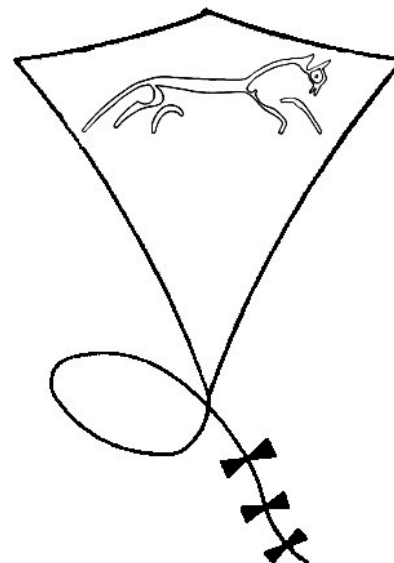


Cowpat Hill

Journal of
The White Horse Kite Flyers
Issue: Autumn 2011
October ----- December



Remember, remember the 5th 20th November.

Why? Because it's the AGM of course. This is your chance to hear what is happening at your club and to have your say on where it should be heading and what has been done wrong. You could even stand for a position on the committee or even Magazine editor. (I wish!) The proposed agenda is inside the back cover of this issue and as you can see it is the same location and format that seems to have worked for the last few years. A buffet lunch will be served at an appropriate time. The cost of this is covered by the raffle so your donations will be much appreciated.

You've had Cowpat Hill, now try Cowpat Park for the Fun Fly. Venue seemed to work OK even if the winds could have been kinder. As usual as we packed up, bright sunshine, blue sky and more stable wind. Every one who attended seemed to have a good time, the land owner was happy with the way we behaved (and fed him beer) and the cricket club were pleased with their donation even going as far as suggesting that we speak to them about toilets, showers and kitchen facilities if we go again next year.

The committee found it so much more relaxing than the festival that they are prepared to run another one with added facilities (Saturday meal, bacon butties and raffle) but it still has to be formalised and dates sorted out. Watch our web site and forum for details.

WHITE HORSE KITE FLYERS

PO BOX 585

SWINDON

SN3 4YR

www.whkf.org.uk

info@whkf.org.uk

DIARY DATES

W = Workshop, D = Display, T = Teddy bears

October

9th Barbury Castle (One Sky One World)

November

13th Barbury Castle

20th AGM at Express by Holiday Inn M4.J16. (12:30PM start)

December

11th Barbury Castle

27th Barbury Castle Christmas Pudding Fly

January

8th Barbury Castle

February

12th Barbury Castle

March

11th Barbury Castle

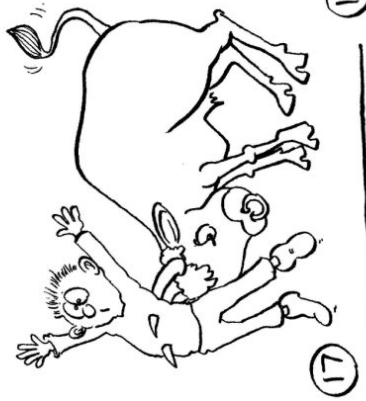
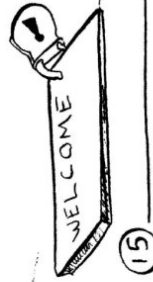
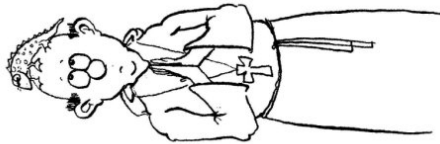
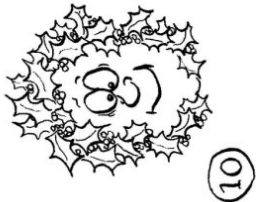
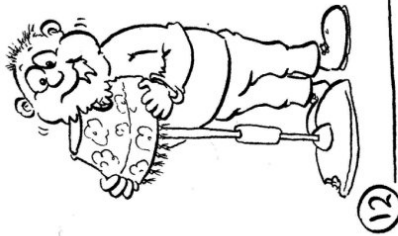
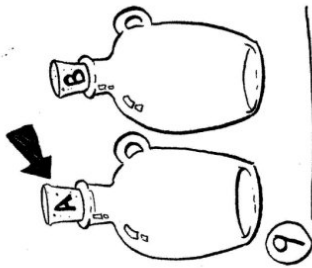
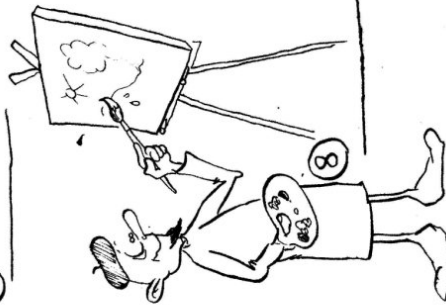
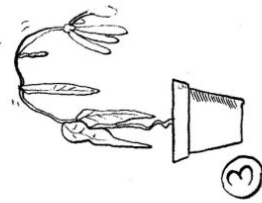
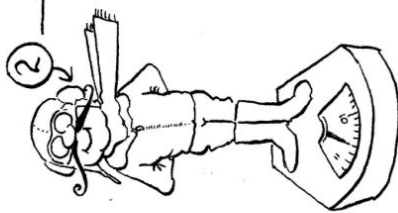
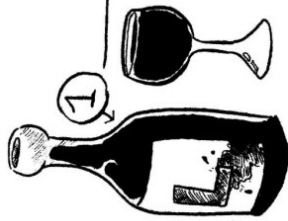
IF YOU HAVE ANY DATES PLEASE LET US KNOW SO THAT THEY CAN BE ADDED TO THIS LIST

For other dates please go to <http://www.kitecalendar.co.uk/>

DEAD-LINE FOR NEXT ISSUE 25th December 2011

-Nogs- **CRANIUM CRUNCHER**

All the answers are place names in the British Isles.



Sky Chat

Well it is nearly the end of the kiting events season, only "One Sky one World" event to go and then the Main Event of the year for our Club the **AGM**. I know how I go on every year about how important this meeting is to the Club, but it is. With most clubs down on numbers and fewer people to do the grafting to run them, it is harder to find members that are prepared to do that extra Yard (I will not be greedy and ask for a Mile) to keep the Club to the forefront of kiting in this country. So please see if you can do that Yard, thank you.

I must own up in not doing the big festivals this year, but have managed to do most of the small events that the Club has been involved with. Some have been brilliant, some I would like to forget, still it has put the Club in front of the public and we have been well received. Let us hope that it continues for next year and years to come. We as a Club have tried something different this year in running a Fun Fly at Lechlade. Although the wind was not the best and numbers could have been higher, at least we had an enjoyable week-end. Is this the way forward for the Club instead of running a Festival and having reams of paper work with regards to "Elf and Safety" and all the other things when we ask the public to attend and support us just to lose money from the Clubs funds. I know some people will regret the move and I will be one of them, but when it becomes a burden to and for the Club it is time to think on other lines so we the members can have some fun without the worry.

Thanks to Arthur, Dave and others in organising this year's event and hope for a better run at it next year. See you all at the **AGM** in November with all your ideas and help. If I do not see you at the **AGM**, A Happy Christmas and a Very Prosperous New Year.

Neil.

It has been a poor year hasn't it? We've lost Ron Moulton AND Roman Candle in the same year. There is one bright spot though. It showed up on page 33 (un-numbered) of The Kiteflier Magazine, July 2011 Issue in the AERODYNE section. It is where DAVE STYLES asks, "WHOSE UP FOR A BIT OF PUBLIC DISOBEDIENCE". Oh how I wish I could join him. Alas, my kiting outings have been brought to an end. But as I have flown kites on and of for 74 years I suppose I shouldn't complain. I really have had the very best years. I don't know what pyrrhic satisfaction is but I back Dave to the hilt when he says "I told you so". Did I not say that the Control freaks take kite flying out of our hands and that attempting to be friendly by joining them in consultation would lead to trouble. By giving way to the tiniest degree to the elf & sadly, the insurance companies, the Euro boys, etc, we've blown it. Our big clubs running ever wider ranging events made us proud enough to throw out our chest and think we were important with an impressive appearance to the outside world, can now be seen as a mistake which has led us into the trap of consultation. Brighton and Whitehorse are showing some sense where they are looking at downsizing away from Festivals to private gatherings. In my first 50 years I just flew my kite and let the other fellow do what HE wanted and I didn't care. I was just as happy flying alone as I have been with the clubs when Clubbing was offered I grabbed it with both hands and with Ron Moulton but I could never see why we kept so readily giving way to every Dick and Harry who wanted to impose upon us.

Anyway, I really started this piece for quite different reasons. I wanted give my heartfelt thanks to JOHN BARKER. His sojourn with ROMAN CANDLE has pretty well run parallel with my time in Club Flying. Roman Candle often kept me with the Kite Flier when I had a mind to drop out. Thanks John.

Thank you too John for your kindness on site. In general but also on those special occasions like Middle Wallop where my ted was too big for my kite in that wind and you launched from a100 feet on its 10ft chute. And like Old Warden where you got Gill's Rok to fly when I couldn't. And like Teston where you struggled with a sewing job which I would have only tackled at home.

Finally I want to thank ELECTRIC ARTHUR for following in the footsteps of John by keeping bits appearing in COW PAT and wish you lots of support and success with that.

Maurice Sawyer

Puzzle Corner (22)



1. What kites are these (use your mobile); 3444837, 787842, 33582, 7886837

2. What happened in 1961 and will not happen again until 6009?

3. $a - b = c$

$d \div e = f$ Replace the letters with digits 1-9
to get all three sums correct

$g + h = i$

4. Three boxes.

Box 1 labelled "Nails"

Box 2 labelled "Screws"

Box 3 labelled "Nails and Screws"

All the labels are incorrect. After taking one item from one of the boxes (without looking into the box) you must put the correct labels on the boxes.

Answers to john@johnbrowning.net.

Still no taker for the £2,000. Somebody's got to win.....

Puzzle Corner (21) Answers



1. Use the symbols (+, -, ×, ÷) to make these work:

$$14 \times 2 + 3 - 12 = 19$$

$$8 + 4 - 6 + 3 = 9$$

$$9 \times 4 \div 6 + 4 = 10$$

2. Some proverbs: AWTEW, TMCSTB, LBYL, HWLLLL

Alls well that ends well

Too many cooks spoil the broth

Look before you leap.

He who laughs last, laughs longest.

3. What are the three mistakes in this sentence ?

3rd mistake is there are only 2

4. Race: Alec beat Brian but not Chas. Dave beat Ernie but not Brian.

What was the finishing order ?

5 4 3 2 1

E D B A C

5. A long train, 0.5km long, is about to enter a long tunnel. The tunnel is 10km long. Speed of the train is 35kph. How long will it take for the entire train to pass through the tunnel?

18 min

Polly's Pantry

Carrot Cake (Passion Cake) for an AGA
(Adapted from the Good Housekeeping Cookery Book)

225g (8oz) butter
225g (8oz) caster sugar
4 medium free range eggs, beaten
225g (8oz) white spelt flour (or plain white flour)
15 ml (3 level tsp) baking powder
grated zest and juice of 1 medium to large unwaxed lemon
15ml (1 tbsp) kirsch
225g (8oz) grated carrots
100g (4oz) ground almonds

For the topping
75g (3oz) cream cheese
5ml (1 tsp) lemon juice
50g (2oz) icing sugar

Grease and line a 20.5 cm (8inch) round cake tin (or use a greaseproof liner) Place the butter and sugar in the mixing bowl and sit above the top of the closed AGA cover to warm for 10-15 minutes until the butter is soft but not melting then beat together the butter and sugar until the mixture turns almost white. Add the grated zest and add the eggs a little at a time, beating well after each addition. Sift together the flour and baking powder then fold into the mixture along with the grated carrots, ground almonds, kirsch and lemon juice. Spoon the mixture into the tin and level the surface.

Place the cake onto the shelf placed on the bottom of the top oven and place the cold plate above it, cook for 45 minutes. At the end of that time move the cake down to the top shelf of the bottom oven and cook for a further 40-45 minutes.

For those with a conventional oven cook at 180 °C (350 °F) mark 4 for 1½ hours until well risen and golden brown.

Turn out and leave to cool on a wire rack, preferably ice the cake on the following day.

For the icing beat all the ingredients together until soft and creamy, if the mixture seems wet just continue beating. Spread over the top of the cake using a palette knife and either swirl the icing or drag a fork across to produce a pattern of lines.

The un-iced cake can be used as part of a wedding cake by coating with apricot jam before covering in almond paste followed by royal icing.

Sara Longbottom

New British Altitude Record for Multiple Kites

I am delighted to say, as you may have heard, that Dennis England, Kevin Heasman and Scott Butler, variously of the Great Ouse Kite Fliers and Midland Kite Flyers, supported by many other people, are claiming a new British Height Record for kites flown in train with a height of 18,600 feet or 5674 metres above sea level. As the site used is on the Wash and roughly at sea level, no correction for ground height is required.

I attach their certificate stating their achievement.

<http://www.whkf.org.uk/pics11/A11pics/KARACert.pdf>

I also attach the GPS readouts that prove the height reached.

<http://www.whkf.org.uk/pics11/A11pics/KARAgps.pdf> This shows a maximum altitude of between 18616 feet and 18622 feet ASL, depending on the GPS analysis used. Given a manufacturer's claimed accuracy of 5 metres, I believe that the claim of 18,600 feet is fully justified. The manual for the GPS can be found at

<http://www.hamradio.co.uk/acatalog/Gadgets.html>

I attach Kevin Heasman's report from the day.

<http://www.whkf.org.uk/pics11/A11pics/KARAdiary.pdf>

Taking this evidence together I believe the British Kite Flying Association should congratulate all those involved in achieving this remarkable record and formally recognise this as the new British Record.

Once all the committee of the BKFA have indicated that the new record should be ratified I will notify the Royal Aero Club and I will seek formal recognition from Guinness World Records as a record fully meeting our requirements.

Kind regards

Jerry Swift

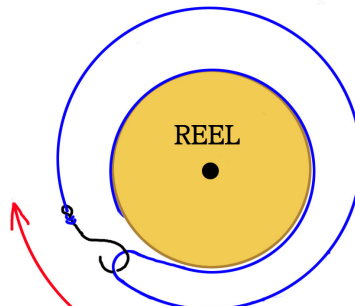
Treasurer, British Kite Flying Association

Tips And Tricks

To store your string neatly on the reel.

Lots of people know about this one but there are enough who don't to make it worth an appearance in Tips & Tricks.

Before putting your reel away, keep the end of the string neatly on the reel by taking a loop in the string and doubling it back on itself. Attach the hook or clip at the end of the string to the loop as shown in the diagram. Then pull the hook or clip back in the direction of the arrow and the string will tighten about the reel and hold the string neatly. When it is time to use the reel again, just undo the clip.



For a tip about flying big kites go to : <http://www.whkf.org.uk/pics11/A11pics/anchor.jpg>

To help with a few knots, go to : <http://grumpyoldgits.org/GitKnots.aspx>

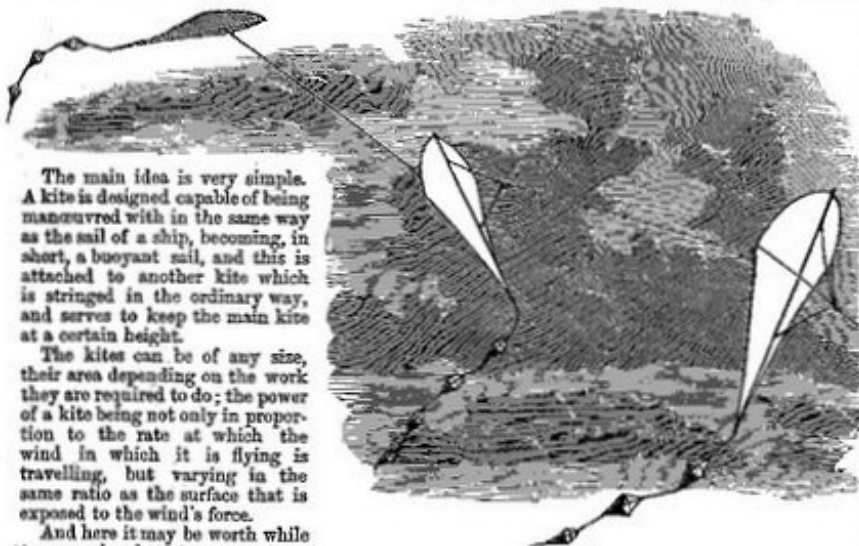
Have a look at the videos to see how to tie a few.

KITES AGAINST WORTSES.

OR, KITE-CARRIAGES EXTRAORDINARY, AND HOW TO MAKE AND USE THEM.

II.—KITE-CARRIAGES.

IN our first article we hastily glanced at the history and capabilities of the apparatus; let us now inquire into its construction. And first, with regard to the kites.



The main idea is very simple. A kite is designed capable of being manœuvred with in the same way as the sail of a ship, becoming, in short, a buoyant sail, and this is attached to another kite which is strung in the ordinary way, and serves to keep the main kite at a certain height.

The kites can be of any size, their area depending on the work they are required to do; the power of a kite being not only in proportion to the rate at which the wind in which it is flying is travelling, but varying in the same ratio as the surface that is exposed to the wind's force.

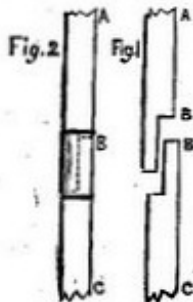
And here it may be worth while to remark what to some must be sufficiently obvious, that the area increases as the square, and that if the surface of a twelve-foot kite contains forty-nine square feet, the surface of a thirty-six foot kite will contain not three times but nine times as many. It was found by experiment that a twelve-foot kite in a moderate wind was as much as a man could hold, and that such a kite in rather a boisterous wind would break a string that would lift two hundred pounds. Further,

as much as half a ton had to follow the kites. As all these data were obtained from the same pair of kites, which spread, as we have said, an area of a hundred square feet, and were attached to a car weighing two hundredweight, the size of the kites to move any given weight in any force of wind can be obtained in a few minutes.

So much having been ascertained, the next step was to find the proportion that the kites should bear to one another, and this resulted in the conclusion that in a "flight," or "set" of

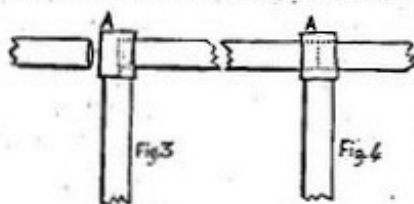
kites, the top or pilot kite should always be the smallest, and if more than two kites were used the intermediate ones should increase in size as they approached the main. Any number of kites could be used, the greater the number the greater the power; but more than three were rarely employed in carriage work, and the usual number was two.

The next thing was to get at the material of which the kites ought to be made; and paper was first tried, to be soon rejected on account of its liability to breakage. Varnished paper was then experimented with, but there was this insuperable objection to the use of a material that was permanently fixed to the frame—the contrivance was much too cumbersome, and



two kites with a combined area of a hundred square feet were found to be easily capable of drawing a carriage weighing two hundredweight.

In a gentle breeze, moving at from three to five miles an hour, they moved three hundredweight and a quarter; in an active breeze, blowing at from seven to twelve miles an hour, five



hundredweight and a quarter were easily pulled along. In a pleasant gale, of from fourteen to eighteen miles an hour, seven and a half hundredweight could be carried, and in a brisk gale, moving at from twenty to twenty-six miles an hour,

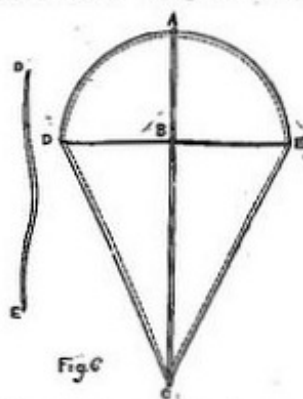
could not well be stowed away; hence paper was soon abandoned. Silk was tried, and found to act perfectly, but was too expensive; and so the working kites were made of a cheaper fabric in the shape of thick glazed calico or linen, sometimes coloured pink, sometimes green.

Kites of all shapes were tried—pointed, square, triangular, and lozenge, but the old circular-headed kind was found to answer best, and the proportions were those shown in the accompanying sketches.

The calico was first cut out roughly to the shape and then strongly hemmed, a double thickness being taken in for the top hem, through which the "bender" ran as a brass rod does through a dwarf window curtain. Just at the centre of this hem a space was left for the "straighter" to come through, and at each of the three corners of the kite strong tapes were sewn on. At the two places down the front through which the belly-band comes a small hole was made for the rings to pass to which the string was fixed.

And now for the woodwork, or frame, which we should, perhaps, have considered first.

The standard, or "straighter" (see Fig. 6.

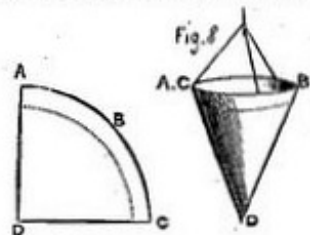


A, B, C), was in two or three pieces, according to the size of the kite. Let us deal with one of moderate dimensions, say of twelve feet, and then it was in two pieces. It was made, as was the rest of the woodwork, of some light strong stuff such as lancewood, and was a little under an inch square. If hinged, the hinges were of the ordinary parasol kind, with a tin ferule slipping up and down, and prevented moving too low by a small pin. If not hinged, the ends were cut away for half



their thickness for a couple of inches from their ends, and the ferule slipped over them, and tied so that it could not slip. The sketch (Fig. 1) shows the ends, and Fig. 2 shows the straighter fixed and with the ferule slid down to its place.

The bow, or "bender," was in two pieces, either hinged or separate. If separate, the ends fitted into a socket, which was fixed on the straighter (see Fig. 3 for the parts separately, and Fig. 4 for them in position. To afford a firmer grip the socket may be a little wider than in the diagram). If hinged, the hinge was of the usual type, and rested on a little bracket at the top of the straighter (see Fig. 5). The hinges were not quite so wide as the wood of the bender, and the thickness of the straighter was left between the ends which



were fixed on to the hinge, so that the parts fitted together like a mortice.

The only other woodwork about the frame was the "stretcher." This was a piece of wood shaped exactly like a bow (see D, E, Fig. 6), which passed between the straighter and the kite, and was attached by its ends to the ends of the

Bender. It was not tied to the straighter, as it was found to be firm enough without. Both stretcher and bender were of slightly thinner wood than the straighter, and the thickness varied in proportion to the size of the kite, only just enough being used to give the necessary strength.

To rig up the kite the bender was first inserted in the hem made for it, then the upright was slipped into the fold at the top, the ends of the bender run into the socket or the hinge placed on the stop, and the bottom of the kite tied tightly to the foot. The kite was then stretched along the benders and tied in its place, and last of all the bow-shaped stretcher with the concave portion towards the straighter, was slipped between the upright and the kite, and fastened on to the extremities of the wings. The kite was now in shape, the framework firm, and the skin not quite flat, but sloping off slightly at each side, according to the shape of the bow.

So much for the kite, which is not very much out of the ordinary run of such things, but let us now fix our strings, and here we get something entirely new (Fig. 7). On the straighter two rings were placed, where the ends of the belly-band would come in common kites; to each of these was attached a separate string, the top one, which was the principal or towing string of the kite, being of extra thickness. To this string was affixed a stout brass ring about a yard from the kite; the lower string was fastened to the lower ring on the stretcher, and passed through this ring, running down to the ground with the towing string. The result of this arrangement was that the kite had a shifting belly-band, and the exact position of the working ring was regulated by the size of belly-band required for the kite. By slackening or tightening the bottom string, the lengthway of the kite could be brought at any angle to the wind. By slackening very much the kite was "thrown on the wind," and it had but little power over it; by tightening it the kite was brought up to the wind, and could be so inclined as to feel its full force.

From each side, at the points where the bender joined the crosspiece a string also came, and these strings likewise passed through the working ring and down to the ground. The consequence was that the breadth of the kite could be brought at any angle to the wind, and these braces could be worked like reins. The kite was thus able to be brought into any position, and could be locked upon any as the mainmast of a square-rigged ship;—the attachment to the main rope representing the attachment to the mast, letting go the under rope being like letting go the sheets, and tightening and slackening the side strings being the working of the braces, with which every one is familiar. The four strings all came down to the ground, and, to keep them from entanglement, were generally brought through a piece of tubular webbing attached to the main

rope. At the top where the webbing began (such commencement being well clear of the ring) a plug was often inserted. This had three holes bored in it, through which the working strings passed, which were thus kept separate, and prevented from interfering with each other.

The webbing, like an ordinary argand or hollow round lamp-wick, was usually made by sewing together the two edges of inch-and-a-half carpet binding. It was not too roomy, being wanted but just large enough for the strings to work through, and its main object was to keep the strings from getting entangled as they were wound up. The webbing had occasional gaps in it, so that the strings could be got at to manoeuvre the kite, if the kite was not up to the full extent of the cordage.

At the back of the kite was fixed a backband, the backband being of the same size as a common belly-band, and attached at each end to rings which were sometimes nearer together than those in front, and sometimes were the same attachments run through the standard. To the centre of the backband, or rather at the point where the kite balanced, was fixed the end of the string of the upper kite.

The upper kite was made like the main one, and took to pieces, and was rigged up in a similar manner, but it only had one string and an ordinary belly-band.

An intermediate kite, if used, had similar framework and also had but one string, but it had a backband like that of the main kite, to which the pilot or upper kite was attached. Occasionally the backbands were dispensed with, and the strings of the upper kites were fastened direct on to the standards.

Each kite had a lengthy tail, and every tail was of the jelly-bag pattern. Five or six bags there were in each, made of calico about six inches deep, and decreasing in size from six inches in diameter downwards, so as to pack away into one another, the largest bag being nearest the kite. The sketch (Fig. 8) shows clearly their shape and construction. They were distended by a thin piece of cane which was run round their tops, and attached, as shown, by three strings running up into a knot some twelve inches from their mouths and fastened to a couple of yards of single twine, which was in turn attached to the base of the bag above, and in the case of the top bag to the foot of the standard of the kite. These bags were made very quickly. A piece of calico of the shape in Fig. 9, which is a quarter circle, was cut out, the distance from a through b to c being three times the required diameter. A strong hem was run along this curve, and in it the thin split cane was inserted. Then a d was turned up to meet d c, and the two edges joined, and then the bag was turned inside out, and was ready for action.

This string of bags forms the best tail for any kite, as, unlike the paper tails, it will keep the kite steady in any wind. Its resistance increases in proportion to the force acting on the kite, and hence the greater the wind the greater the steadying power of the tail.

In getting up the kites the pilot was started first, and, supposing its string was of the usual length, about one hundred and fifty yards was let out, and the end then attached to the backband of the main. The strings of the main were about half as long again, and came down inside the webbing, and the webbing was rolled up on winches, much the same as fishing winches, but larger. As the kite was always thrown on the wind as it was brought down, it always went up on the wind, and the pilot had no trouble in raising it. When it was up to the desired height the lower string was hauled in tight, and then, and not till then, was it brought into use. The main, or towing string, was fastened to the floor of the carriage, the other strings were passed round a pin, the same as the braces of a ship's sails, and the ends were held in the hand, so as to be changeable at a moment's notice.

When the kite was taken down the strings were unshipped, the sticks were all laid together and the linen wrapped round them, much as an umbrella is rolled up, and the tail-bags were packed into one another and formed a nest.

But sufficient has been said as to the kites and their gear. The description of the carriages must stand over till next time, when we must also have something to say about the way in which the kites were manoeuvred. It is perhaps worth mentioning that in the Great Exhibition of 1851 (Section x., No. 234) a flight of kites and a char-volant, or kite carriage, were exhibited, as were also the globes and some of the other things alluded to in the former article.

(To be continued.)



I am grateful to Dave for this article that he has scanned out of one of his childhood books. It is always difficult to do this with old volumes as you cannot flatten them on a flat bed scanner without damaging the spine.

I have done my best to make them slightly more readable and if you want to try your self, please take the electronic format off the web page and see what you can do. If you want the original scan please just drop me an email.

Ed

WORKSHOPS

I have always thought of kite making workshops as a necessary evil to help finance club projects like the big kites and the annual festival at the same time spreading knowledge of the hobby and our own club. Since retiring I have had more time to attend mid week workshops and looking back at this years it is very interesting to see the diversity.

Hardwick Guides Camp

Having been involved with the guide/scout movement via my wife and sons I knew what to expect; It would be in a mess tent, tripping over cooking utensils and the girls sitting at their mess tables.

Oh no, the biggest tent they had was an 8 berth accommodation tunnel tent with four variable tables crammed in and impossible to get more than two girls per table and there were over thirty of them. Problem solved by splitting in to four groups and once the leaders saw what was going on, they got a second group in another tent cutting out the sails. Then they moved every one through, cutting, sticking, flying, lunch. All 31 kites flown successfully.

Brimble Hill School

A very different situation with 65 children of varying ages and all with disabilities from deaf, to violent autism and physical problems. Here we had been asked to do a kite display as well as the workshop so I called on the assistance of Phil Parsons. We got there to find the usual "plenty of space" was about 20x30m surrounded by a fence, buildings and trees. Very little wind and trying to rain. We did what we could and got up a selection of light wind kites that they seemed to enjoy. After a drinks break we went in doors and demonstrated how to make the kites but as time was running short we were not able to make any but the staff said they would do them the following day. Lunch time came and the heavens opened but dried up enough to do a repeat performance in the afternoon. We left thinking we had not done much for them but were delighted a few days later to receive an email saying how much they had enjoyed it and that they had made and flown lots of the kites.

Kingston St Michael

This was a C of E junior School and again wanted workshop and flying display for two groups of 30 plus. The "large" playing field this time was so small and surrounded by trees that there was NO chance of putting on a display so it was a workshop with talk. It was the younger ones in the morning followed by the older ones after lunch. Each group went out at the end of their session and all the kites flew thanks to the energy of the children who ran around pulling them for ages the usual few tangles but no major problems. Schools can be difficult and rowdy but I have never had one like this before. They all sat quietly when told and followed instructions correctly, please and thank yous were always there when help was needed. It was a real pleasure to do this workshop and I came away feeling I had done something for them and was not shattered at the end. The icing on the cake was a few days later when I received an envelope of "thank you" letters. I read them all and each was different. Full marks to this school.

Southwick Park

I have done this type of event before and knew exactly what to expect; the occasional disinterested child being brought by reluctant parent. Perhaps 10 kites made in an afternoon of boredom. How wrong can you be??? When I arrived at 9:30 for a 10:30 start a garden gazebo had been set up in the middle of the field with several tables. There were plenty of helpers who were also doing kites from recycled materials. Before I had finished showing the helpers how to make our kites there was a queue of parents with children all wanting to make kites. It didn't slow down until 15:00 when the event finished and even then people were coming trying to persuade us to make more. A great day with nice people out in the sunshine but was I glad to get to the end.

Winterbourne

I was due to be else where for this one and Dave Thompson and Neil were going to get all the gear there and run it with just two of them. Fortunately? my event fell through so I said I would help transport stuff to site. The organisers were paying for 100 kites to be made between 12:00 and 16:00. As things turned out I picked up the new trailer at the beginning of the week and Dave and I went to Swindon and loaded it up. I then took it back home for a couple of nights and then on to site. We all arrived by 10:30 and got set up and at 12:00 the public started arriving in large numbers. Three of us worked hard making kites for several hours until we reached the 100 mark when Neil went for approval for some more. In the four hours I was allowed just one comfort break and no food. We completed 160 and were very relieved when 4 o'clock came and we could say "No More" After packing all the gear Dave and I pulled into some shade and had our lunch, by now about 17:00. Then it was a jolly cross-country trip to return the trailer to Swindon and then back home. Just one day to recover and pack ready for Jolly-Up 9. Please note: - Next year I will be abroad when this event is on.

I hope that is it for a while, they can be good fun but are always hard work and no two are ever alike. I have to admit I did turn down one school that wanted to do 150 kites followed by mass fly in a single school afternoon with less than 10 days notice. Oh joy, they have promised to contact me in the future. I like to think that these have made some contribution to the club coffers. None of them would have been possible without the invaluable work done behind the scenes by Don in preparing the kits. So my thanks to him.

Arthur

The Trailer

For many years tents, tables, kites etc have been dragged around the country by Neil usually towing one of the club trailers behind his large Volvo. Others of us who are not part of the farming fraternity and do not spend all day hauling unmentionable loads around the countryside were rather less keen to do this. Recently, following the demise of the Volvo Neil and Sue have become a single car family with a much smaller vehicle. It therefore became obvious that some of the rest of us were going to have to "pull our weight" in this field.

The decision was made by the committee to replace the large trailer and eventually dispose of the "Teddy" trailer. Unusual as it may be, Dave R was in the Dockle one evening and mentioned to a friend how much we wanted and was immediately offered cash that we accepted. Dave T and I therefore went over sorted out the storage and emptied the trailer just in time for it to be collected. This left us with a shortage of transport for the Winterbourne event detailed above. After bit of research on the internet we found a trailer we liked at a reasonable price so the club now has a nice new Anssems VT2 trailer that should be seen at festivals. By the time this article is printed it should be nicely sign written with the club logo.

Out with the old



In with the new



WHKF members are continually, and quite justifiably, being asked for contributions to **Cowpat Hill**. I thus thought of articles with such themes that other members could potentially follow. The first tells of how I became involved with the kiting hobby (maybe a concept done before but hey-ho, as they say) and the second is a collection of 'one-liner' memories and thoughts from over the years. (This has been held over for the next issue as we eventually got a few more submissions for this one. This must be a record, having something in reserve.)

• HOW KITING STARTED FOR – Chris Mabon

Whilst I passed through the Peter Powell stunt kite phase, I guess the true origins could be attributed to the purchase of a 'Brookite' for son Tim. This was some twenty plus years ago. My involvement then, inevitably, was the provision of finance and kite launching and recovery. It was flown at splendid locations like Lattrigg Fell above Keswick and The Island in St Ives.

Tim was the first Family member to really catch the kiting bug. As part of a School project he built a replica Marconi kite and, on his behalf, I remember speaking to someone in Bibury about sourcing relevant materials. I recall this gentleman (!!) as being a member of the WHKF and his name being one Neil Harvey!

Some time later, Tim expressed interest in buying a larger (stunt) kite and asked to be taken to a forthcoming event at Lydiard Park – something called the Swindon Kite Festival. My first reaction was to ask 'what's a kite festival?'. It struck me as being a not particularly interesting way to spend time. Anyway, doing the rightful parental thing, we duly went to the event. The purchase was made (paper round income this time) and the new kite flown all afternoon.

Whilst waiting, I found myself watching someone flying a kite with what to me was tremendous skill and on quite short lengths of 'string'. The flyer was one Peter Hall, the kite designer and maker, and the kite called a '*Hellcat*'. I was told that examples of this kite were available to buy on the Festival stalls. Recognising my apparent interest, Family pressures led me there where I was to discover that a 'Hellcat' would cost nearly £70! I was further aghast to be told that the necessary 'string' (only later was I to learn the correct terminology) was not included in that horrendous price! To the pleas of 'go on Dad, buy one' I eventually succumbed. And that was that. Thereafter any spare time was spent flying the kite.

However, maybe the most significant part of the day was whilst walking back to the Lydiard car park. I happened upon someone flying a strange looking bright yellow kite shaped like a 'W' and with four pieces of 'string'. I was amazed by what the kite, and its flyer could do – fly forwards/backwards, up/down, sideways, rotate both ways and stop dead in mid-air. It turned out to be a kite called a '*Revolution*'. And if any one kite can be deemed guilty of creating my kiting passion it was this one. Such a kite was later bought at the Portsmouth KF from the Gloucester based trader High Jinx – and it was bright yellow. Inevitably, other 'REV's' have been purchased over the years.

I still to this day have my first 'REV' and it is still flown regularly. The long-lasting kiting passion is now quite evident in some rather full kite bags comprising single, dual and quadruple-lined kites and many different types and lengths of 'string' ...

There is nothing new under the sun or should that be "in the wind"? Chris suggested this sort of article to me as a new idea to get some more bits for Cowpat Hill. Brilliant, I should love to see them but the first one I know about was back in July 1990. Perhaps next issue I will publish it without a name and see if you can recognise the flyer. Surely there must be some one else out there who has a similar story to tell. Ed.

Through Innocent Eyes
Meditations on flying large kites, by a rank novice in the field.
Part the First

Introduction

As BIG kites go, the octopus I won in the Swindon raffle is a something of a tiddler. Even so, it takes me out of the league of hand-held kites - for safety's sake, it has to be tethered. All of a sudden, "any old piece of string" will no longer do for the flying line. One becomes concerned with provenance and verifiable performance.

I also won a large corkscrew anchor at the raffle, which barely holds the kite. I am told it is called a "Donkey Screw", but by golly, you get some weird websites if you Google for it!

So, I am in the market for a good kite anchor, and preferably one that will hold something larger than the octopus. In these articles, I propose to exploit my current ignorance, and develop from first principles a tethering system, and a method for handling large kites. I will actively seek ideas, both old and new, but will not blindly do something "just because Fred does it that way".

The perfect tethering system (a wish-list)

- **Physical anchor(s).** These are the spikes, screws, bags of sand, etc. which actually hold the kite down.
- **High visibility marker(s)** An anchor stake, driven into the ground in the middle of a flying field becomes almost invisible. It is SO easy to lose, and/or trip over it. There needs to be some form of marker to obviate both problems.
- **A load spreading harness** Rope-work, slings, chains, etc. to transmit the load from the flying line into the physical anchor(s). If there are several anchors then the load should be spread equitably between them, and the system should accommodate changes of wind direction.
- **A tethering point** The point where the flying line meets the anchor system. There should be a consistent and simple way of attaching and detaching the flying line. (What BT Engineers would call the "Presentation"). On the examples I have seen to date, this is either a carabiner, or an unholy mess of complicated knots.
- **Provision for adjustment** Once the kite is flying, there should be some mechanism to adjust the flying height; to SAFELY let out or take in the flying line under tension.
- **Coping with wind changes** As the wind changes direction, and compromises the strength of an anchor, it would be nice if there was a way to safely transfer the kite and it's tethering system on to a new physical anchor, so the old one can be extracted and re-deployed. A "desirable non-essential"
- **An emergency jettison - thinking the unthinkable** Thanks to Charlie for putting this in mind: what if the line gets looped around someone's neck? Perhaps a good Stanley knife would fit the bill. Something to consider under "Safety".

Attaching kite to anchor - first thoughts.

Top-rope climbers never gamble their lives on the security of a single physical anchor. They always deploy several, and use a rope-work arrangement to spread their body weight between them.

The "cordolette" is one such method of tethering a rope to several anchors. Basically it is a long loop of cord or webbing, which joins each anchor to a central point, where the abseil rope is attached. It is self-adjusting, and will spread the load equally between anchors.

At the other end, climbers attach themselves to a abseil (rappel) rope using an HMS carabiner (HMS = halbmastwurf sicherung, German for "half a clove-hitch") These are screw-lock devices, quite chunky to absorb friction heat, and with sweeping curves that will accommodate bulky knots.

I have devised a "Mark One" anchor harness based on the above. It can accommodate up to three anchors, and self-adjusts to changes of wind direction. The system is far from perfect, so I won't describe it in detail just yet - but I will happily show "work so far" on the flying field.

HMS carabiners also form the basis for paying out (and retrieving) line under tension. But more of this another time...

Notice

These are my own opinions, and have been reached by logical thought, and not by actual practice. If you disagree with anything - say so!

In memoriam Peter Fletcher

Robinson's Ramble

500mph, 35000ft. Yes you might have guessed it, Janet & I are in-flight on our annual pilgrimage to visit Ron & Marla in Tacoma, this year is slightly different our visit isn't kite related. We are going to drive from their house over to Montana, a trip that Janet has always wanted to make. I think Janet thinks it's full of Cowboys. That's the ones that ride horses, not rogue builders!

Not that far away now from October, when Paul & Helene Morgan will be teaching their Sirius Box-kite, if you haven't booked yet there is still time, full details are on the Club website, or you can contact me direct at darjer2@aol.com.

By now you will all have found out that we are not organising the Club Festival in May, after 21 years I personally think that it had reached its natural end, the Committee spend lots of time putting the event together, and it's soul destroying to see such a poor turnout of public, the turnout of public might not seem important to most of you, but when you consider that a large proportion of the funds for the event come from the traders you can understand that we had several complaints from them this year. All is not lost though, Arthur and me have been working hard to find a venue for a Club Fun-Fly. If you follow the website you will know by now that we have had some success, in finding a field in Lechlade, Glos. Hence the try-out event in September, if it proves suitable for our needs we will turn it into a bigger event next year.

Elsewhere in this magazine you will find information about the Club AGM, all I want to say is that we pay for the AGM from the raffle, please be generous with your raffle prizes and arrive with deep pockets to buy lots of tickets, please remember that kite related prizes always attract more tickets.

I have to say that of all of the events that Janet and me have attended this year, I feel that special praise must go to Jon & Francesca Caton and their Daughter, for organising the Malmesbury Kite Festival, this year was the second, but if it keeps on going in the same way it will grow into a great event in the kiting calendar, for many years to come.

Just started our journey to Montana, highest temperature recorded on-route 103F, it's hot!!!!!!!!!!!!!!.

Regards

Dave Robinson

Report on Butser Hill June 12th from Hailey at Kites-Up

This is the only event that we trade at these days, so was looking forward to good weather-ha! After spending most of the Saturday loading the van and trying to remember everything, we had a relaxing Saturday evening at home, listening to the rain hitting the windows sideways!

We met up with Linda and Tony (of Jolly Up bar fame) at 7.30am and made our way to Butser Hill, stopping for supplies in the Selbourn local shop.

Got to the top of the hill, as the rain really started to fall. Simon and Martin + Cas arrived, all ready to do the Teddy Bear Dropping. We all put the caravan awning up, somewhere to shelter out of the still falling rain. The best thing to do was typically British, have a cup of tea, and eat some of our supplies.

An hour later it was still raining...Simon braved the weather and flew a (James Hartley) Delta, which crashed spectacularly, but survived intact! We had another cuppa, more nibbles and also re-discovered Astro-Jax. I can still do it!

The Ranger arrived and said that the weather was set for the day. So, we took the now drenched Awning down, and drove back to Basingstoke. For the 3 hours we were up there, we didn't see a soul, unsurprisingly. It was hardly raining in Basingstoke, typical!

Unloaded the van and went to the pub.

It was such a shame because Butser Hill is usually a great day out, with amazing views to boot. There's always next year.

White Horse Kite Flyers
AGM Agenda 2011
At Express by Holiday Inn
Junction 16 M4
Sunday 20th November
12pm for 12.30pm start

1. Welcome to Members from the President.
2. Apologies.
3. Minutes of 2010 AGM.
4. Matters arising from Minutes.
5. Chairman's Report.
6. Hon. Sec's Report.
7. Hon. Treasurer's Report.
8. "Cowpat Hill" Editor's Report.
9. WHKF USA representative's Report.
10. Election of Officers.
11. WHKF Festival/Fun Fly 2012
12. Other Events.
13. Liability Insurance
14. Fees from November 2012/2013
15. Projects for 2012
16. Any other Business. Now is your chance to have "a say", or have we forgotten something.
17. Close of the Meeting by the President.

THE RAFFLE WILL BE DRAWN AT A CONVENIENT TIME.
Please support it well as it pays for the Buffet.

Club Merchandise

All items can now be viewed on the club web site. Prices do not include post and packing. Please contact us for these costs. Cheques should be made payable to WHKF.

T SHIRT S-XL	£9	SWEATSHIRT XS-XL	£16.60
T SHIRT 2XL-3XL	£9.50	SWEATSHIRT 2-4XL	£18.20
POLO XS-XL	£14	10 th FESTIVAL XS-XL	£25
POLO 2-4XL	£15		
		RELAX STICKER	£1.00
		PINS, PATCHES	SEE WEB PAGES
CAP STANDARD	£7.50	MUGS, COASTERS	

WHITE HORSE KITE FLYERS CODE OF PRACTICE

Always fly safely.

Always be considerate to others using the same area be it noise or physical intrusion into their space.

Always fly legally taking in to account all national, local and CAA restrictions and by-laws.

Never fly at a height of more than 60m above ground level, in the UK unless a CAA clearance is in force (as at kite festivals). If you don't know what the clearance is ASK!

Never fly a kite in wet or stormy weather. Always try and keep your line dry.

Never fly a kite near power lines, transmission towers or aeralials.

Never fly near Motorways, roads, car parks or railways.

Never fly near airfields.

Never fly a kite with anything metallic in the line.

When tethering a kite ensure that the ground anchor is suitable (see BKFA report 6 June 06).

When flying large kites always use a brake line.

Always wear good quality gloves when flying large powerful kites.

Always give priority to domestic animals particularly if they are showing signs of distress.

Always clear up after yourself, especially lines, tails and bits of plastic that could trap, choke or injure domestic or wild animals. If you see dangerous rubbish left by others clear it up or report it.

Never fly near those kite-eating trees.

NOTE: The use of traction kiting at Barbury Castle is forbidden by law.

Finally remember....your kites can get really quite lonely up high in the sky; just occasionally, look up and give them a SMILE. It will make you feel better too.

WHITE HORSE KITE FLYERS meet at Barbury Castle Country Park on the second Sunday of each month.

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This issue edited by Arthur Dibble

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