



## Ready, Set, Go!

The San Diego Kite Club is proud to invite you to the Del Mar Fair Kite Festival. With an expected attendance of over 1.1 Million people, the Del Mar Fair offers the best of a state fair as well as the best in kiting, and we want you there. You'll be in good company, with teams like Top Of The Line, Hyperkites Elite, The Killer Bees, The Extremes, Team Revolution, and there will be too many top fliers to list. They'll be performing, teaching, and just having fun. If you would like to perform, contact the Events Coordinator, John Konold, at 483-0867.

And in case you think it's just about stunt kites, let us set the record straight. Every kind of kite is welcome, even just to display (although we might beg to see it in the air, just once.) So bring every single kite you own, and the borrowed ones too! We are especially looking for banners, windsocks, spinners, etc., to color the sky and the ground with. If you aren't able to make it but have a special item to be displayed, the

*please see page 6*



*The SDKC banner flies high.*



*Jim Hadzicki shows an enthusiastic first time flier how much fun a Revolution can be.*

## How To Fly Six Revolutions In One Easy Step by John Konold

May 4th, Tecolote Shores Field. The wind was up to 12 M.P.H. by the time Joe Hadzicki began the Team Revolution Seminar. Held on the hill on the northwest corner of the field, the meeting was easy to spot. Over a dozen Revolution kites, supplied by the team, stood staked out next to

club members' kites. A keen observer would notice a large kite bag off to the side, bulging at the seams. It's contents: six full-size, nine-foot-wide Revolutions, neatly bridled into a stack from hell. The SDKC rokkaku and Gene Carey's 20 foot wide, stars-and-stripes delta, carrying the SDKC banner, presided overhead.

While the circle of about 50 SDKC members listened to Joe explain exactly how the quad-line kite was developed, Walt Thompson held his extremely accurate (read: expensive) wind meter into the rising air current. The display climbed to 14, then 15.

Joe Hadzicki did an excellent job answering questions (and he's an inventor) ranging from "how does it fly?" to "are the rods formed by

*please see page 12*

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The newsletter is published monthly by the San Diego Kite Club. Any submissions dealing with the sport of kiting are encouraged. The SDKC board of directors reserves the right to edit all submissions. Unless specifically marked not for republication, all materials are offered to other kiting publications at no cost.

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**If** you have a skill or materials, please share. We truly need your help to keep the newsletter going. Typing, printing, artwork, or articles, please lend a hand. If you can think of anything else you'd like to do, call us. Something you liked? Call us. Something you didn't care for? Call us. We need your feedback too. -The Editors.

**And Let's Be Careful Out There...**

**A**s we go into the Del Mar Fair, the San Diego Kite Club faces its biggest challenge ever. We have the opportunity to show hundreds of thousands in our community that ours is a wonderfully creative sport, one that is growing quickly. With this comes the responsibility that we do it right, and that is not as easy as it sounds.

It's important that we put our best foot forward when we walk out on that infield. Every one of us will be representing our club. Dress appropriately for a family oriented day, and avoid overdoing the alcohol. By all means, bring every kite you own, but ask the field director where you should set up, and respect the rights of all other fliers. The press will be watching, and so will the Fair organizers.

So while we enjoy our free entry and our special parking, we have to remember why we are here to have fun! I mean, our sport is about fun, isn't it? Sure, there is competition among stunters and fighters, and there's always competition for flying space. We need to show Southern California there is room for all kinds of kites, and that with adequate care, it's very safe.

And with the crowds at the fair, safety will be the highest priority. It will only take one bystander blundering into a line and getting cut and - that's it, the party's over. Watch for any potential mishaps and head them off, politely of course, before they happen. That way everyone will enjoy themselves, and we'll be invited back next year.

If we all follow good kiting etiquette there will be few problems. If a mishap or close call does happen, alert the Field Director as soon as possible. Then go back to flying!

-John Konold,  
 Vice President

**We need to see your face! Come out to the meeting on June 15th and get your face in the club photo. See calendar.**

**NOTICE TO:** All members  
**FROM:** SDKC board of directors.

SDKC is now accepting applications for the following positions:

**Newsletter Editor-in-Chief:**

Oversee production of newsletter, including all articles and advertising.

**Volunteer Search Committee, (4):**

Identify and solicit volunteers for the coming year.

**Safety Director:** Oversee club safety practices.

**Events Coordinator:** plan and direct upcoming events.

**Administrator:** will formulate and manage club business plan, including membership accounting.

**Club/Team Liason:** communicate with sister clubs and teams.

Call 483-0... for details.

Contact people for the Del Mar Fair are:

Call Virginia Hill, scheduling coordinator, at 535-... if you are coming to the fair.

Call Dan Willan, Chairman, at 275-... if you have items to display.

Call John Konold, events coordinator, at 483-... if you or your team would like to fly on the program.

From The Executive  
Vice President's Desk:

## The Road To Kite Flying...

I started flying just a little over a year ago here in San Diego. As some of you already know, I am a Federal and State Government Contractor. My kite flying spirit started while I was working on a job in Honolulu, Hawaii two years ago. I was installing Heat Circulating Systems in the residences on the Kaneohe Marine Corp Air Station. After work I would go jogging on Sandy Island, which is next to Waikiki Beach, and it was there I saw people flying kites. I was really not interested in flying right then because I was spending my spare time becoming a certified skin diver.

However, on numerous occasions I would visit the Ala Moana Shopping Center and window shop in the kite store. I remembered the store from a vacation my wife and I took a couple of years ago. The desire to fly kites was still not there yet.

It wasn't until I completed the contract and came home

that my interest in kite flying got started. So I went down to 'All About Kites' and asked for the most difficult kite to fly. I expected that he would show me a two string kite like I had seen but what he showed me was a four string kite. I decided to buy it and the training video and test my luck.

You would think I would watch the video first to at least figure out how the kite works, but nooooo - I went from the store to the field. I don't have to tell you Revolution flyers what happened, but for you beginners, the kite went up and then crashed, up and crashed, this went on for about half an hour, if not more.

Then I met a Revolution flyer named Manny, and he gave me some tips on keeping the kite up. Did they work? Nooooo! Up and crash, up and crash. Finally, I got it up about 45 seconds - ok, 15 to 20 seconds before it crashed. I was really getting frustrated and now the wind was gone and it was getting dark. I packed up the kite - this is where the video is *really* helpful - but I give myself credit, I was close. Manny stopped me before I had the kite broken down and was about 3/4 of the way with winding the lines up around the kite. I forgot the little winder called the 'Crazy 8'. Well you

know what I did that night, I watched the video.

This went on for a couple of days, then finally I met up with Ron Despojado, our Club's Treasurer, he was helpful in getting me started and comfortable with the kite.

Today, I can fly. So to you members who are contemplating buying a Revolution, don't give up. If you need help with the Revolution or any other kind of kite call me.

If I can do it you can do it! The sky's the limit! Reach for it!

Your Executive Vice President,

Anthony E. Hilliard

*Editors note: Those of us who know Tony can tell you: he's a master of understatement. So when he says he can fly - well, he's one of the best Rev fliers in the country. You can see for yourself most weekends on the "Rev Field," the next open area north of the childrens' play area, next to the parking lot.*



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The SDKC is a non-profit organization dedicated to the sport of kiting. If you have an interest in any area of kiting, please take a moment to fill in the blanks and return this application. For your donation, you will receive our informative monthly newsletter and events calendar, a membership card which entitles you to many discounts and events, and an introductory brochure and club pin. You will also be invited to attend our upcoming **Del Mar Fair Kite Festival** and receive **free** entry to the fair when you fly your kite.

### Membership Application

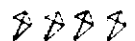
NAME: \_\_\_\_\_ PHONE: ( ) - \_\_\_\_\_ hm ( ) - \_\_\_\_\_ wk

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*San Diego*  
**KITE**  
**CLUB**

ANNUAL DUES \$12.00 (CA) \$8.00 (out of state)  
Please make checks payable to: San Diego Kite Club

Call (619) 275- \_\_\_\_\_ for more information.  
3289 Geddes Drive, San Diego, CA 92117



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# Meeting Minutes

To: All Club Members  
From: Board of Directors  
Subj: Meeting Minutes

\*\*\* Information \*\*\*

-> Our membership drive is a success! Our Club now has about 200 members.

-> "SKYLINES" - This is the official new name of our newsletter.

-> The June & July issue of our newsletter have been combined into one special issue featuring the Del Mar Fair. In July all Club members will receive a schedule of events but no newsletter.

-> At the Del Mar Fair our Club's booth hours will be:  
10am - 10pm (Sunday thru Thursday)  
10am - 11pm (Friday and Saturday).

-> John Konold, our Events Coordinator will cover all press releases for the Del Mar Fair.

-> Virginia Hill, our Club Secretary will be the contact for all of our members who are excited about representing our Club at the Del Mar Fair. Call Virginia at 535-8574.

\*\*\* Events \*\*\*

-> Single Files Seminar (June 10 @ 7:30pm)  
Seminar given by Dan Willan about our Club to the Mission Valley Methodist Church singles group.

-> San Diego Kite Club Meeting (June 15 @ 1pm)  
Monthly Club meeting at Mission Bay - south of Hilton Hotel. Del Mar Fair issues will be discussed. All Members are encouraged to attend.



-> Annual Board Meeting & SDKC 1st Anniversary Party (July 20 @ 10 - 11am, party following.)

Our annual board meeting will be held outdoors at Collier / Sunset Park, (Dusty Roads Field) in Ocean Beach. Meeting will be held in conjunction with the Ocean Beach Family Fun Day, and will be followed by a day of food, music, and of course, lots of kite flying.

-> November Kite Festival (Sat & Sun at Mariner's Point) Featuring an education seminar, training and demos. Exact time and date to be announced.



## Names And Faces

**Editors Note:** Starting this month, **SKY-LINES** will help you get to know some of the people who help make our club work. We asked Virginia Hill to start us off.

As Secretary for the San Diego Kite Club, the Club has become an important and exciting part of my life. I enjoy being part of a goal-directed team to promote and sponsor activities throughout our kiting community.



One of my roles as our Club Secretary is to keep all of you informed about issues and the upcoming schedule of events that are addressed at our Board meeting. I also maintain copies of all Club-oriented official business correspondence, and I order supplies needed for our Club.

I would say my most interesting accomplishment has been my participation in the California Open as a judge. It was a challenge to judge the top fliers -- to see all that wonderful talent!

Now my focus is to coordinate our Club members who wish to represent the San Diego Kite Club at the Del Mar Fair. We will have our own booth during the fair, and flying areas will be available for our members and exhibition teams. I'm waiting to hear from...

Virginia Hill  
Secretary  
(619) 535-\_\_\_\_\_



L to R: Dan Willan, Virginia Hill, Tony Hilliard.

# clouded skies

On Saturday, May 4th, Bill Everett passed away in Lancaster, California. He had been a long-time friend to the kiting community. Throughout the seventies and early eighties, he was an active participant in the Venice Group. He and/or his kites appeared on several covers of Kite Tales magazine. More recently, a heart condition limited his travels, yet he remained an active member of the High Desert Kite Club.

In Bill's passing, the kite community lost a great deal of knowledge, history and expertise. If you had a notion to fly it, chances were that Bill could bridle it. He would jokingly threaten to bill you later for serves rendered, but of course, he never did. Well, Bill, it's later--and you collected a lot of smiles and friendships from the people you met and helped along the way.

- Paul Imbach



A tribute was flown on Saturday, May 25th, 1991, with many of Bill's friends paying their respects. A large black Skyscraper's "Hot Lips" was signed and flown by the gathering, including Leo Eyman and his wife Marian, Paul and Dorine Imbach, J.B. Brown and his daughter, Larry Morgan, Eva Creek, Gloria & Charlie Lugo, Eric Erickson, and Stacy Walker, and others. The kite was then cut loose. It soared away to the end of the field where some children caught the string, unaware of the tribute, before being freed again by longtime friend Tyrus Wong. As the kite flew away it was headed over the city, guided only by the wind.

**Ready, Set, Go! Continued...**

SDKC will properly display, fly (if desired), and care for it. We have a locked storage area and security guards will be patrolling the area.

The festival will be held during the entire fair, from June 18th to July 7th, and we'll be flying every day. Normal entry fee is \$7 per day, but San Diego Kite Club Members get in FREE every day! All the SDKC asks is that each member brings a kite and flies it for a minimum of one hour per day. The fair is open from 10am -10pm Sunday through Thursday, and from 10am - 11pm Friday and Saturday.

This will be the perfect opportunity to display your skills in a non-competitive environment, or just to come out and have fun. Either way, it will help the SDKC help the sport - because we're concerned about laws to ban kites, and we need to make the public aware of what they're missing.

With help from all our members, the SDKC will maintain a booth at the fair as a focal point for the crowd. We're aiming to recreate the fairway at the California Open with banners and flags. There will also be static displays on kiting, free drawings, and seminars on kite making and flying. Randy Tom will be showing you his secrets of Applique, and all the top fliers will show you how they do it. Volunteers are needed to help staff the booth, direct activity on the field, help children with kites, and A.K.A. members are needed as safety watches. Contact Virginia Hill at 535-8574 to schedule your involvement time.

The club will be educating the general public on our sport, while keeping safety the top priority. San Diego is world renowned in the kiting community, both for its perfect wind conditions and its sport kite super-

stars, who are pioneers in stunt kiting. And there's more. One of our members has the world's largest "delta" kite, almost 80 feet wide, which the Guinness Records people will document when we fly it on June 23rd, Kite Day.

Our day to day routine, except for the 4th of July - we won't fly that day at all - will be to fly as many kites from around the world as possible. Gene Carey's 40 foot wide stars-and-stripes kite will tow a 50 foot banner for the fair. It should be visible for miles, and attract people from the freeway. There will also be many, many, other unique kites. Conditions permitting, we will fly lighted kites at night including the airshows.

SDKC members will be issued unique, dated, and numbered membership cards to identify them, one (1) per family or individual. We will need to make a complete list available to Special Events, updated on a daily basis, so please make surecontact the SDKC about your involvement. And as always, we need volunteers to help with all areas of the event.

Remember, you must be a member to get in free, and to

park in the special areas. If you did not receive a membership card with this newsletter, we do not show you are a member, and you should contact our treasurer, Ron Despojado, immediately at 264-5202. The airshow schedule is as follows:

\*June 18th - teams will get familiar with the grounds, and judge crowd response. If the fairgoers reception is exceptional, we will be able to increase the number of days.

\*June 23rd - the day we intend to stage our festival, and fly the world's largest kite.

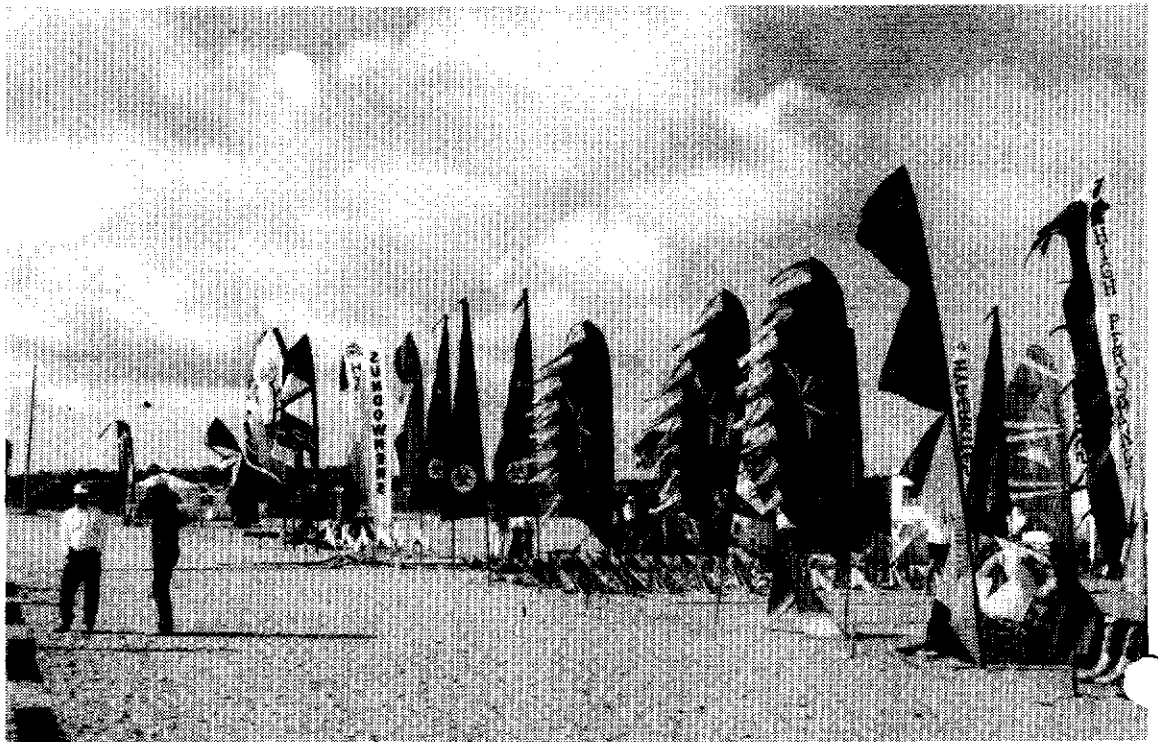
\*June 30th - demonstrations and kiting seminars.

\*July 6th, 7th - Tribute To The Troops, a collection of stars-and-stripes kites of all types (up to 40 feet wide), including teams.

\*Exact schedule of flight times will be forthcoming.

Again, the hours of the fair are 10am -10pm, Sunday through Thursday, and 10am - 11pm Friday and Saturday.

So spread the word! This is the perfect opportunity to get your friends who never get involved in anything into the club. And don't forget to bring all those kites out of the closet!



*Seen here at the Cal open, team flags and banners are an important part of the atmosphere. Bring anything you can to help color the field. Photo by Adam David.*

# Festwatch: The Third Annual California Open

## By Charlie M'Clary

Five teams--the Bay Area Sundowners, High Performance, Prevailing Winds, Top Of The Line, and Zephyrus--and one lone individual, all flying red, white, and blue kites to the strains of "God Bless The U.S.A.," filled the sky over Fiesta Island in Mission Bay Park in a twenty-one kite salute to our victorious troops returning from the Gulf. This was the opening ceremony for the Third Annual California Open International Stunt Kite Championship held in San Diego over the weekend of April 20th.

A forty percent chance of rain had been predicted, but Saturday morning brought almost perfect kite weather that lasted through Sunday evening. The clouds were there, but without serious threat of precipitation, and the west wind alleviated the problems of flying and judging with the morning sun in your face. Judging wind speed on the M'Clary scale, I estimated it to be "damn good flying air" (plus or minus half a knot) as I made my judging debut at the bench in Field A, and the competition got under way.

The essential difference between seeing the Open as a judge and as a spectator is that a judge is told what he is to watch and how he is to judge. The spectator watches whatever he chooses and passes judgement on his own scale.

One remark made over the PA brought attention to how much more innovative ground work the competitors used in their routines, and I was certainly aware of that from the judges' bench! Another thing I was aware of from the judges' bench, but unfortunately not allowed to give points for, was how much fun those fliers were having. As a spectator, I also

saw the utter despair of one flier who lost his Spinoff to the ground after some of the most remarkably risky and enjoyable kite flying I have ever had the opportunity to spectate.

While spectating and enjoying some time with "Charlie's Wife," Joanne, who was working the SDKC table most of the time, I managed to miss Ron Despojado's quadline ballet performance, not having heard any announcement that Quadline Ballet was about to start. I did get to see Eric Erickson's lively flight to "I Feel Good." Not meaning in any way to detract from those who placed first and second in the event, Scott Augenbaugh and Ron Despojado, Eric's performance was the highlight of the weekend for me. Joanne got Scott's performance on video and, after reviewing it, I can see why the judges gave it top points. If anyone out there in reading distance of this newsletter has Ron's performance on tape, I will gladly trade copies with them. I've been flying with and learning from Ron since the day I took my first Revolution onto the knoll at Mission Bay nearly two years ago. My wife and I, as well as our grandson, have always known that Ron is one of the best Revolution fliers around, and we are quite pleased that the international kiting community will now recognize his ability as well.

Another great and courageous quadline performance was that of Ron Reich, the only entrant to fly anything other than the de rigeur Revolution. His performance, with a rebridled North Shore Radical, was beautifully choreographed and flown. One has to wonder just what it is that the Bald Eagle can't do with a kite (or maybe the question should be what a well-designed delta can't do in

the hands of a skilled flier).

There can be no doubt that Quadline Team Ballet will be included in circuit events before the year is out, and I believe that the Japanese team should be considered a distinct threat in such events. During Saturday's "Great Revolution Shootout," with eleven kites and forty-four lines in the air, it should be noted that it was Flying Colors who never blinked.

Alan Nagao's quadline ballet was quite enjoyable, as are all of his performances. Further, if there was a "Really Nice Guy" award, I'd have to give it to Alan.

From the foregoing, it might be assumed that I favor quadlines, and there must be some justification for such an assumption. However, there was much more to the Open than was attached at four points. There was the opportunity to visit with old friends and make new ones, to talk about what was happening in other parts of the kiting world, and to send messages back to friends who couldn't be here. I had the pleasure of flying the SDKC's new rokkaku, as well as Cecil Carey's 20 foot American Flag delta. I had a terribly good time, judges' duties notwithstanding.

For those who attended the opening ceremony and didn't recognize the lone individual at the far left of the grandstand flying the custom Revolution, the twenty-first kite of the salute, that was my eleven year old grandson, Shaun Sexton.

**Charlie M'Clary is a full time kiteflier and SDKC Archivist. In addition to flying, he makes his own kites, including a couple of deadly fighters. Together with his wife Joanne, he livens up festivals all over the map.**

**Do you own a camera or video recorder? SKY-LINES is looking for a few good photographers and videographers. If you'd like to be a star, or just like to help out, please call the club at 275-**

# KITE FLIERS' RESPONSIBILITY

*by Ron Despojado*

All of us who enjoy kite flying would naturally like others to take up the sport. To tell others of the joy and relaxation of flying is not enough, they have to experience the line (or lines) on their hands. In addition to "being one with the sky", those who are adept enough can control and interact the kite with other objects such as markers in the field, dog fighting with other kites, or team flying. The controllability with the modern day kites needs to be seen to be believed, which brings us to an important topic: flying responsibly.

One day I was flying at my usual spot and new Kite Club member Dave Villagomez was also there getting radical with his North Shore Radical. That day also marked his birthday so he was in a good mood. Dave also showed me his well preserved cherry Trans Am with a gorgeous "arrest me red" paint job that was only 72 hours old. After that bit of small talk we went our ways flying in adjacent fields. Eventually I noticed someone else flying next to Dave with a pink and yellow Flexifoil. The two of them seemed to be flying all right side by side. Then

suddenly I heard a boom or a pop. I looked over to where they were flying and noticed the Flexi on the ground next to Dave's Trans Am. No big deal, the Flexi made an unscheduled landing. The guy with the Flexi eventually left.

A few minutes later Dave comes over to tell me the Flexi hit his car. We walked over to it and to my surprised the front windshield had two large pizza sized spider web cracks. Under closer examination we spot pink and yellow ripstop fibers within the windshield, along with scratches along the hood leading away from the cracks. Dave couldn't remember the guy's name and I never saw him before. Happy Birthday Dave.

Incidents like this could eventually restrict, regulate or ban kite flying in our city. I have been told many times from out of town fliers that San Diego's winds are near perfect all year around. Add to that

probably the greatest concentration of kite manufacturers in any city. This is Kite City. It sure would be a shame if we had to go out of the county just to fly.

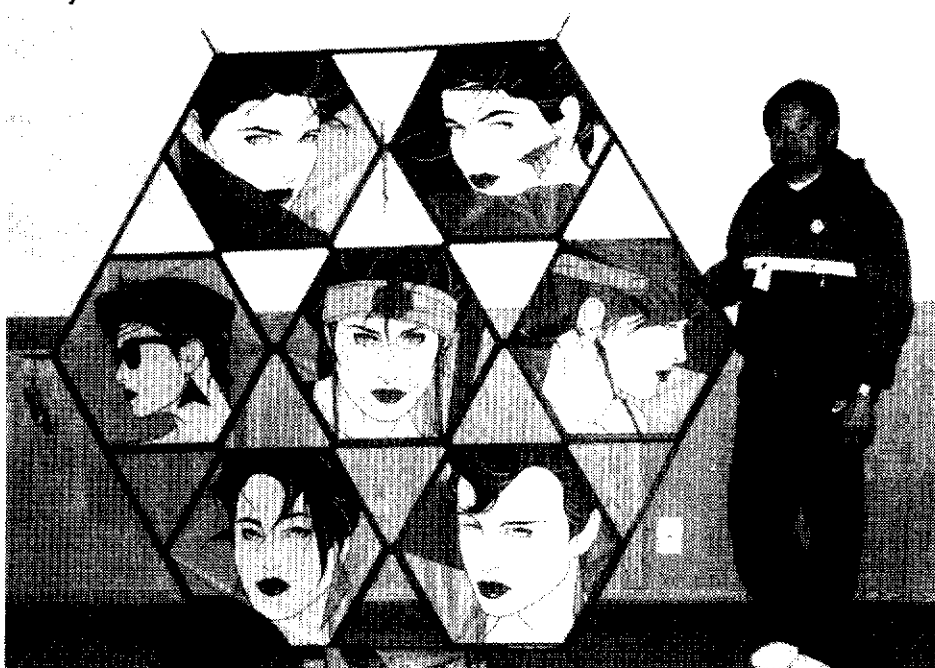
I'm the first to admit that I bring my kite closer than is comfortable to pedestrians, cars, and sunbathers. But I know that if I cause any damage to any person or property I will be responsible.

I followed a pedestrian one time and made a threatening (but safe) motion with my kite. The guy didn't have a sense of humor so when he walked past me I said "I wasn't gonna hit you". His reply was, "Don't worry, I have a good lawyer". From then on, my rule of thumb was "If they don't think its fun, leave them alone".

One of the advantages of having the San Diego Kite Club in existence is the fact that we have a recognized voice in the community. But on the other side of the coin, those opposed to kite flying have an organization that they can now complain to. Kites are another way we have to help fulfill mankind's dream to fly. Let's not get grounded by carelessness. Fly responsibly or don't fly at all.

**Ron Despojado is an avid stunt kite flier and SDKC treasurer.**

Seen here with the award-winning "Seven Sisters," Randy Tom will be demonstrating his Applique techniques at the Del Mar Fair, Monday, June 24th, at 1:00pm, at the hobby shop hall.





# So You're Ready For More Team Flying *by Dom Smith*

## (Part two in a series)

At this point, you should have the following: set flying order, proper fly line lengths for each position, and compatible kites with matched tuning.

Begin flying large figure eight patterns with each kite eight to ten feet behind the one in front of it. This is the basic "follow the leader" or "in line" formation. The lead pilot should make wide turns and fly a smooth path so that the following pilots can work on maintaining a consistent space between kites and flying on the same line as the lead pilot. Remember: body movement equals speed control. For example, if the second kite in the formation is too close to the lead kite, the second pilot should step forward to slow the kite down. If the third kite in the formation is too far away from the second kite, the third pilot should step back to speed the kite up.

There are several different ways to turn a kite. It is important that each pilot use the

same turn method in order to achieve synchronization. The three basic types of turns are the pull turn, the push turn, and the snap or punch turn. The pull turn is the most common type of turn. Pulling the left handle will make the kite turn left. The push turn offers the most control over kite speed and turn size. Pushing the left handle forward will make the kite turn right. The push turn is very important for team flying and should be used whenever possible. The snap turn is similar to the push turn, and is used to make angular turns, such as squares or triangles. Snap turns are a lot like jab punches in boxing. With the handles side by side, punch forward quickly with your right hand and the kite will turn sharply to the left. Four consecutive right hand punches will produce a square. Practice snap turns individually, trying at first to make 90 turns. The greater the wind speed, the faster the punch necessary to make a 90 turn.

When all of the pilots are comfortable maintaining even

spacing, or when everyone is bored to death from doing endless figure eights, it's time to try the first trick or maneuver. The first and most common trick is a full turn in line (Figure 1). The lead pilot should decide what the command will be called; for example, example "Full turn, half sky, left, ready...break." Note that the name of the maneuver was given, the size of the turn, the direction, a warning, and the cue to begin the maneuver. It is a good idea to call all of these things for each maneuver, as each pilot must get used to the rhythm of the lead pilot's cadence. It is important that each pilot wait until "break" is uttered before initiating the turn. The lead pilot should be careful not to jump the gun on the cue. The following pilots should not rely solely on the cadence of the lead pilot; they should also be watching the nose of the lead kite. When the nose of the lead kite begins to move, the other pilots should also begin turning. Make sure that each pilot is using the same turning method.

The lead pilot should make sure that the kites are in line when the cue is given and that the kites are in comparable parts of the wind window. If the lead kite is on the right edge of the wind and the other kites are in or near the center when the cue is given, it will be very difficult to keep the kites matched as the lead kite will turn much slower than the other kites.

The lead pilot should focus on making a perfect circle during this maneuver. If the lead kite makes an egg instead of a circle, the following kites should also make eggs instead of trying to make perfect circles.

The following pilots should focus on the nose of the lead kite as much, if not more than their own kites. The most common error made during this

This is a  
North Shore Radical™

...and this is the San Diego  
company that builds them.

Top of the Line®

Together with talented flyers, there isn't much  
they haven't won this year

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## FULL TURN HALF SKY LEFT

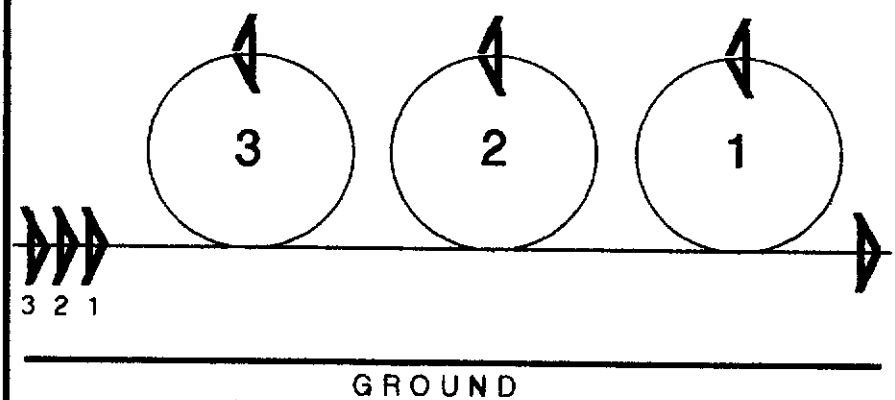


FIGURE 1

maneuver is when one kite turns too soon or too late and the pilot tries to correct the timing error by "cutting" or "cheating" the turn instead of walking forward or backward to adjust the kite speed. Figure out how much of a push is required to make a half sky turn. When the cue is given by the lead pilot to begin the turn, each pilot should ease the proper hand forward and lock hand positions. This will train everyone to move in order to control speed.

As you can see, there is a lot involved in even a simple trick like "full turn, half sky, left."

Actually, this particular maneuver is one of the most difficult to perfect, even for the best of teams. Mastery of this maneuver is critical because synchronized turns appear in most of the compulsory figures teams are required to fly in competition. This maneuver is probably the genesis of team flying.

The "full turn, half sky, left" has been beaten to death in this article, not to punish the reader, but to show how a maneuver should be dissected so that it may be mastered. Break each maneuver, regardless of how simple, into basic parts and practice, practice, practice. Draw each new maneuver on paper first so that each pilot can see what pattern is being flown. Next, have each member take a kite spar (or something similar) in hand and trace the routine in the air. This will give the flyers an idea of the

timing involved.

Keep the new maneuvers simple at first. Avoid moves that require two or more sets of flying lines to be wrapped around each other more than once. This will save a lot of money in fly lines because the fly line itself often becomes twisted during these types of tricks. These twists can cause the lines to bind up, making controlled flight impossible. The amount of friction on the lines is also increased during wraps, leading to line fatigue and possibly breakage.

The American Kiteflyers Association publishes a rule book for competitive sport kite competition. The rule also contains fourteen different maneuvers for team flying. Dissect and practice each of these tricks. Doing this will help you to develop patterns and figures of your own. Copies of the AKA rule book are available from the San Diego Kite Club, or directly from the American Kiteflyers Association, 1559 Rockville Pike, Rockville, MD 20852.

REMEMBER: SAFETY IS THE RESPONSIBILITY OF THE FLYER, NOT THE SPECTATOR. Be smart, fly safe, and have fun.

*Dom Smith is a member of the Killer Bees and is nationally known for his expertise in the air. Look for more from Dom in upcoming issues of SKY-LINES, and possibly a seminar if we can twist his arm.*

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# Hyperkites over Venice (beach)

By Eric Olaes

The 2nd Annual Kaleidoscope Kites Fun Fly was held in front of one of the world's most famous boardwalks in Venice Beach. Silvana Montero, who owns Kaleidoscope Kites, said, "Yeah, 2nd Annual, that means I've been here for two years already! There weren't as many single-liners as I had expected, but the Mega-Fly more than made up for that."

What Silvana was referring to was the impromptu demonstration by 11 people flying team maneuvers. That in itself is a pretty amazing feat, but what made it phenomenal was that everybody was flying Hyperkite 12-stacks with 40 foot tails. That's 132 kites in all, and that took up alot of air space! That's over \$7500 worth of custom kites. Traffic on the boardwalk came to a standstill while the demonstration was going on. The team consisted of the Bay Area Sundowners, the Hyperkite Elite Flight Team, Peter Shields, Seth Goldman (two bystanders, who jumped into the fray) and Silvana flying her stack of a dozen blue roses.

It started with Randy Tom, our leader, taking our Hyperkite Elite Team up to do some warm-up routines. As soon as our four man team was airborne, two of the Sundowners came up and started flying near us. We all started to wonder what the heck these guys were doing. I heard Randy say, "There's no room up here for them, if another one of them comes up, we're going down!"

At this point, one of the Sundowners came over and asked if he could play. Unbeknownst to us, the Sundowners had been planning this Mega-Fly since the Belmont Nationals, and soon the sky was filled with Hyperkites. At first we just hovered at the top of the window wondering what to do next, then Randy yelled "Follow me!" and we snaked back and

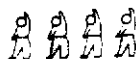
forth across the sky. What an awesome sight, what an awesome feeling, the sky was filled to capacity with Hyperkites. We did a huge walk-around, where the kites fly in a big circle, and the flyers walk around each other to keep the lines from wrapping. When there were only the two teams left (eight flyers) we started to do threads and other team maneuvers. Mega-fly II is being planned for the Berkeley Kite Festival in July with a promise of more thrills, chills, and hopefully no spills!

Other interesting events included informal seminars on "How to Four-line Your Skynasaur" and "How To Get Your First Stunter Up In the Air."

Ehman, one of Silvana's employees, brought out his stack of seven Hot Wings. The Hot Wing is a new inexpensive "Starter" stunter that has taken Venice by storm. I've flown it and its HOT, but put seven together and it will literally pull you right out of your socks!!! It's almost better than a workout at Gold's Gym. Another interesting kite at the Fly was a mini Cyborg made by Mike Sterling. It measured only about 30 inches across, but it sure did buzz around in the stiff ocean breezes.

Venice is unique, interesting, and a great place for a kite fly. It has wide beaches, plenty of good unobstructed wind, and there's always alot of people to impress! And when you put your kite down for a little breather, you can do what everybody else does there, People Watch.

**Eric Olaes is a member of Team Hyperkites Elite and a regular contributor to SKY-LINES.**



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## How To Fly Six Revolutions

...Continued from page 1

normal pultrusion methods?" By the time he had detailed the kite's state-of-the-art construction and gone through the unique bridle adjustments, a steady 16 M.P.H. began to pick up anything not nailed down. Having a wind meter kept everyone honest - the wet thumb estimate was at least 25 M.P.H. The Hadzicki Brothers (minus 1 - David had wandered off on an errand) flew a demonstration made more interesting by Jim's leather-soled shoes, which made very efficient skis. Jim finished the demonstration in his socks. A lot of imagination was required with only two fliers, but it's hoped that we will see the complete show soon. Combined with the information put out, there was a lot learned by those who listened and watched intently.

During the raffle, Team Rev gave away something to everyone. There were hats, shirts, and cloisonne pins for every ticket. After the raffle, Joe rubbed his hands together and said, "Who would like to go first?" For the next three hours, anyone who came

by got first hand instruction on a Revolution.

The Brothers Revolution taught everyone something in just a few minutes. Nice guys, to take a second to explain up and down and then let even the most novice kite flier test crash a \$250 kite. Some of the really good fliers learned new tricks. Nothing was broken, even as the wind whipped up gusts of 24 M.P.H.

The big single line kites were brought down before they were too severely tested. To Team Revolution, being severely tested means one thing: the six-stack. Joe didn't need any prodding to bring out the multi-colored monster.

Set-up took about five minutes, with the leading kite's massive aluminum frame was installed last. The shafts were about as big around as my thumb, and the bridles looked nearly as stout. Joe laid out the four 200lb. test lines and launched the stack easily, the six kites doing his bidding. Then a gust pulled him sliding across the field. He showed us how to do the basic figure eight, and then handed the handles to Ron Despojado. Ron can fly with the best of them,



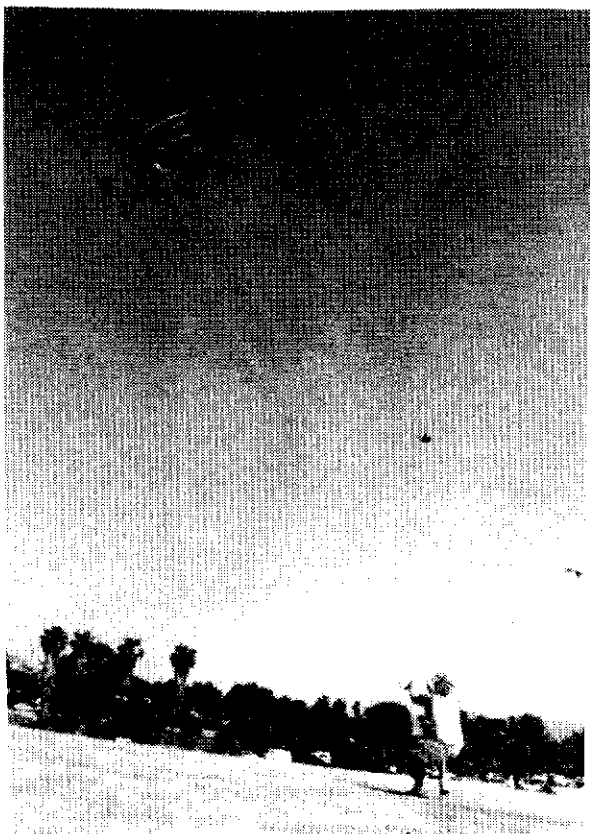
*Ron Despojado hangs on through a turn.*

and recently took a close second to Scott Augenbaugh at the Cal Open.

So when Ron went careening off over the hill on his back, out of control, I felt my stomach knot. He recovered in a flash, bouncing onto his feet. Ripping off a couple of beautiful floats that should have been impossible with a stack, Ron showed us he still had it. Then he handed it to someone else. I heard him laugh that laugh, the one that sort of escapes your throat involuntarily, like after a roller coaster ride.

I watched as other fliers grass skied behind the revs, straining to torque the handles hard enough to turn all that sail area. Soon I was the only one left. Could I get out of this somehow? I had to be nuts. I had only flown a Revolution a few times before this.

Ready or not, I was handed the controls as Joe assured me I wouldn't break the kite - but if I did he wouldn't charge me. My palms began to sweat. I looked around the field; sand was blowing off the beach; trees bowed at the trunks, and people held on to their hats. I gripped the handles and asked everyone to move

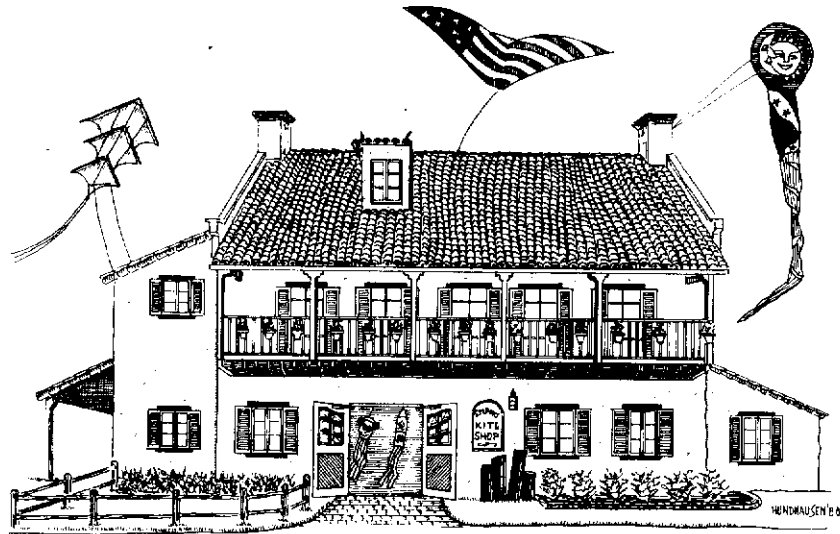


*Where's the brakes on this thing?*

out of the way.

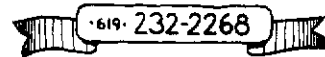
Leaning back and snapping the handles down and towards me, I pulled the stack into the air. The stack began climb slowly at first, then took off, dragging me forward about 20 feet. The kite turned like a Rev - it was just six times as hard. As I tried to muscle the train through a right hand turn, I came to the edge of the window and lost lift, sitting down hard. Coming around the kite stood me back up.

I managed to keep it - and me - off the ground through a full figure 8. My wrists were shot after a few more turns, so I handed it back and took a breather. Then I went back for more abuse. I was hooked. It is impossible to translate into words, as it is with much about kite flying. In this case there is an adrenaline rush you have to feel for yourself. So the next time the six-headed monster rears its head, I'll be there.



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The author getting the hang of the Revolution Six-Pack.

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THE Revolution Kite Company is located far enough up in Rose Canyon off Morena Blvd. to make you wonder if the owners believe in earthquakes. On the far wall is a Randy Tom "Sister" Revolution, and the separating wall as you come in ends at shoulder height - in the shape of a Revolution. A family operation, brothers Joe, Jim, and David Hadzicki all run the business, while their sister Lolly keeps the office running smoothly. We spoke with Jim and Joe, as David - a professional golfer - doesn't spend a lot of time in the office. The two brothers spoke enthusiastically about their business, and it became clear that they spurred each other on in a positive way, often finishing each others' sentences. Smart, articulate, and funny, it was easy to see how Team Revolution made friends.

SDKC: How long ago did you start this thing? How did it start?

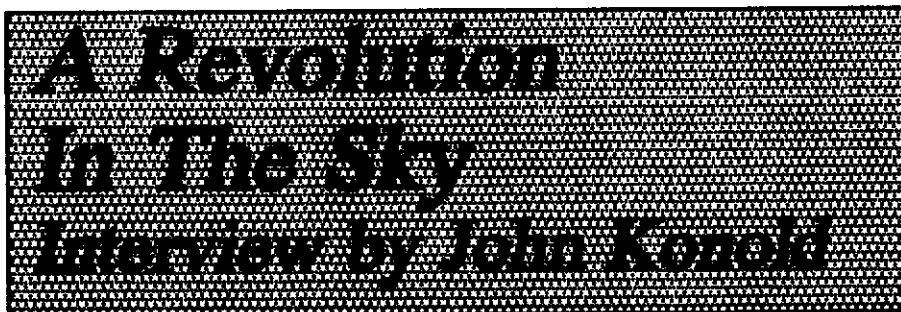
REVCO: Back in 1988, we started playing around with kites and we had a lot of fun. We found that the other two-stringers were good but we got kinda bored with them after a while. We made some pretty good ones for ourselves but we knew the market didn't need another two-stringer at the time so we just kept playing with it a little bit further.

SDKC: It was your idea from the get-go to design a quad-line kite?

REVCO: It was our idea from the get-go to make a kite that would radically perform or outperform what was already out there. That included the two-lines. It didn't matter whether it was three-lines, or four-lines, or five-lines; the main thing was the performance, so we tried three lines on Deltas, we tried four lines on Deltas and found a lot of difficulties. Finally we came to a standstill for several months till we reapproached the problem from more of an aircraft perspective.

SDKC: And when was that?

REVCO: Basically, I think October '88 we had the design set out. We named it and did



the graphics, started bringing the program together. At that point, we realized that it was so radical that we started working on the patent.

SDKC: When did you know you were going to go into the business before it actually took place?

REVCO: I don't think we were really that sure of a business. It didn't matter what we were working on, we could be working on cars, on houses... or we could be working on kites. We were always looking for something that would work. And when the design came through on this, it was obvious from the way it flew that it was marketable.

SDKC: Do either of you have a background in aerodynamics? Or was it just inventiveness that led you to this?

REVCO: (Joe:) I've got a degree in chemical engineering and a little bit of background in aeronautics design stuff. I've worked for some people that are fanatics about aeronautics. So you start reading about this stuff and learning about it and you start experimenting more with model airplanes and that type of thing. That's where the idea came from - the aircraft.

SDKC: How did you know to create the independently flexible wings?

REVCO: With the Delta wing, it was not a stable platform for reverse flight. It did a lot of interesting things on quad lines except you can't really stop it and back it up. You start backing it up and it becomes unstable because of the single wing. Then we just dropped everything and said, wait a minute if we want it to do this, this and this, we need two wings independently controlled, spread apart so you have a moment controlling them to gain

stability.

SDKC: So you cleared away all the misconceptions other people had and started anew.

REVCO: Yes, it took a while. We tried everything out and it just didn't work so we tried a different approach.

We probably went about four or five months on the Delta and then everything stopped dead for about three months and then the idea came up. The first prototype instantly showed promise. Without the background, we wouldn't have come up with it. That's why it hasn't come up before. Kiting's only been around for a couple of thousand years. It's so obvious when you look at it. But then it's not that obvious.

SDKC: It is yet you conceived the idea, no one stole it from you and you got it out there first. That's an achievement.

REVCO: We used to go out to the backcountry and haul it behind a pickup truck to see how many miles per hour the structure could handle but we couldn't go out here near the water doing that or for sure someone would steal it from us. But when we were working on the patents we were doing our testing out where it was isolated.

SDKC: We've seen a lot of copies, a lot of different take-offs.

REVCO: There's a lot of misconception about how we feel about it being our's but we don't really care if people build their own for their own personal use. Since it's the only product we sell, if someone else tries to sell one...

SDKC: You'll enforce the patent? Because you made the breakthrough and got the concept?

REVCO: That's right. It's been a long haul.

SDKC: What is the Revolution kite really all about? Tell us how you see it.

REVCO: It's the fun of three axis control. This can be an extension of you: it's more intricate. You can animate this kite, put life into it, and keep thinking up new moves constantly. A baby learns how to walk, an athlete learns how to run; you go through stages. We see things we never thought of all the time - and we designed the kite. It's another way to test your limits. And it's a show-off's dream!

SDKC: What changes have you made from the first Revolution, and how has the kite changed?

REVCO: We didn't really make any big changes - the biggest change was of course the name. For one thing it was hard for people to know what it was - the Neo-Omega - you had to have a Greek background - "Neo" meaning "New" and "Omega" meaning final. Our slogan was "The Final Word in New Design." We felt pretty confident that we had made a major jump in kiting, we felt pretty good, but people just couldn't read the slogan, didn't understand it - the kite really is revolutionary so we decided to change the company name to Revolution. There was also an individual in Colorado who had named a kite "Omega" that we didn't know about. We didn't want the confusion and we never came into the market to tread on anyone's toes. We had a very good Delta design but the last thing the market needed was another Delta.

SDKC: When you finally got the thing into production was it immediately a great success? When did you know that you had made it?

REVCO: You mean as far as customers wanted it?

SDKC: You had to know for yourself that it was revolutionary, but when did you know that you had been recognized for that?

REVCO: I guess it was the 1989 Trade Show here in San Diego. It happened to be in San Diego that year. What luck!

Right here in our home town. We decided that since it flew so differently than anything else, still pictures of it wouldn't do it

justice. So we shot it on video. But then we got to the show late to set up - it still hadn't officially opened to buyers yet - and we set up the video first. While we were setting up our static display, all the other manufacturers crowded around the video! Within 30 minutes we had a line of people waiting to buy the kite. It kept up for three days straight. People would come back later and stand in line to order more. And it was international, too.

SDKC: How was the international response?

REVCO: Japan is much quicker to react than the U.S. in terms of new ideas like this. But it's just like it is here as far as sales go. For every kite out there flying, we sell three more. We've fallen behind several times, just trying to get out orders. If business had been any better, it could have broken us. We are trying to maintain controlled growth.

SDKC: How does this new blood affect the industry? Where do you see the kiting industry going?

REVCO: I hope we are a great addition to the kite world. I know we have interested a lot of fliers who were bored with stunt kites. We've watched people walk by the field, not even look up at all the two-lines, and stop and watch us for 20 minutes. Just waiting to see one particular move over again. Especially the full speed dive, stop, hover and spin away. The first time people see it, they remember it. And that's what we bring to kiting, and new blood is going to help everybody. That's how we came into this - we never wanted to crowd anyone, or step on anybody's toes. We just want the whole movement to grow. And that will help everybody. That's where the kite club really helps.

SDKC: That's what we're here for. To help the sport grow as a whole.

REVCO: It's a little like a circus. You can't just have tigers. You have to have lions and bears and elephants, too. Bringing in zebras won't hurt the show. We hope the whole thing will come together as a

group. We are on a first name basis with all the other manufacturers in San Diego, and that's we aren't releasing our delta.

SDKC: What do you get from the kite club?

REVCO: Safety, and education.

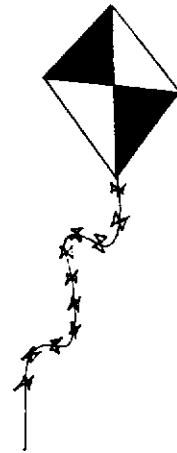
It should really stem from the kite club. If everyone has safety in mind when they go out on the field, and isn't afraid to tell others, we won't see kites outlawed. Because it could easily come to that.

SDKC: What is the downside of all this?

REVCO: It's a business. We got into it because we liked to fly, but now we get to fly about once a month. And the travel is a real pain after a while. But it's ours, and we like it.

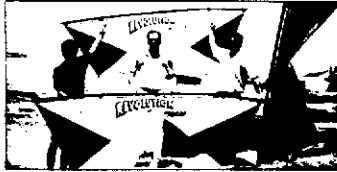
SDKC: What's the best thing about being in the business?

REVCO: Everything we do is on the positive side of life. We feel good about making money making people happy, because noone buys our product because they're forced to. They want to, and they'll have fun with it.



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And I  
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 in the wind  
 tethered by those  
 who love and  
 care for me  
 yet at times in this  
 strong wind called life  
 become erratic and unpredictable  
 tugging tugging to be free  
 tugging to be me

-Donald Kent

# Fly the South Bay Sky

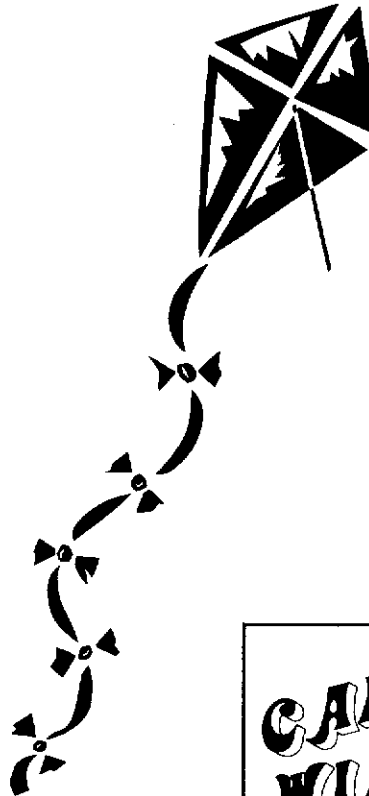
A Bayfront wonderland for kiteflyers can be found in Chula Vista. Just take the J Street exit off I-5 and there you are.

You'll discover two parks with varied flying conditions. First is the Marina park, located by the boat launch. Here you'll find a long strip of field, not very wide, extending along the shoreline with picnic tables and small shade trees. You catch the wind off the water pushing up from the rocks. Behind you is a large open parking area. A great spot for single line kites, but not recommended for stunt kites. There are other areas to fly around the entry way of the park, but the wind isn't as constant.

Second is the Bayside Park which can be reached by traveling a bit further down J Street, then make your way around the Marina and R.V. park, down to the shore. To your right as you enter at the north end of the parking lot, is a good size, open field about 200 feet wide, from the road to the rocks. Made for kite flying. At the left and right of the field are tables and trees.

You'll find a snack-bar at the south end for food and beverages, and a short fishing pier. This is an excellent place for weekend outings, so get an early start. Come play in South Bay and may the wind be always at your back.

-Ron Riddle



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# What does that store sell?

Located in the Point Loma Plaza on Midway Drive, All About Kites is aptly named. Walking into the store from the fresh looking complex, complete with a supermarket and a Sport Chalet just next door, one gets the feeling that anything remotely associated with kites is here somewhere. The walls, the floor, the ceiling; all are neatly covered with kites and kiting accessories. As Jim Nettles, the owner, will tell you, if he doesn't have it, he'll order it for you. A friendly smile and quick wit are usually in evidence, and on those rare occasions when he's gone, Chuck Brooks fills in, as he did while Jim and I sat on the benches in front of his store soaking up the San Diego sun. This interview is excerpted from our conversation.

SDKC: First of all, how did you get started in kites?

JN: It was about eight years ago, back in '83. A friend dragged me into a kite store, and made me pay about \$70 for a stunt kite and lines. I hated him for about three weeks until I went out to fly it. The first time I took it out was at Long Beach in Washington. I flew for about half an hour, and then a guy came out and set up next to me

with a bigger kite. I put mine down and went over and begged him to let me fly the big one - he let me try it for about a minute. Then I walked two miles into town and spent about \$200 on a bigger kite and have been hooked ever since.

SDKC: So you're like most people then?

JN: Yes - \$70 for a kite, you've got to be crazy!

SDKC: For the first one...

JN: Yes, it's been downhill ever since. Every time I see a new kite, I have got to have it. My first kite was an Avenger; I think it was the only stunt kite on the market. Yeah, it's been a lot of fun ever since.

SDKC: Did you like Long Beach?

JN: Yes, it's a great place to fly kites. The weather's lousy most of the time, but it always blows and I wasn't too far from home in Seattle - about a 2 1/2 hours drive. I used to go down on Friday night, fly Saturday and Sunday - that was the biggest reason for going down there. The beaches there are about twenty-five miles long. It's really nice, you can drive up and down the beaches if you want to. And you can go and fly with the other people down there. There's always somebody flying.

SDKC: When did you come to

San Diego?

JN: About four years ago. Then I decided about three years ago that there weren't any kite shops between San Diego and Newport Beach so I opened up a small shop in Oceanside in the downtown area by the pier.

SDKC: Was that All About Kites too?

JN: No, it was called Sky Toys. After about a year and a half up there, I started questioning people about where they were coming from. About 10% of the people were coming from Camp Pendleton and about 80% of the people were coming from south of Encinitas. The other 10% were coming from the Carlsbad area, so I decided to take the plunge, move down and find a place close to Mission Bay as that seemed to be the hottest flying area in the whole of San Diego. I spent about four months and put 10,000 miles on my car just driving from the kite fields and away ... and more or less decided by default on this. There really isn't that much retail space around that's close.

SDKC: Well this is really an ideal location. It's only about five minutes by Sea World Drive.

JN: It's about two miles from most of the kite flying in the area - and we have parking which is a big plus.

SDKC: When did you actually open?

JN: About a year ago last October.

SDKC: Was it a struggle getting started?

JN: [He rolls his eyes and nods emphatically] Oh yes, always a struggle. Big cash outlay for signs up front, rent, deposits - getting the thing fixtured out - getting enough inventory to fill it up. You end up owing a lot until you get a clientele built up. We've got a lot of people helping us now - out flying kites. We get a lot of referrals from customers. We take care of them - it's the best advertising - somebody breaks something and it needs to be fixed. I fix it for 'em ... generally a nominal charge or nothing at all.



SDKC: What kinds of problems did you have getting the business started?

JN: Biggest problem is letting people know where you are. Normal advertising channels don't really reach the people we need to reach. So few people really fly kites compared to the population. Newspapers are a waste of time unless you've got a big advertising budget - this stuff needs to be done every week, every week, every week and you don't know exactly where to put it. We have kite flyers come in from 30 or 40 miles around, and your advertising budget really gets spread thin. Radio doesn't really reach the people. What I finally started doing was, I got everyone I could talk into going out and handing out flyers and flying kites. The more kites you get in the air, the more business you get. I don't care if it's for me or for Victor or for Carol - it helps the whole industry. Just get as many kites in the air as you can. Fliers start talking about kiting - then they'll find out where to go shop. It's fairly limited where you can go to buy kites in San Diego, there are basically only the three of us.

SDKC: It seems to us - the hard core kites - that for every one of us, there must be twenty people out there who look up and see a Revolution or even a twin line stunter and say "Wow, I've never seen anything like that before." Do the facts bear that out? Are there a lot of people who just need to be introduced to it?

JN: We have a lot of people in who have seen the kites flying and drop in on the way to the grocery store. They say they can't believe there is something such as a kite store - they would never have known where to go for a kite. Normally those people end up walking out with a kite. About 50% of the people who see a kite more than once or twice end up buying them - about 100% of the people who wind up with one in their hands ends up buying one. They go out on the Boardwalk, someone says, here - why not give it a try. They try it one time and they're hooked. [He laughs] Sometimes I feel like a pusher - once they buy a

kite, they're a customer for life!

SDKC: In the Club, we want to further that. What do you think is the right way to promote kiting?

JN: Organizing events. Right now it's going to be kind of slow... only Club members. And the location of the event is really important. I know our competition is out on Fiesta Island now. Big wide area - lots of wind, but it's out on an Island. There are not a lot of people just driving by. The first year of the Belmont National was in Mariner's Park.

SDKC: Everybody seems to say that was great.

JN: Yes, it was on a beach front. You could go to the beach and sit anywhere you wanted to, then walk over to Mariner's Park to watch the kites. West Mission Bay Drive was loaded that weekend. A lot of people came to watch the kites. We reached a lot of people - it really was a big plus for kites. We had a booth set up there for selling kites and we sold a lot of moderately priced kites - small and medium sized. Last year at the Nationals, we sold almost exclusively top dollar kites - high-tech, big kites. We sold to kite flyers last year. The year before we sold to non-kite flyers. So it showed me our crowd were kite flying people, the year before we attracted a lot of new blood to the sport.

SDKC: That's why we're so excited about Del Mar - the new blood. Do you feel that that's good for you in the long run? Doesn't getting people involved with the dollar kites eventually lead to some of those people becoming your customers?

JN: Probably the best thing that happened to San Diego was the Ultra-Wing Price Club sold last year. They sold thousands of them. I know of at least 150 stunt kite sales I got from that. People came in wanting a better kite. It got a lot of people started.

But any time you get people into the field flying kites, it's good.

I don't get into the cheap market because I can't compete - I can't buy them wholesale. We try to stick with a kite that is going to last, they're going to

buy another kite to add to the first kite... not to replace it.

SDKC: What's the worst thing about having your own store?

JN: The worst thing is not having much time to fly kites! I went out not too long ago, and I realized it was the first time I'd flown since Christmas. I forgot how much I love it!

SDKC: And the best thing?

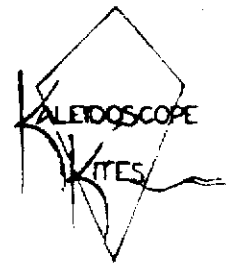
JN: The best thing is dealing with people buying toys for themselves. A lot of happy people have walked out of my store with a big smile on their face. They're spending the money to have fun with, not because they have to - and they get a lot of value for the money. Kites aren't cheap, but you buy a kite one time and fly it for a lifetime. There is very little upkeep or maintenance. And anyone can fly kites.

SDKC: That's very true. And there is a lot of interaction on the kite field.

JN: Exactly. You go out to kite flies and you find people from barely born to... you know, 85 or 90 years old, and they all have a good time. People complain about how crowded the fields are. Well, you fly for a couple of hours, and you talk to people for a while - people you wouldn't normally see over dinner... there are new faces on the kite field almost every day. Of course, that's where field etiquette comes in. And where the club can help out a lot. We can really help to promote safe kiting, and more people will enjoy themselves. The worst thing that I can imagine is for someone to come in and tell me they didn't enjoy themselves with a kite. Sometimes we need to remind ourselves to have fun. We go through life every day building up pressure, and we all need some way of releasing those tensions. And enjoy the weather! I came from Seattle, and it's like this [sunny, warm, and windy] about 25 days out of the year. [He laughs.] Some people don't realize what they've got.

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To everyone who has helped the SDKC become the fastest growing kite club in the country.

Without your support, help, and donations we couldn't have made it this far. We don't have room to thank you all by name, but some of those who deserve special recognition are:

Victor Heredia, Don & Pat Tabor, Jim Nettles, Randy Tom, Don Scovill, Carol Hamilton, Ron Reich, Sharon Lai, Dave Gomborg, Eric Olaes, Ron Riddle, all the Hadzickis, Alan Nagao, John Perusse and everyone who helped on the SDKC Rokkaku.

Gene Carey's generosity, help, and support has been immeasurable.

Anyone who was left out deserves an even bigger thank you for going unrecognized.

**KITE FOR SALE:** 8' Delta Conyne, black with red, orange, and yellow stripes, 2 / 5ft multi streamers, complete with 1000' of 100lb. line on Crankmaster reel, plus anchor. \$50 takes all. Contact Lee Hobby at 588.

## WORLD KITEFLYING RECORDS LARGEST

### LARGEST KITE

The record for largest kite was set by a Dutch team on the beach at Scheveningen, The Netherlands, with a kite of 5,952 square feet (553 square meters). The inflatable airfoil, weighing 506 pounds (230 kilograms), was first flown 8 August 1981. The ten-member team consisted of: Han Brandenburg, Marlies van Dullemen, Cees van Hengel, Gerard van der Loo, Bert van Nierop, Pen van Roon, Wilma Stam, Gijsbert van Seumeren, Harm van Veen, and Maarten Wijsman. The kite has flown numerous times in several countries and is still flying as of the date of this report.

### OTHER LARGE KITES

3500 or 3640 square foot parafoil made and flown by Harry Osborne and the Edmonds Community College Kite Team in Seattle, Washington, USA, on 3 October 1980.

2890 or 2950 square foot Edo (rectangle) made and flown by members of the Shirone Kite Association in Shirone, Niigata, Japan, on 20 March 1980.

2827 square foot Wan-Wan (a 60 foot diameter oval) reportedly weighing 5500 pounds and flown at Hoshubana, Japan, between 1909 and 1936. (A similar, if not the same kite, is reported to have been built in 1906, possibly in the town of Tokushima, on the island of Shikoku. Dimensions and weight the same).

2250 square foot Edo (rectangle) measuring 50 x 45 feet, reportedly weighing 1700 pounds, flown in Japan prior to 1894 (!).

1769 square foot sled. Logan Fow of Hamilton, New Zealand, claims to have made and flown a sled kite of 12 x 13.7 meters (39.4 x 45 feet). According to Mr. Fow, "It was big, flew quite easily, and was very spectacular. It was yellow with black tape to hold it. I flew it...at Onemana by the sea...later in Hamilton, in Napier, and somewhere else. It was easy to build and fly but...very dangerous, and it was for this reason that I finally dismantled it." The date was prior to 1978. No other details/documentation available.

1728 square foot Edo (rectangle) of 48 x 36 feet, reportedly weighing 1764 pounds, and flown at Hoshubana, Japan, between 3 and 5 May--every year without interruption for the last century (since about 1880-1890?).

### LARGEST CODY

Members of the Club Aquilonisti Cervia Volante, Italy, constructed a Cody kite with a total sail area of 189 square feet of which more than 430 square feet face the wind. The kite, with a wingspan of 41 feet and weight of more than 132 pounds, was successfully flown on 20 October 1985, in Cervia, Italy.

### LARGEST DELTA

The late Tony Cypress of San Diego and Gene Carey of Lemon Grove (both California) joined forces to construct and fly a delta kite 37.5 feet high with a wingspan of 75 feet, for an area of 1406 square feet on 4 September 1982, in San Diego. The kite was made of ripstop nylon with aluminum spars, and flew for 25 minutes the first time out.



# Kitemaking

## The Art and the Science

### The Secrets of Quad-Line Bridling Your Two-Line Kite

by Al Hargus III

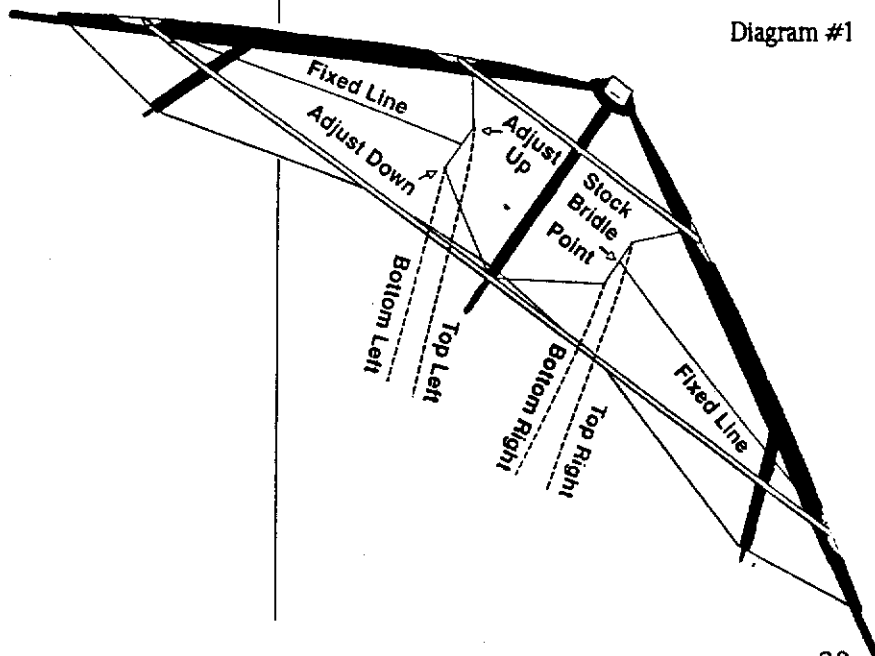
The use of one or more lines on a controllable kite allows you to have greater control than you have with a two-line stunt kite. The extra lines allow you to change the angle of attack of the kite to such an extent that a complete reverse of direction is sometimes possible. There are also methods for altering the bridle arrangement of any dual-line stunt kite.

#### The Quick-Quad Bridle Method

The first method is the simplest arrangement and allows for easy changeover between quad and dual methods. (See Diagram #1) The first step in this conversion is to locate the adjustment line in the bridle lines of the kite you want to convert. It is usually the line that the manufacturer has marked for reference.

Locate this reference point. (The normal connection point for your flying line.) Measure the bridle line (towards the nose); with a 6 ft. kite move the mark up 3 inches, 16 ft. kite move the point up 8 inches. (Experimentation will be required for this distance. More on tuning later.) Measure and mark the point accurately on both sides of the bridle.

Diagram #1



Now repeat the process below the manufacturer's reference point (Down or away from the nose) Again, a good starting point is 3 inches for a 6 ft. kite, 8 inches for a 16 ft. kite. Measure this bottom point and mark accurately on both sides of the bridle line.

These TOP and BOTTOM marks are where you will connect your four flying lines.

The stock stationary bridle-line moves to the center of these marks.

The method allows you to switch from quad-to dual-line flying mode quickly without altering or removing the existing bridle. (This method does have some performance limitations.)

*Note:* The exact setting of the TOP and the BOTTOM marks of the bridle conversions will be discussed in the tuning section on the next page.

#### The One-Liner Quad Bridle Method

The next method for quad conversion is relatively simple. This method requires the addition of a separate BOTTOM bridle line. You may also leave the stock bridle intact, again allowing for quick changeover from quad to dual flying mode. (Performance limitations exist with this method as well.)

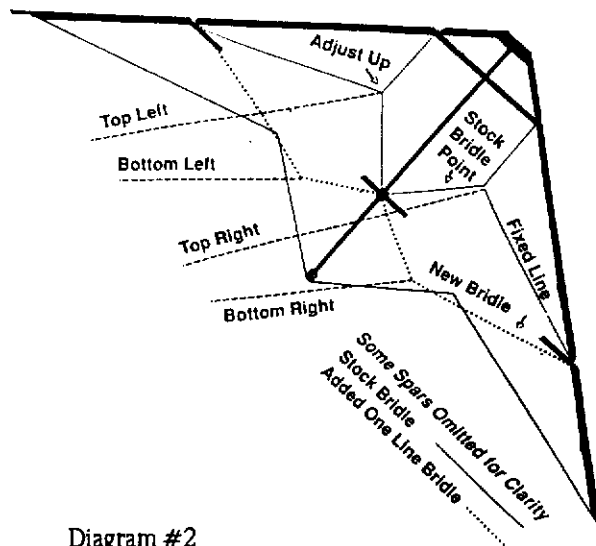


Diagram #2

Measure and cut two lines of the same weight as the stock bridle lines. This line should be approximately 1 ft. longer than the length of your bottom spreader. (See Diagram #2)

This BOTTOM line connects to the bottom leading edge bridle connection point of the stock bridle and the center bottom spar bridle point. (Use the same connection method that exists on the stock bridle.)

Regional Director Al Hargus has written a handbook for quad-line flying, from which this article has been excerpted explaining his method of converting a dual-line kite to a quad-line kite. The handbook may be ordered directly from Al — send \$2.50 to 457 Pittsfield Dr., Worthington, OH 43085.

A mark is made on the new BOTTOM line just installed directly below the stock bridle point that is marked on the stock bridle. Mark this point accurately on both sides.

This point becomes the BOTTOM connection point for the quad flying lines.

Next, move the stock bridle attachment point UP (towards the nose) 3 inches for a 6 ft. wing kite, 8 inches for a 16 ft. wing kite. Mark this point accurately on both sides. This become the TOP connecting point for the quad flying lines.

*Note:* The two methods of conversion are the best methods for the beginning quad-line fliers who aren't sure about quad-line flying and don't want to alter their kite drastically at this point.

### Tuning Converted Quad-Line Kites

1. Tune one kite at a time, not a stack.
2. Assemble the kite and attach the quad flying lines. Make sure that TOP and BOTTOM, LEFT and RIGHT are attached to the corresponding handle or strap.
2. Pull on the TOP two lines; the kite should launch as normal, if there is sufficient wind.
4. If the kite does not launch properly or does not gain sufficient altitude, you may have the TOP lines too low on the TOP bridle. (Move this point towards the nose or UP.) (Note: This adjustment applies to all conversion methods.)
5. If the kite launches but noses over (stalls), the TOP lines may be too high on the bridle, move down or away from the nose. (Note: This adjustment applies to all conversion methods.)
6. After you have successfully launched using the TOP lines only and have become comfortable with the flight characteristics, do a horizontal pass at sufficient altitude. As you cross the sky, grab both BOTTOM flying lines and watch the effect on the kite. If the BOTTOM bridle points are adjusted properly you should see a slowing of the kite's forward motion, actual reverse of direction in some cases. If this does not occur, the BOTTOM bridle attachment point may be too high. Move down or away from the nose of the kite. (Note: This adjustment does not apply to the One-line quad conversion method.)
7. A converted quad-line kite can be launched in reverse (or upside down) when the bottom bridle

point is adjusted properly. Remember that a certain amount of success with reverse launch is PRACTICE AND EXPERIENCE. In the beginning, you may have the bridle adjusted and still not be able to launch upside down.

8. You may note that after several adjustments UP and DOWN to the TOP and BOTTOM bridle points, one or the other of the fixed bridle lines will be slack in flight. Have an assistant check the kite. You can and should take slack out of these lines as is necessary.

### Note on Tuning

Quad-line stunt kite flying is a very new segment of stunt kite flying. Individual experimentation is necessary for each type of kite and for the different conversion methods available.

By all means, EXPERIMENT!

### Disclaimer:

*The author and AKA have no responsibility for any damage to kites modified according to this article.*

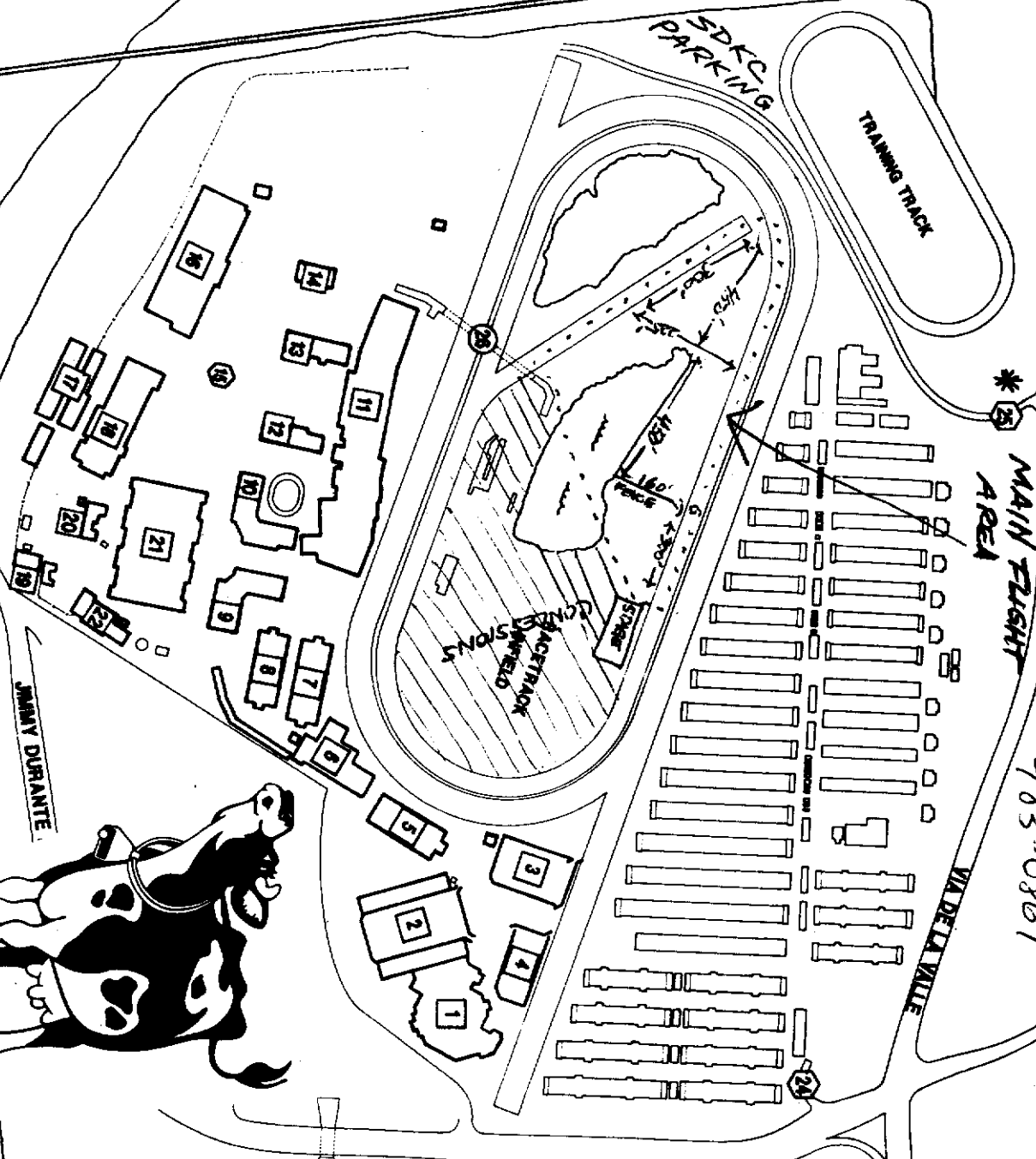


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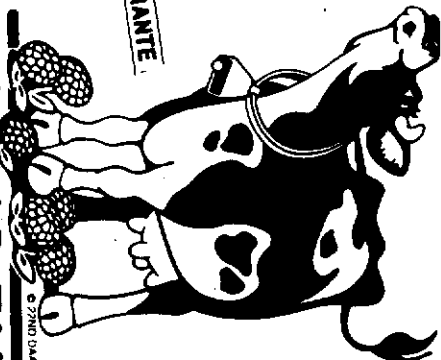
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- 18 BMG CROSSBY HALL
- 19 FIRE STATION
- 20 ANNEX
- 21 O'BRIEN PAVLON ADMINISTRATION
- 22
- 23 MAIN GATE
- 24 STABLE GATE
- 25 SOLANA GATE
- 26 FIELD TUNNEL



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JUNE 16 - JULY 7, 1991



1" = 50'  
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# UPCOMING EVENTS

## JUNE / JULY

JUNE 8-9 SUMMER GAMES, 8th Annual, Myrtle Beach, S.C.  
Contact Klig's Kites, (803) 449-2856

JUNE 8, YAKIMA VALLEY KITE FESTIVAL, Yakima, WA. (Regional)

JUNE 15, SDKC MEETING & PHOTO SHOOT: Come out and color the sky for our cameras. Final Planning for the Del Mar Fair, final issue of membership cards. There will be soft drinks, a fighter kite competition, and we'll be raffling off a Top Of The Line North Shore Radical and many other great prizes. Bring the whole family and have a picnic! Tecolote Shores Field, E. Mission Bay Drive, south of the Hilton, From 11am till we get too tired to have any more fun.

JUNE 18 - JULY 7, SDKC DEL MAR FAIR KITE FESTIVAL, Del Mar, CA:  
Every day's a free day at the fair for SDKC members. Come and fly anytime from 10am -10pm 7 days a week. Special days are as follows:

@ JULY 18th, PRESS DAY, Childrens Kite Fly, and set-up day for Static Kite Displays. If you want to be on TV, be there well before 11am.

@ JUNE 23rd, DEL MAR FAIR KITE DAY, Top team demonstrations, Worlds' largest kite fly, Sky jumper at dusk, and many other exciting events.

@ JUNE 24th, SDKC KITE HISTORY & EDUCATIONAL SEMINAR, 10:00-10:45am, Hobby Show center. RANDY TOM APPLIQUE SEMINAR, 1:00-1:45pm, Hobby Show center.

@ JUNE 30th, more demonstrations, hands-on education, and give-aways.

@ JULY 6-7th, TRIBUTE TO THE TROOPS, Bring out all those Red, White, and Blue Kites, with Top Teams Flying Tributes.

JUNE 22, OREGON STATE SKC, Lincoln City, OR. (Regional)

JUNE 28th, NW REGIONAL SKC, Long Beach, WA. (Regional)

JULY 6th, CHERRY STUNT FLY, Traverse City, MI. (Regional)

JULY 13th, SEATTLE TIMES KITE FESTIVAL, 4th Annual, Magnuson Park, Seattle, WA.

JULY 20th, 1st ANNUAL SAN DIEGO KITE CLUB COMMEMORATIVE KITE FLY, At the Ocean Beach Family Fun Day, Collier/Sunset Park (Dusty Rhoads Park), Sunset Cliffs Blvd. This one you can't miss, with kids kite contests, food, music, raffles, and of course, the top teams in San Diego will perform their routines. ANNUAL MEETING AT 10am Sharp, Festivities start at 11:30. Dinner and Party following at undetermined location. Invitations and location will be mailed out in July.

JULY 23-24 FAIRFIELD KITE FESTIVAL, 5th Annual, Solano Community College, Fairfield, CA.

JULY 27-28 BERKELEY KITE FESTIVAL & CALIFORNIA STUNT KITE CHAMPIONSHIPS, 5th Annual, Berkeley Marina, North Waterfront Park, Berkeley, CA. (National)

WE HOPE you enjoyed this newsletter. Any delay was unintentional, and was due to time-consuming improvements. The July issue will be published in spite of the fair, but it will only contain updates and the calendar of events.

Please us send your comments, suggestions, and any information you would like published including advertisements, to : The SDKC, 3279 Geddes Dr. San Deigo, CA 92117

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