



# The Australian Kite



Number 209

The Journal of the Australian Kite Association Incorporated

June 1998.

**This seems to have been a month for letter writing!  
Thanks to everyone for the contributions, and please,  
keep sending them in - it is, after all, your magazine!**

## Flying flop?

Recently in a 'Clints' Crazy Bargains' catalogue, a stunt kite was advertised for \$12.95. I thought this was too good to pass up (or too good to be true - for the price).

After buying one and reading that it was made in China, I assembled it to have a look. Stitching was pretty rough, but everything else was there: dacron leading edge, fibreglass spars, stand-offs, handles and lines. As the weather wasn't windy, I didn't fly it, but it looked good value for the money. I purchased a few more for kids' presents as I couldn't make them for the price.

A couple of weeks later I took the original for a test flight. What a disaster; they will not fly in their present form, they only have one cross-spar and shake to pieces in the sky. I am in the process of altering the original so hopefully it will fly properly when I have finished. If not, look for my new feather, made from "Crazy Clints' stunt kites.

PS. So, to the couple who were trying to fly one at Mia Mia, don't worry, there will be hundreds around Australia having the same problem!

*Colin Winter*

## Some Memories of Kite Flying.

Although I do not go regularly to AKA fly's now, I have happy memories of past fly's.

In 1983, Helen Bushell presented me with my first trophy at a Moomba kite fly, for our giant clown, flown behind a "barn door" kite. It was a beautiful day and a lot of people, both flyers and spectators, attended.

Another time, Don and I were at a fly at the Science Works Museum - to celebrate the opening I think - with very little wind and the Town Cryer, in his very elegant costume and carrying a large bell, came up to me and asked would we fly our big kite again for them. I told him he would have to call up some wind for us, so he proceeded to do just that; he went out on the field and with much bell ringing called on the wind to blow; it was quite a show and as I recall, the wind did come up shortly afterwards.

I recall a time at Royal Park when Beth Matthews was flying her seagull train and about 100 real seagulls gathered and milled about, so it was hard to pick which were real and which were kites. I have a photo I took at the time and it just looks like a large

flock of seagulls and I have to point out to viewers that some of them are kites.

Another fond memory is of Ballarat 1997, when Don, with a lot of help from others of the AKA managed to get eight of our big 'barn door' kites in the air together. I sat in the car and watched with much pleasure. It is a pity it started to rain and the kites continued to fly with water pouring off them (and the flyers) but I still loved every moment.

*Joyce L Matthews.*

## 8<sup>th</sup> BALI INTERNATIONAL KITE FESTIVAL.

Invitations have been sent to attend the Bali festival to held on July 4<sup>th</sup> to July 6<sup>th</sup> 1998.

Entry fees are \$US 100.00 per person. Accommodation ranges from \$US 300.00 to \$US 375.00 with a single supplement of \$US 200.00 for 5 nights. Airfares are on top of these figures. Contact Karl for an application form and all details, on 03 9547 2093.



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The Australian Kite Association flies at Royal Park on the first Sunday of every month, commencing at 1 p.m.

Website: <http://netspace.net.au/~peterbat>

**AIRSHOWS DOWN UNDER.**

It is on again! The dates have been set for February 20th and 21<sup>st</sup> 1999 so mark these in your calendar now. Having participated in the last two I can recommend this as a must attend event for our members. The atmosphere is unbelievable. Your committee is currently negotiating with the organizers for appropriate space and schedule of activities for this weekend.

It may be possible to stage the Victorian Kite Championships over this weekend with crowds in excess of 150,000 people in attendance. We need your feedback if indeed you wish to have this happen as it will take a lot of organization and co-ordination to succeed. Write, phone or E-mail Peter or Karl with your thoughts. More news as it happens.

**INTERNATIONAL MAIL.**

We receive many letters and magazines from overseas kite clubs and enthusiasts, at times we can not even give these people the courtesy of a reply as we can not translate their mail.

A letter was recently received from Spain. Many thanks to David Rivers who arranged to have the letter translated. We now know that they have requested permission to translate and publish articles from "The Australian Kite", giving us recognition as the source. as this helps lift the profile of the AKA in the international kiting arena, we will be giving them permission. Again, many thanks, David and friend.

*Karl*

**GEELONG AND DISTRICT KITE CLUB.**

Congratulations to the new incoming committee of the G&DKC.

President: John Slater

Vice President: Paul Reiffel

Secretary: Dianne Deller

Treasurer: Lynn Slater.

We look forward to working closely with the new committee.

**Feather Flags.**

Having often heard the remarks from members of the public when they see the feathers flying at Royal Park, we have thought about the idea of making a bulk purchase of expandable fibreglass poles for members of the club. The idea, raised at last month's general meeting, is that we encourage members to make a feather flag to bring along to Royal Park when they attend. By purchasing the poles in quantity we will be able to buy at a very good price. We will need to know if you want one by the end of June.

Prices are currently being investigated, and will most likely be between \$20 and \$25 at current estimates.

Please contact Joanne or Karl to find out more, or to register interest. The more flags, the better our visual impact!

A basic plan for a feather will appear in the magazine in the next couple of months. Feathers are a great way to use up your scraps of fabric and are also a wonderful way to practice your applique skills. Joanne's "Pluto" is a good example of what can be done with only a few colours!

**News from Tasmania.**

Dear Chairman Ces,

I am writing to say how proud I felt to receive life membership of the Australian Kite Association. I'd also confirm that, for me, it was indeed a highlight of my kiting experience.

Although I purchased my David Pelham and commenced flying in Hobart, towards the end of the Seventies, I can truthfully say that my real training ground was Royal Park, with Helen Bushell, Tony Johnson, Ed Baxter, Arthur Coombs and soon after, Tony Wolfenden. I recall collecting up the parts of my double Conyne cross spar and bringing them "back to the drawing-board".

And, as most of us have done, I've been teaching children, Girl Guides or families, to make and fly just one kite, and that is a Sled. I make them because they are simple and quick and guaranteed to fly, which is the most important part of the whole exercise.

I've been saying that for years. The advice is a quote from Tony Johnston's letter of 16th January 1983.

I'll try to get over in the Spring or the Summer.

Please convey my sincere thanks and good wishes to the executive and members.

Must fly,

*David Chandler.*



## How to build a Mylar Circoflex

By Mike Dallmer

Designed by Helmut Schiefer and  
Ton Oostveen.

On first seeing a Circoflex in the air, most people have the same question: "How can that thing possibly fly?" But fly it does, as Mike Dallmer has proven with his Circoflex 's built of both in mylar and ripstop. Though the specifics here are for the Mylar version, the techniques can be easily translated to a sewn ripstop version by any experienced kite builder.

### Materials List

Mylar (see chart)

Fiberglass or carbon rods (see chart) with connectors

50 lb Dacron (for bridle & trailing edge, see chart)

Seamstick (double sided tape)

2" wide packing tape

1" wide reinforced tape

Split ring for bridle

Several 1"x1"x1/16" lead weights, or pennies.

### Construction

- Using the Chart on Page 4, determine the size kite you want to build and the materials necessary.
- Cut Mylar to size, adding 1" to leading edge and 3/4" to trailing edge. Draw a line 1/2" in from each short edge to mark the overlap where the ring will be connected.
- Reinforce the leading edge on the good side of the Mylar with 2" wide clear packing tape.
- Place a length of Seamstick on the mark that is 1/2" from one short edge. Remove paper from Seamstick. Join the two ends together to form the ring by lining up the two 1/2" marks and pressing together. The joint will now be referred to as the 6:00

mark. Place a layer of the 2" wide packing tape over both sides of this seam for strength.

- Mark the position of each bridle point 2" in from the leading edge (this should fall on the inside edge of the reinforcement tape applied in Step3). Also, mark a line 1 1/2" in from the trailing edge.
- Place Seamstick along the outside edge of the leading edge. Leave about 2" of no tape on each side of the 6:00 mark.
- Reinforce each bridle point with 1 3/4" strips of reinforced packing tape. Place the tape strips so that they are perpendicular to the leading edge and on the bad side of the Mylar.
- Lay flat as much sail as possible.
- Remove enough of the paper from the Seamstick to work comfortably, about 2-3 feet at a time.
- Fold over the cut side of the leading edge to the 2" mark, press down.
- Continue until you have gone all the way around the leading edge of the kite. This finishes the leading edge and creates a pocket for the spar.
- Cut a 5" piece of reinforced packing tape and place it on the trailing edge, centered on the 6:00 mark, 1/4" from the edge.
- Cut two 1" pieces of reinforced packing tape and place these about 2" from the 6:00 mark, perpendicular to the edge. This will reinforce where the trailing edge line comes out of it's pocket.
- Cut two 1/2" long slits in these last 2 pieces of tape.
- Cut the 50 lb Dacron line to length for the trailing edge line. Leave about 10" extra on each end.
- Thread the trailing edge line through one of the slits in the trailing edge reinforcing tape.

17. Place Seamstick on the trailing edge and finish this pocket just like the leading edge except the tape goes all the way around (no gaps) and only goes to the 1 1/2" mark. Also make sure the trailing edge line is in the pocket and doesn't get stuck on the tape. When you get back to where you started, thread the line through the other slit in the reinforcing tape and tie it on the marks.

18. Glue connectors on spars, one connector per spar.

19. Place spars in leading edge pocket through the opening left at the 6 o'clock position, then close the opening with a piece of Seamstick.

20. Use a pointed soldering iron or hot nail to burn a hole through each of the bridle points. Make sure the holes are as close to the spar as possible.

21. Cut the bridle lines from the 50# Dacron, then tie each one to the appropriate hole, making sure the spar is tied in as well.

22. Tie together the lines from the 9, 10, 11, 12, 1, 2 and 3 positions.

23. Tie together the lines from the 4, 5, 6, 7 and 8 positions.

24. Attach the upper and lower bridle groups together using the secondary bridle line.

25. Use a larkshead to attach the flying ring, completing the bridle.

26. Tape weights, 1" X 1" X 1/16" pieces of lead or pennies, along the leading edge between the 5 and 7 o'clock positions using 2" wide packing tape. For a 5 to 8 foot kite, 6 weights are required; for a 15 foot kite, 8 weights are required.

### Adjustments:

If the kite doesn't climb, move the tow point lower on the secondary bridle. Sometimes the tow point is only 1/4 of the way from the bottom. If the kite dives to the

right, that means that the gathering along the trailing edge isn't evenly distributed and there is too much on the right side. Redistribute the material along the trailing edge until it is even. The same is true for dives to the left, except there will be too much gathering on the left side.

Plans Copyright 1997 Mike Dallmer and the South Jersey Kite Flyers.

Circoflex design by Helmut Schiefer and Ton Oostveen, used with permission.

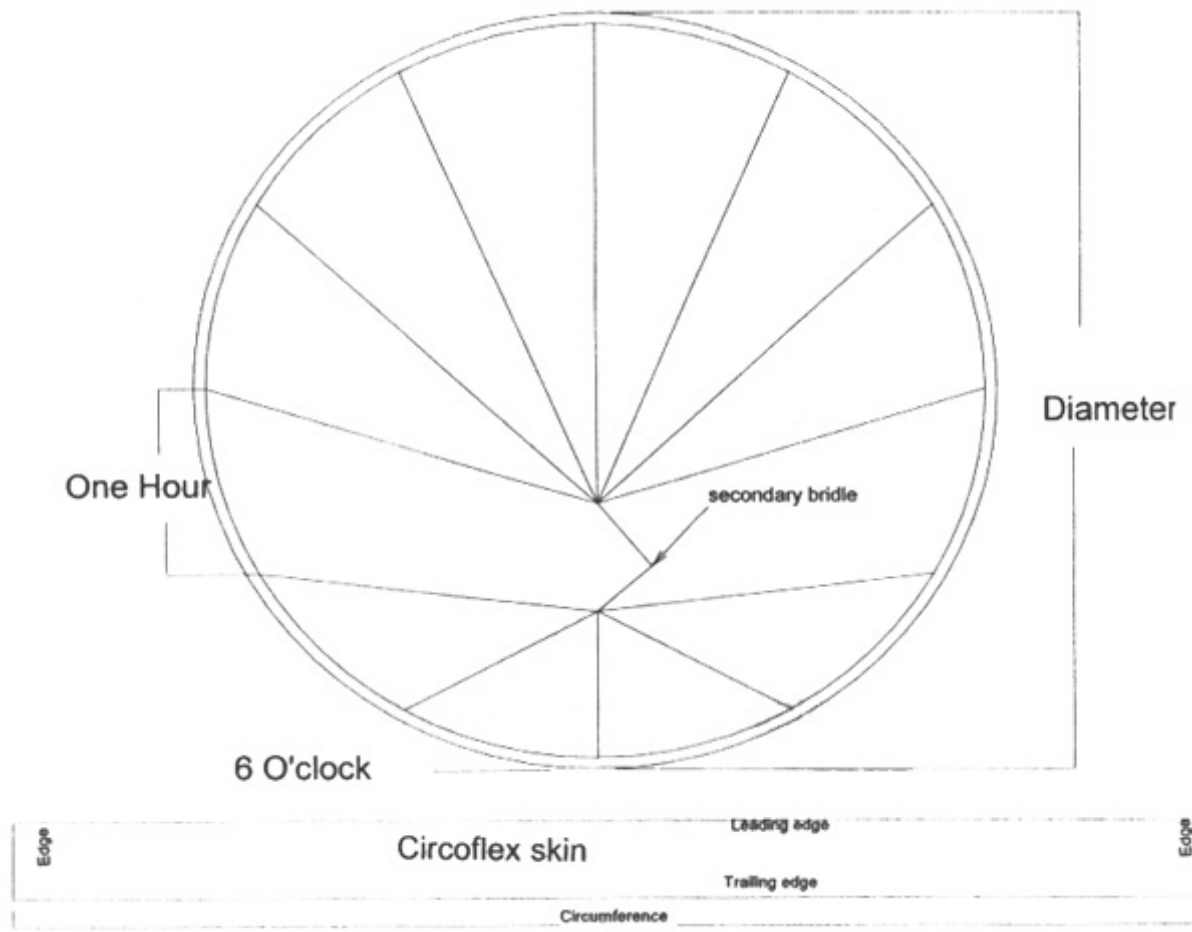
If you have questions about construction, tuning or dimension conversion, you can email Mike at [mdallmer@arserrc.gov](mailto:mdallmer@arserrc.gov)

**Circoflex Sizing Guide**

All measurements in inches unless otherwise noted.

FG = Fiberglass, C= Carbon.

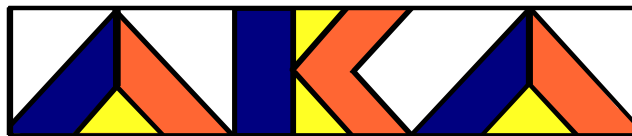
	6 Feet	7 Feet	8 Feet	9 Feet	10 Feet
Diameter	6 Feet	7 Feet	8 Feet	9 Feet	10 Feet
Circumference	226 1/8	263 7/8	301 1/2	339 1/4	376 7/8
Rear Opening	220 1/8	256 3/4	293 1/2	330 1/8	366 3/8
1 "Hour" =	18 7/8	22	25 1/8	28 1/4	31 3/8
Rods	1/8 FG	1/8 FG	1/8 FG	3/32 FG	1/8 C
Material Width	15 1/8	17 5/8	20 1/8	22 5/8	25 1/8
Bridle Lengths					
12:00	51 7/8	60 1/2	69 1/8	77 3/4	86 3/8
1:00 & 11:00	50 3/8	58 3/4	67 1/8	75 1/2	83 7/8
2:00 & 10:00	46 1/8	53 7/8	61 1/2	69 1/4	78 7/8
3:00 & 9:00	40 1/8	46 3/4	53 1/2	60 1/8	66 7/8
4:00 & 8:00	32 5/8	38	43 3/8	48 7/8	54 1/4
5:00 & 7:00	22 5/8	26 3/8	30 1/8	33 7/8	37 3/4
6:00	17 1/2	20 3/8	23 3/8	26 1/4	29 1/8
Secondary Bridle	6	7	8	9	10



*Diary Dates*

- Sunday 7 June. Royal Park fly, commencing 1pm
- Sunday 14 June. G&DKC fly. Breakwater, commencing 1.30pm - Funny Hat Day!
- Sunday 20 June. Advanced Kitemaking Workshop - venue to be advised.
- Sunday 28 June. G&DKC fly. Breakwater, commencing 1.30pm .
- Sunday 5 July. Royal Park fly, commencing 1pm
- Sunday 2 August. Royal Park fly, commencing 1pm

**The Australian Kite Association invites you to become part of the premiere kiting body in Australia.**



**AUSTRALIAN KITE ASSOCIATION**

14 Dandelion Drive, Roweville, Victoria 3178.

After many years of informally getting together and flying our kites, the Australian Kite Association was formed as a body of kite flyers in 1976 to promote the activity of kiting in all its various aspects.

Kiting involves not only the enjoyment of flying but includes the aspects of design, engineering, aerodynamics, experimentation and innovation as well as the cultural and historic side of kiting.

Lawrence Hargrave, Australia's first notable kite flyer, employed many of these disciplines to study the possibility of manned flight. Hargrave chose to share his interest and knowledge of kites with others of like mind around the world.

The Australian Kite Association is founded on Hargrave's principles of sharing this interest and the knowledge gained for all, and serves as a contact point for information about kite events around Australia and the world.

In our times kite flyers design and make their kites for varying reasons, as art pieces, for sporting activities, or aerial displays, to mimic nature or simply as a way of enjoying the environment, away from the stresses of day to day life.

As the pastime of kite flying has grown, so has the need to provide a range of kite related information.

The association produces a monthly newsletter, distributed to all members, as well as providing public liability insurance cover. Further information about the Association may be obtained by telephoning the Association Secretary, Karl Boening, on 03 9764 0936.

**Membership Form**

- New membership
- Renew membership
- Family \$35
- Individuals \$25

First Name/s.....

Family Name .....

Address .....

.....

State ..... Postcode .....

Country .....

Telephone .....

Facsimile .....

(for statistical purposes)

Occupation .....

Age .....

*Declaration*

I hereby apply for membership of the Australian Kite Association, Inc. I agree to be bound by the Rules of the Association.

Signature .....

Date .....

.....

Benefits of cover by the Association's public liability insurance is only available to Members. Buggyng is specifically excluded from the current insurance cover.