

WASHINGTON KITEFLIERS ASSOCIATION -  
Newsletter of May, 1975 ==

First a report on the Seafair/Skippers Kite Contest held at Golden Gardens Park today. It would have to be judged a success -- plenty of participants -- plenty of wind, but not too much -- only one protest -- no kites dumped in to the bay.

Winners:  
Age 10 and under: Marlin Cornelius; Most Beautiful; Laura Emmons; High-flier; Anthony Hammrich; Smallest.

Age 11 thru 15:

"Beautiful" - David Lee

"Smallest" - David Lee

"Highest" - Linda Lee

Adults: All above \$5 prizes.

"Beautiful" - Richard Merrill with his "sun-over-the-dripping clouds" styrafoam kite.

2nd place: Tom Sisson's tie-dyed Brazilian falcon

"Highest" - Bill Lee's stub-winged balsa-and-tissue French Military.

2nd place: Ed Wright's huge delta; rip-stop nylon -- pulled so hard he broke his wrap-around-the-body reel!

"Largest" - Bill Ganns' even-huger delta with vented keel -

2nd place: Tie: Tom Holland and Dean Oquist. It was between a "triple-vee" and a long-tailed sled.

"Skipper's Seafood" Restaurant paper products; Bill Lee's napkin-french military

2nd place: Harold Writer's plain box. Best-flying square box I've ever seen!

"Best All-Around Homemade Kite" - judged on beauty, craftsmanship and high-flying; Elliott Couden's bi-plane, a distinct departure from anything I've seen in these parts -

2nd place: Tom Sisson's open-wing-tipped airplane-type kite made of Skipper's napkins

"Most Unusual" Richard Merrill's, above

2nd place: Bert Goe's mylar Sopwith Camel kit kite

"Controlled Flight:

Greg Hammrich's little sled -- his sister caught it perfectly, to a rousing cheer from the crowd!

2nd place: got lost in the shuffle.

Adult prizes all \$10 and \$5.

Correction - ! At least two kites hit the drink -- one clear-plastic delta low-wind kite, propelling in our 20-mile breeze, and Jack Lair's Pokker Tri-Plane. Jack really deserves some kind of a special recognition prize or award. He had four deltas staked out which flew like birds at about 600 feet all afternoon -- beautiful rip-stop nylon jobs. That was his good news. His bad news for the day was his water soluble Red Baron tri-plane -- especially in salt water! And then he had the courage to hang the remains from a tree to dry in the breeze as a warning to other unwary fliers. But he made the newspaper and TV news. I've seen the wrecks of some good kites in my day, but his toothpick-size spars and shreds of paper were really pitiful.

That \$20 prize for kites made from Skippers paper products really brought out the ingenious builders. Harold Writer usually doesn't enter the contests, but he walked off with a \$10 second prize this time. And Tom Sisson's inspired design failed him during the Skippers event. But he made some adjustments and came back for a prize in the "All-Around" event. Elliott Couden's deformed box kite would have been great in a lighter wind, but a 15 MPH wind has a certain aerodynamic-changing effect.

Ed Wright apparently didn't get enough during the contest -- stayed behind to test his parafoil while Dorothy waited patiently. This inviting target was too much for Van Gilder so, with Ed's permission, he attacked it with a Filipino fighterkite. Score: Parafoil: 6 Fighterkite: 2. (Measured by times opponent hit the sand. Score would have been worse if measurements had been taken of distance opponent nose drilled into earth)

Apparently it rained everywhere in the Puget Sound region except Golden Gardens Park. Dave Whitman phoned down from Snohomish County to see if it was raining down here also. West Seattle had its share. But, like Shirley Hikagawa sez, we must have had a Special Dispensation Pipeline.

Duane Davis told of flying a kite off the deck of the Mariposa on his way back from Honolulu recently. Caught the eye of the ship's photographer. Bought it at a small shop in Honolulu -- oriental bird design.

Frank Heyman, our member from Vancouver, B.C. was down for the contest. Sez another edition of his book, "Science on a Kitestring" is off the press. It's designed for classroom

teaching. Any of you teachers out there; his Address is in the enclosed new roster.

Roster: here's the new edition! Pared down a bit. But we'll try to keep you up to date on new members to add to it via our newsletters, in the future.

Schedule changes: June 1st contest at Green Lake postponed until September but we'll be flying-in at Green Lake park that Sunday PM anyway. If you haven't taken in any of these fly-in's yet, come on out -- it fun! Next week: Golden Gardens again. Seems like if there is any wind anywhere in the Puget Sound area, there will be wind at Golden Gardens. July 26th: date is firmed-up now for the Seafair contest at Volunteer Park, sponsored by the Capital Hill Chamber of Commerce. One of our favorite people, Alice Wells, who has headed this one up for the past two years, has been in the hospital and recuperating for about three months now. But Art Peterson is taking over for her. So put that one on your calendar.

Dave Checkley has had a window display at Frederick and Nelson department store for the past few days in their "Salute to Industry" exhibit. He's right next to the huge Boeing aerospace exhibit. The sign in Dave's window sez The Kite Factory is a different kind of aerospace industry -- but an industry nevertheless. He thinks that KVI is still interested in providing materials for a train of man-lifting kites for the contest in September. Anyone interested, give us a call!

We've had some good letters lately: "I'm running, I'm running, as per instruction in the April newsletter! (Bettie lives within running distance of Walt McCullough's new kite shop in Portland) About four years ago I had one up in a gusty east wind in the Columbia River gorge. I might add, it was at about 100 ft. above the river, near the shore. I guess it was the grandpa of all down-drafts; the kite dove into about 10 ft. of water some 30 ft. from shore. Twenty minutes later the Air-Sea Rescue plane was cruising figure 8's the crossover right over my head. They had scrambled because of the kite. It turned out that they had seen a blip on radar disappear just before shutting down for the weekend, at the Air National Guard training field. Only now do I have nerve to fly mylar again!" Bettie Severson, Star Rt., Box 31, Bonneville, OR. "The April newsletter was forwarded to me in California and I'm glad to know about some of the kiteflying activities going on up your way. Wish I could attend some of your flyouts but

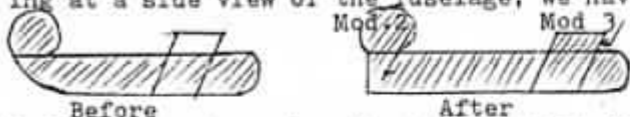
without a Worlds Fair this year, it is most doubtful I will get in that direction" Good Heavens, Ed Grauel, Sunnyvale, CA

"Flew a kite on Mariposa for a picture -- difficult -- same as on ferries because of wind eddies. Understand Wash. State ferries trying to promote fun trips on ferries -- kite flying, etc. Good Flying," Duane Davis

"I've put off sending dues till now so that I could report on a modification I've been working on. I'd heard some complaints about the Squadron Kites, specifically about the triplane, so I bought one, built it exactly according to directions and observed first-hand the demise of the Red Baron. Imagine the frustration of Sisyphus, the Pain of Prometheus, the anguish of Antigone as each grasp for the sky ended in a vain clasping of thin air. I was sorely tempted to let the wreckage smolder where it lay, untouched.

Is the kite a failure? Is this beautiful design, the first I've ever purchased, the last I'll ever purchase? Is the Squadron Kite triplane a cruel hoax perpetrated on an unsuspecting public?

A thousand times, NO! There is a way, there is hope, there exists a light at the end of the wind-tunnel. Referring to Kite Tales, Vol. 7:3 (Spring, '73), pp 25-30, two modifications were introduced into what is already a brilliantly conceived design. Specifically, Models 2 and 3 were added. Looking at a side view of the fuselage, we have:



Modification 1, moving the bridle point forward, is already thoughtfully included in the original design. In the new configuration the kite measures up fully to expectations: 75 to 80° flight, minimum wind speed 4 to 5 knots and great stability in shifting and gusting winds. With a little work, the airplane-kite might even rival the delta in soaring ability.

The moral of the story is that, with communicating bodies as are Kite Tales and W.K.A., difficult problems become more approachable, life becomes a little easier, and that hand-full of thin air turns magically into a piece of the sky." Sincerely, Igor M. Gladstone, Jr.

What's to be said after a giant gem of a letter like that? What's to be said is, "If Igor keeps that up, he's going to be

writing this newsletter, not me." Microbiology at the Udub, goodbye. He is missing his boat. He should be writing for a living. And making a mint.

Well, remember to come on out to the next fly-in (not "fly-out", Ed) as listed in the newsletter of April -- and have fun with the boys and girls.

Jack Van Gilder,  
President-for-this-year