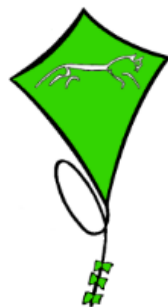


COWPAT HILL



Journal of the White Horse Kite Flyers

Issue Spring 2021 April – June

Things seem to be moving in the right direction. Hopefully by the next issue we should be flying again. The committee are trying to keep up with the latest government restrictions due to covid-19 and have decided to cancel the April and May Barbury meetings. At the time of going to press we understand that as long as there are no more than 30 of us we can proceed with the June Fly-In.

Sadly we hear that the April Jolly-Up has been cancelled but on a more positive note dates have been published for the Cardigan Bay and Shropshire events. Details can be obtained from Sky-Bums.

We are grateful to Martin Crowther for volunteering to join the committee and take on the position of BKFA representative. His offer has been accepted and he has been co-opted as a new member.

www.whkf.org.uk

Diary Dates

April

11th Barbury Castle club fly-in. CANCELLED

23rd Jolly Up CANCELLED

30th Broad Haven CANCELLED

May

1st Broad Haven CANCELLED

2nd Roche Garden Centre CANCELLED

9th Barbury Castle club fly-in. CANCELLED

June

5/6th Basingstoke PLEASE CHECK WITH KITES UP

13th Barbury Castle club fly-in. PLEASE CHECK THE WEB SITES

26/27th Cardigan Bay PLEASE CHECK WITH SKY BUMS

July

New issue of Magazine

11th Barbury PLEASE CHECK THE WEB SITES

17/18th Shropshire PLEASE CHECK WITH SKY BUMS

Dead line for next issue 27th June 2021



"OH HE'S FINE -
KEEPING BUSY
MAKING KITES
FROM ALL THE
TOILET PAPER WE
STOCKPILED LAST MARCH..."

-Nog-

Occasional submission from the Chair.

Lockdown experience.

Having endured the onset of full retirement and lockdown I decided in my limited wisdom to sign up for the latest “KiteBuilders.com” online project. Paul and Helene Morgan’s 3Do. Having participated in their workshop in 2010 for WHKF I felt confident in my abilities with this kite.

To get the most from the workshop/project I decide to forget all that had gone before, this proved extremely easy to accomplish (reference recent posts on GOGs Facebook page re Mr Boxall). The piecemeal release of details for the construction of the kite suited my style of working (pace yourself) and I was able to complete the build in good time. This style of working seemed to suit some more than others, as evidenced by some of the requests for further details before I was able to digest the information released. Several experienced participants went their own way in terms of sparing and construction techniques, but this is one of the benefits of the flexibility offered by this methodology.

The kite itself provides excellent opportunities for expression of one’s artistic capabilities in terms of graphics and colour combinations. Construction techniques were straightforward, and the guidance provided by way of written instruction and photographs was excellent and extremely easy to follow.

Lockdown has prevented proving flights, but I have confidence based on experience that the result will fly. So much so that I went on to build a Second.



All in all, a good experience and my thanks to all those involved in the project. Question; will they fly as a train??

David Thompson WHKF Chair.

Robinson's Ramble

Firstly I hope you are all safe and well, I have started to write this Ramble in the beginning of March, so please excuse me if there is anything out of date.

Just had sad news from Ron Miller, he sent a mail to let us know, that Kay Buesing has died. For those of you who were lucky enough to go to the Long Beach kite festival, the Festival was run by Kay & her husband (deceased). They ran the Kite Store in Long Beach for years. You could always be sure of a warm welcome when you visited.

Kay did get over here when Ron & Marla brought a group of American Flyers over to the Weymouth Kite Festival, back in the nineties (where did that go!) I still miss the Festival!

Our local newspaper had a story recently about them receiving a grant of £100.000 but it has to be spent on improving Barbury Castle, it mentioned that the toilets would be improved.

I did call our contact at the council, unfortunately the Guy that was my contact there has retired. The new guy wasn't even aware that we flew kites up there, so I am glad I called when I did.

I did mention the state of the field, he did say that they have Sheep back on the bottom half of the field and when they can find a Farmer that wants to put more sheep on there, they intend to do so.

I think it will be very good to see you all when we are able to go to Barbury, especially to see all of the new kites you have been making during the lock-down. I will be honest I haven't made any, I can't remember the last time I made a kite. I put it down to the fact that I'm not a very good kite maker, plus I'm lazy!

We welcomed Martin Crowther to the Committee, Martin has been a member of the Club for several years. He volunteered to join the Committee, which was very much appreciated by the Committee, it puts the Committee back up to full strength.

Regards

David Robinson

Chairman's Cheesy Scones with a Bite

Set oven to 200°C Fan

Ingredients

225 grams Plain Flour (8ozs)

115 grams finely grated strong cheddar (4ozs)

55 grams margarine (2ozs)

½ teaspoon salt

½ teaspoon cayenne pepper

1 teaspoon dry mustard powder

2½ teaspoons baking powder

Approx 140 ml milk & water to mix. (1/4 Pint)

Method

Place flour, baking powder and salt to bowl, add fat and rub into dry ingredients.

Add remaining dry ingredients and mix thoroughly.

Gradually add milk/water mix to form a soft dough (do not over work)

Place dough on floured surface and roll out to approx. 15mm thickness. (1/2 inch)

Use fluted cutter to produce approx. 12 scones. Place on floured baking tray, glaze tops with milk and place a pinch of grated parmesan on top of each scone.

Bake for approx. 12 mins. Place on rack to cool.

Why not try the scones with BEST BLACK BEAN SOUP from the States.

Prep Time: 5 mins / Cooking Time: 15 minutes / Makes: 6 Cup

INGREDIENTS:

2 Cans (15 oz) Black Beans or Reduced Sodium Black Beans, undrained

For a thicker soup add one more can of black beans

1 Can (16 oz) reduced sodium chicken broth

½ cup of salsa

1 Tbsp chili powder.

DIRECTIONS:

1. Mash one can of beans with potato masher or food processor

2. Pour both cans of beans into medium saucepan.

3. Add chicken broth, salsa and chili powder. Bring to boil. 4. If desired top with shredded cheese, sour cream, onion and cilantro.

Enjoy!

Skychat

Well we are still in “Lockdown” but the future is looking better every day as long as we do as we are told. It looks as if in a few more weeks we will be able to meet up in the Fresh Air and I may even fly a KITE. That is if the weather is fine and my battery is fully charged up (I am told it is no good looking for a new one, my system is far too old to modernize) I hope everybody is fit and raring to go and awaiting to meet up with everybody, social distancing compliant. It will be great to have a chin wag and crack a joke or two after such a long period.

I have a new kite to fly but as usual for me I have made it rather large, when will I ever learn that the older I get I MUST make them smaller to match my muscle power. Fings are’nt what they used to be. I will even have to check my bits a pieces before venturing out up the Hill, making sure that everything is in working order and not rotted in the time it has been left idle. The same goes for me but the answer may not be what I want to hear.

My thanks as usual goes out to the committee for all the work that they are doing behind the scenes and I am sorry that I have not contributed more but they are always in my thoughts. Still let us look forward in getting out and about again but let us not rush things too quickly and hope that as a country we can control “Corvid 19” for the future. Hope to see you all soon with tight lines and clean winds and most of all good health.

Neil.

A note from the editor.

I am sorry that there were two articles submitted that have not been included in this issue.

The first about Alexander Graham Bell was published in the Scientific American but was much too long for our publication. It can be found on line at:-

<https://www.scientificamerican.com/article/alexander-graham-bell-goes-and-flies-a-kite-for-science/>

The second was found by David Robinson in a 1900 edition of *The Boy’s Own Paper*. It was about South Sea Island Kites but unfortunately I could not make the copy readable on our small pages. If you would like to see this please contact David or me and we will try and send you the scanned article.



People in Japan's southwestern prefecture of Okinawa have flown kites to pray for an early end to the COVID-19 pandemic.

About 30 people took part in the event held at a seaside park in the town of Motobu on Saturday.

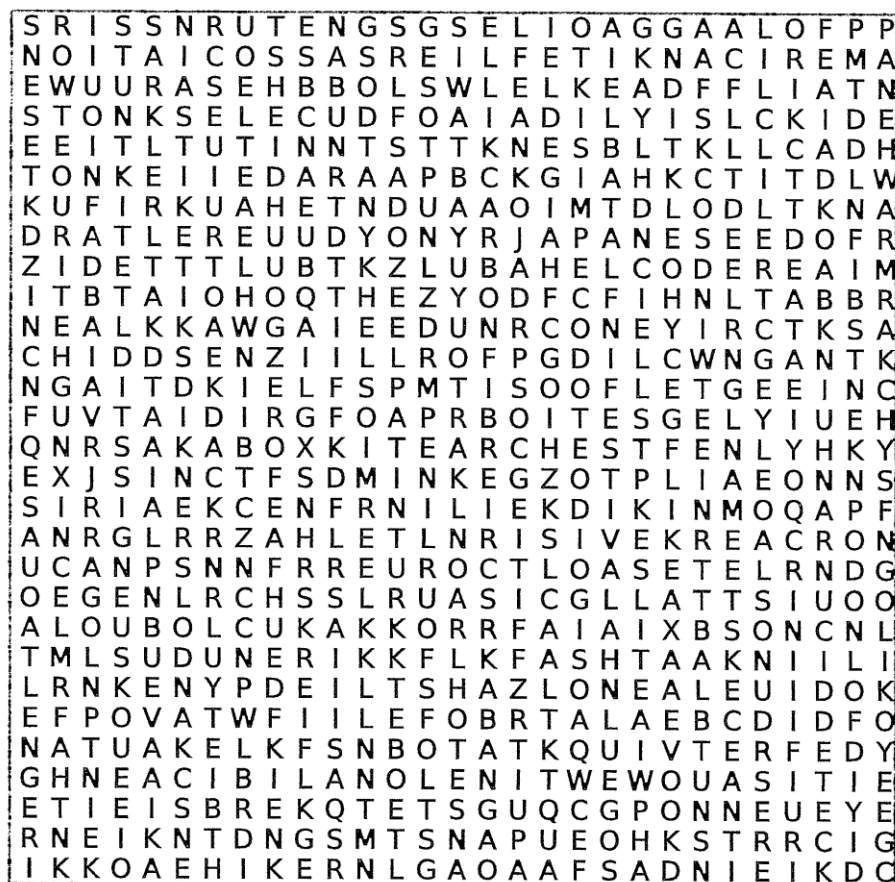
Before flying them, participants drew pictures of sea creatures and wrote about their resolve to cope with the virus on traditional local kites made of paper and thin bamboo sticks.

An elementary school first-grader said she was very happy to see her kite flying high up in the air, and that she hopes the pandemic will end soon so she can go out and play everywhere.

Ashida Hiroki, an official at the park managing center, said he believes the flying kites sent people's wishes up and blew the virus away.

THE KITE WORLD (by RON MILLER)

Things associated with kite flying and kite making.



AMERICAN KITEFLIERS ASSOCIATION

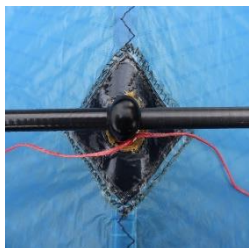
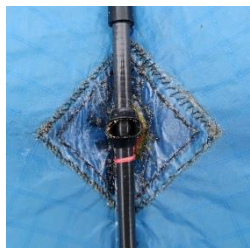
APPLIQUE	FLATANDBOWED	KITEBAG
BANNERS	FOURLINE	KNOTS
BOLS	FUZZYTAILS	NIGHTFLY
BOXKITE	GROUNDANCHOR	PARAFOIL
CARBON FIBRE	GROUNDART	QUADKITEHANDLES
CELLULAR	INDOORKITES	REEL
DELTA	INFLATABLE	RIPSTOPNYLON
DIAMOND	JAPANESEEDO	ROKKAKU
FESTIVAL	KIDSKITEKITS	SEWINGMACHINE
FIGHTERKITE	KITEARCHES	SLEDS
STUNTKITE	WINDSOCKS	

Making a SUL sport kite heavier – part 1 (by P. Massey)

It seems a silly thing to do – buy an expensive super ultra-light (SUL) sport kite which already flies well, and then make it heavier. Nevertheless this is the first of two articles that contains notes on why and how one might do just that.

SUL kites achieve their very light weight by using lighter spars and materials than their heavier ultra-light (UL) and standard sisters. Regarding materials: the robust dacron used for sleeving the leading edge spars is usually replaced by the thinner Icarex material that is normally used just for sails. And reinforcement to the nose, around the centre tee and on the sail's trailing edge is reduced or omitted. These differences make sense as SUL kites are intended for the lightest winds and so they are less likely to be: flown fast (which can cause the trailing edge to flap), scraped hard against the ground (which abrades the leading edges) and crashed at speed nose first into the ground (which stresses the material at the nose and around the centre tee).

Nevertheless the writer has found that the sail material around the centre tee can crack and/or tear. He has repaired this by reinforcing the centre-tee's hole with 2 layers of the transparent Tedlar tape that is sold for sail repairs.



The pictures above show this repair to the mylar around the centre tee of an early series Prism Ozone (top) and Benson Inner Space (bottom). In both cases the manufacturer had already put a thin square black

fabric patch reinforcement around the centre tee's hole, but this failed to prevent the fabric from splitting around the hole. To prevent the Tedlar repair tape from eventually peeling off, it is sewn to the sail. On the Ozone, the stitches are through the patch around the tee's hole. For the Inner Space its square tedlar reinforcement is sewn around its edges. To reinforce its centre tee hole, some 5-minute epoxy has been added around the hole's edges. Incidentally, in the upper right photograph the limits of the transparent repair tape can be made out in a few places because some brown silt from the flying field has become lodged beneath the tape edges. And in the lower right photograph fine beach sand has become stuck on and under the repair tape, particularly at its edges

and at the stitch holes. Despite the contamination, both repairs have lasted for more than 10 years.

Regarding the choice of spars, SUL kite designs generally achieve weight savings in two ways. The first and cheaper route is to substitute the thicker spars used in higher wind kites with thin carbon rods. Because of the reduced diameter of these rods they are cheaper and more flexible. Their flexibility makes them less likely to break. But their flexibility also means that they bend when the flyer makes fast pulls to do tricks, which limits the kite's ability to trick. The second and more expensive route is to use very lightweight carbon tubes. Because of their relatively large diameter these are more rigid which helps in the kite's ability to trick in response to the flyer's pulls. However their thin walls have two weaknesses. The first is that they can be crushed. In the writer's experience this damage is more likely to occur on the ground or in the back of



a car than when flying. The Prism Ozone in the pictures above had several failures to the tubes of its lower spreader, which only stopped when the kite was kept in a drainpipe during transport rather than just in the bag that was supplied with it. The second weakness has so-far only been seen with the Skyshark Zero tubes used in the writer's Skyburner Ocius SUL, and that is that the walls at the narrower end of the tapered tubes are so thin that they fray during repeated

assembly and disassembly of the kite. The writer's solution has been to coat the inside of the ends of the tube with a 5-minute epoxy to reinforce it. The picture to the left shows what this repair looks like. The spar to the upper left is one of the lower spreaders, which fits within a "TAPA" elbow fitting and whose tip is only just starting to fray a little. The spar on the lower right is a lower leading edge which fits into a nock that tensions the sail. It was fraying badly, and was repaired by plugging its end with some 5 minute epoxy. A hole has been made in the middle of this plug to allow air through which helps in assembling and separating the leading edge spars (and also probably saves a fraction of a gram!)

I finish this part of the article with a method of adding weight to a SUL kite that isn't recommended. The Ocius SUL's dry weight is 138grams. I say 'dry weight' as one late-autumnal afternoon I tried flying it in the misty near-still air for an hour, and as the time progressed it got harder and harder to keep in the air. Eventually I could not get it to leave the ground, and mystified, had to pack it away. Back home two days later I took the kite out of its bag and weighed it – It weighed 175 grams. Some experimentation revealed that if it were dipped in water and then surplus water was shaken off, it would weigh 203 grams. The mist in the atmosphere that afternoon had soaked in and massively increased the kite's weight.

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.

Never fly at a height of more than 60m above ground level, in the UK unless a CAA clearance is in force. (as at festivals) IF YOU DON'T KNOW.....ASK.

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

Never fly near power lines, transmission towers or aerals.

Never fly near airfields.

Never fly a kite with anything metallic in the line.

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

Always use a brake line when flying large kites.

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 animals.

Never fly near 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.

WHKF. meet at Barbury Castle country Park on the second Sunday of each month.

Your local contacts are:-

Neil Harvey +44(0)1285 740295 Dave Robinson +44(0)1793 824208

Arthur Dibble +44(0)1635 865976

This issue edited by Arthur Dibble, with contributions from; Dave Cross;

Dave Robinson; Neil Harvey; Dave Thompson; Peter Massey; Ron Miller

Please send articles to cowpat.ed@whkf.org.uk

Subscriptions for new members for 12 months from December 1st 2019 £16 (including 4 issues of Cowpat Hill and kiteflying insurance at events) and is free for existing members. £5 for each additional family member. Renewals will be reviewed annually. Personal Liability Insurance £13 per person.

COWPAT HILL is the journal of The White Horse Kite Flyers and whilst every care is taken when compiling it, The Club and its officers cannot accept responsibility for any omissions or errors that may occur. Any information printed are the views of the individual submitting them and not necessarily those of The White Horse Kite Flyers Club, its committee or members. Data provided by you will be stored on a Club data base for the purpose of circulating this magazine and other Club information.