary

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3 Arapiko St, Johnsonville  
[tonyf@paradise.net.nz](mailto:tonyf@paradise.net.nz)

Phone 04 478 5575

### Treasurer

Stephen Cook  
19 Arapiko Street, Johnsonville  
[stephen.rosemary@paradise.net.nz](mailto:stephen.rosemary@paradise.net.nz)

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### Committee Members

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Phone 06 844 0127

Geoff Campbell  
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027 4485 360

Ray McCully  
7 Goodwin Avenue, Rotorua  
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834 3881

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19 Bedford Grove, Kelson, Lower Hutt  
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Phone 04 565 0736

## COMMITTEE APPOINTMENTS

### Membership Secretary

David Bowie  
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Phone 04 565 0736

### Corporate Goods

Rosemary Cook  
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Phone 04 477 2036

### Webmaster

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Phone 03 578 6484  
025 247 0771

### What's Up? Editor

Richard Wotton  
44 Wairere Road  
Wanganui  
[kody.k@xtra.co.nz](mailto:kody.k@xtra.co.nz)

Phone 06 343 2770



## NZKA KITEFLYING SITES

### Auckland

Bastion Point (every Saturday)

Contact: Perrin at Kiteworks 09 358 0991

### Bay of Plenty

Fergusson Park, Tauranga

Contact: Ray McCully 07 348 3828

### Christchurch

Hansen's Park, Opawa

Contact: Julie Adam 03 365 3907

### Napier / Hastings

Anderson Park. Green Meadows

Contact: Sharon Russell 06 843 4359

### Nelson

Neale Park

Contact: Ted Howard 03 548 8707

### Palmerston North

Ongley Park

Contact: Alan and Judi Main 06 353 1953

### Clarks Beach

Stevenson Road Park

Contact: Jim Ayers 09 232 0251

### Wanganui

Springvale Park (every Sunday)

Contact: Richard Wotton 06 343 2770

### Wellington

Ngatitoo Domain, Plimmerton

Contact: Tony Fitchett 04 478 5575

## NZKA KITEFLYING DAYS

### December 2002

- |    |                  |                                               |
|----|------------------|-----------------------------------------------|
| 1  | NZKA monthly fly | Wellington<br>Clarks Beach, Stevenson Rd Park |
| 8  | NZKA monthly fly | Dunedin<br>Napier/Hastings                    |
| 15 | NZKA monthly fly | Bay of Plenty<br>Nelson<br>Palmerston North   |
| 22 | NZKA monthly fly | Auckland<br>Christchurch<br>Wanganui          |

### January 2003

- |    |                  |                                               |
|----|------------------|-----------------------------------------------|
| 5  | NZKA monthly fly | Wellington<br>Clarks Beach, Stevenson Rd Park |
| 12 | NZKA monthly fly | Dunedin<br>Napier/Hastings                    |
| 19 | NZKA monthly fly | Bay of Plenty<br>Nelson<br>Palmerston North   |
| 26 | NZKA monthly fly | Auckland<br>Christchurch<br>Wanganui          |

### February 2003

- |    |                  |                                               |
|----|------------------|-----------------------------------------------|
| 2  | NZKA monthly fly | Wellington<br>Clarks Beach, Stevenson Rd Park |
| 9  | NZKA monthly fly | Dunedin<br>Napier Hastings                    |
| 16 | NZKA monthly fly | Bay of Plenty<br>Nelson<br>Palmerston North   |

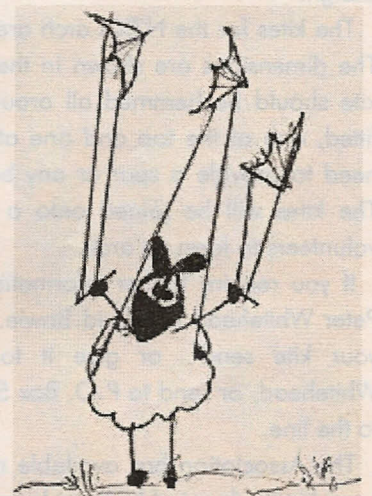
- |    |                  |                                      |
|----|------------------|--------------------------------------|
| 23 | NZKA monthly fly | Auckland<br>Christchurch<br>Wanganui |
|----|------------------|--------------------------------------|

### March 2003

- |    |                  |                                               |
|----|------------------|-----------------------------------------------|
| 2  | NZKA monthly fly | Wellington<br>Clarks Beach, Stevenson Rd Park |
| 9  | NZKA monthly fly | Dunedin<br>Napier/Hastings                    |
| 16 | NZKA monthly fly | Bay of Plenty<br>Nelson<br>Palmerston North   |
| 23 | NZKA monthly fly | Auckland<br>Wanganui<br>Christchurch          |
| 30 |                  |                                               |

famous  
Kitefliers

Ray  
Baaathell





## REGIONAL REPRESENTATIVES

### Bay of Plenty

Ray McCully  
7 Goodwin Avenue  
Rotorua

Phone 07 348 3828

### Nelson

Ted Howard  
Rainbow Flight, Montgomery Square  
Nelson

Phone 03 548 8707

### Christchurch

Julie Adam  
Skylines and Bylines  
Christchurch

Phone 03 365 3907

### Waikato

Lorraine Watson  
1a Sunshine Rise  
Raglan

Phone 07 825 7290

### Napier / Hastings

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92 Bill Hercock Street  
Napier

Phone 06 843 4359

[rj.russells@paradise.net.nz](mailto:rj.russells@paradise.net.nz)

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### Wellington

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3 Arapiko Street  
Johnsonville

Phone 04 478 5575  
[tonyf@paradise.net.nz](mailto:tonyf@paradise.net.nz)

## NEW REGIONAL REP

After a couple of years in this role in Christchurch, Steve Brorens is passing the baton on to Julie Adam, of Skylines and Bylines kite shop, in the Arts Centre.

Julie can be contacted at the shop on (03) 365 3907

## THE NZKA KITE ARCH PROJECT

The members' arch is for every member to make at least one kite. It can be any colour or 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 – for example, you might be a "pale blue" person and a kite of simply pale blue may be just your thing.

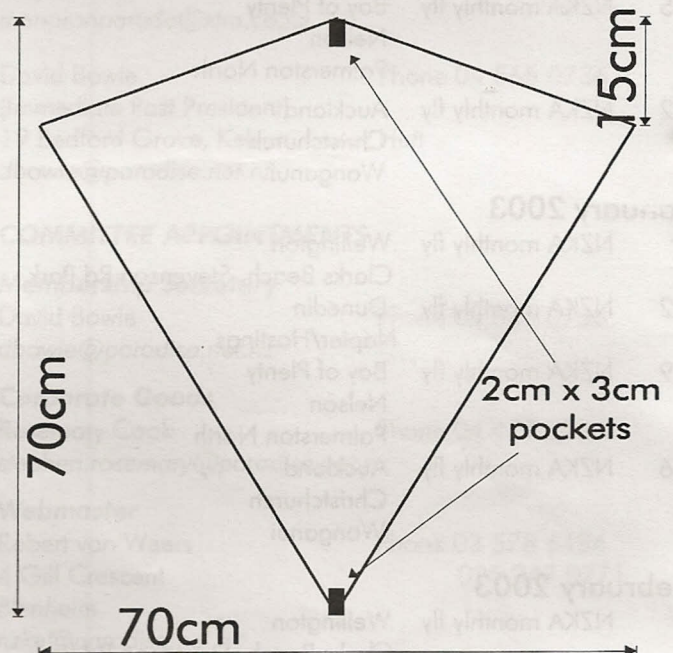
If you don't feel confident making the kite by yourself, enlist the help of another member, but it should be your design.

The kites for the NZKA arch are made from  $\frac{3}{4}$ oz ripstop. The dimensions are shown in the diagram alongside. The kite should be hemmed all around 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 the skin. The kites will be joined onto a single line by dedicated volunteers to form an arch.

If you require further information, contact Tony Fitchett, Peter Whitehead or David Bowie. When you have finished your kite send or give it to David Bowie or Peter Whitehead, or send to P.O. Box 56, Wellington, for joining to the line.

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

Happy kite building!





# *What's Up?*

*a newsletter for kitefliers*



kitefliers association

Published quarterly by  
The New Zealand Kitefliers' Association  
P.O. Box 56  
Wellington