

Cowpat Hill

White Horse Kite Flyers Summer Issue



1996

July - September

WHKF -

Autumn Workshop

The first workshop to be organised by the club has had an outstanding response. We had replies coming in so rapidly that Janet and myself couldn't believe that it was possible for the Post Office to get the booking forms back so quickly. Two were returned by the Friday, not bad considering we only posted them second class on the Wednesday!

I would like to thank all of those members who have decided to take part. Let's hope this is the beginning of lots more workshops. It certainly makes all of the organising worthwhile, it also shows what an active membership we have. It can only be good for the future of the club that we have so many members who want to make a kite for the first time. What is really great is that we have also attracted some of our more experienced members.

As the workshop is on the Saturday prior to "One Sky One World" (13/10/96); we have decided to have a social at the White Hart in Wroughton, on the Saturday evening, where, if you weren't able to get to the workshop you will be able to come along and meet Sam Huston. What we need to know is are you interested in coming to the social and if so would you prefer a buffet at about £5 per head or just order basket meals? To help would you please fill in the enclosed post card and return a.s.a.p? This will be a democratic vote, so we abide by the result which will be published in the next issue of Cowpat.

David Robinson

White Horse Kite Flyers
PO Box 585
SWINDON
SN3 4YR

Flip-Flop-Rok

What is it? No it is not a 50's dance craze nor is it a kitie expletive. The idea was suggested in the Spring-Summer '94 issue of Kitelines by Kevin Shannon.

It is a standard rokakku in which the centre section of the bridle is replaced by a solid rod. A ring round the rod is used as the towing point. By suddenly dropping line the ring moves to the bottom of the rod and when tension is restored the kite inverts and flies upside down, or is it?

At our 1994 AGM a suggestion was put forward that individuals in WHKF might each like to make a F-F-R and we could use this as an arena display at events which are too restricted for space to allow us to fly some of our larger pieces.

This sounded like a fun idea to me so I raided our local library for a book on optical illusions. They found one for me which contained dozens of usable designs. For my first attempt I chose a reversible happy/sad face. As this was in black and white the applique work was fairly straight forward and soon done.

I have always made my Roks to the Maxwell Eden design using 4:5:6 ratios so I turned my picture into a 1.2m high individual Rok. Everything was going swingingly up to now and I'm pleased with the results.

But then the problems started. There are no published details about the bridling except a vague trial and error method. I spent frustrating hours experimenting with various bridle and rod lengths. I could get the kite to fly but never would it flip or flop.

Much to my chagrin I see Anne and Mike Heanes with many patterns flipping and flopping all over the field with no difficulty. Mike very generously offered to lend me one of theirs which I took home and measured in detail.

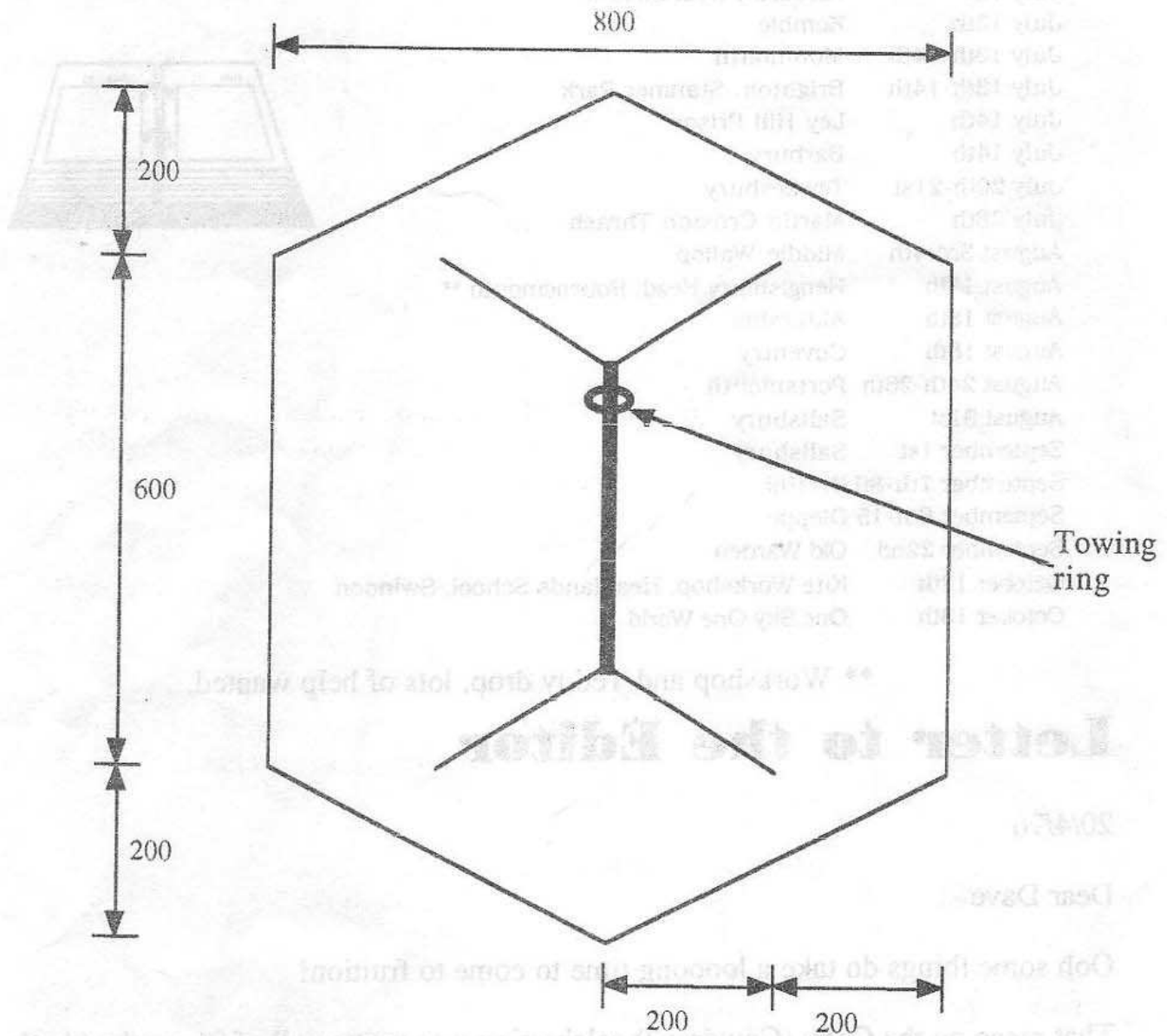
It was soon obvious that they worked on a different set of ratios, namely 3:4:5. As I had nothing to lose I set about my kite with scissors and sewing machine to modify it to these ratios. On goes the bridle and off to the flying field expecting little to change. Much to my amazement up she goes first time and a quick flick on the line and over we go. This winter's project, several others of similar dimensions with different pictures.

To save anyone else the troubles the successful dimensions taken from Anne and Mike's kite are printed on the next page. For details of the central rod you can't do better than the design in Kitelines if you are stuck.

Good luck and let's see more of you flipping your Roks on the field next season.

Arthur

Flip-Flop-Rok - the dimensions



Dimensions in millimetres for 1 metre Rok.

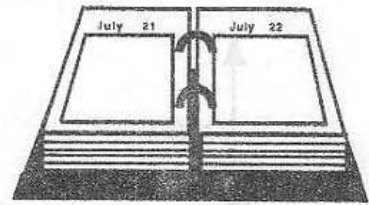
Each bridle line 400

Central rod 240.

Use suitable scaling factor for other sizes.

Dates for your Diary

July 6th-7th	Shrewsbury
July 6th-7th	Washington, Tyne & Wear
July 7th	Petworth, West Sussex
July 13th	Kemble
July 13th-14th	Monmouth
July 13th-14th	Brighton, Stanmer Park
July 14th	Ley Hill Prison
July 14th	Barbury
July 20th-21st	Tewkesbury
July 28th	Martin Croxton Thrash
August 3rd-4th	Middle Wallop
August 11th	Hengjstbury Head, Bournemouth **
August 18th	Aldershot
August 18th	Coventry
August 24th-26th	Portsmouth
August 31st	Salisbury
September 1st	Salisbury
September 7th-8th	Bristol
September 6th-15	Dieppe
September 22nd	Old Warden
October 12th	Kite Workshop, Headlands School, Swindon
October 13th	One Sky One World



** Workshop and Teddy drop, lots of help wanted.

Letter to the Editor

20/4/96

Dear Dave

Ooh some things do take a loooong time to come to fruition!

That piece on the Cody (Cowdrey?) celebration was written all of 26 weeks (that's HALF a year!) ago by myself and Maurice Sawyer of the Chiltern Kite Group who was kind enough to take me along.

As Neil was there at Farnborough, I sent a courtesy copy of the text for the CKG News to yourselves, or maybe Dave Robinson, just in case Neil was also reporting the occasion. That's how it came your way, along with a cover note to explain the whys and wherfores - obviously lost over the elapsed weeks. Anyway it was a thank you for sending me the Cowpat Hill regularly.

Never mind, CKG News also took a looong time to get it into their December issue and forgot who submitted it to them!!

Keep it up

Ron Moulton

(Thanks for clearing up that mystery - Ed)

Festival News

Dear Editor and family

Very sorry this has taken so long but here, at last, is my short report on:

WORCESTER COUNTRYSIDE PARK fly in at Easter. For the first time the weather was dry, several people camped for the weekend. Sunday was a normal flying day, windless!!!! Paul Chapman tried desperately to fly a large Cody and a train of tiny Codys, nothing would fly. This gave everyone a chance to explore this very interesting park, there is an excellent café and shop. Also a wonderful Nature Trail. Monday brought a better flying day and lots more kites. For a while there were problems of single and dual lines flying together but this was sorted out. There was a very friendly atmosphere, plenty of the general public keen to fly their new kites. Arthur had a wonderful time trying out the new "electronic" toy. How is it that I had to chase the teddy bears?

CLYNNOG FAWR, NORTH WALES. This is a social event where we fly kites. Stephen and Edna Williams have worked hard for more than 10 years to build up their business at the Coach Inn. They have discos, fireworks, barbeques etc., the idea is to have a kite weekend to entertain and encourage the local people. We have very cheap accommodation, use of a large video screen, the bar is open all day. Unfortunately, once again the weather would not cooperate. It was good to meet up again with Martin of Merlin Kites. The whole weekend is most enjoyable and we look forward to returning in September.

Brenda and John Purnell

Letter from Norwich

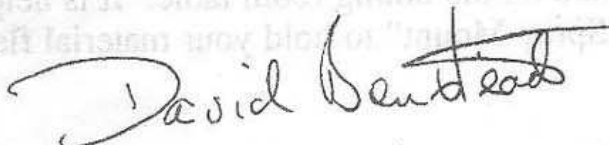
Dear Dave & Jane

I joined WHKF during our very enjoyable day at the recent Swindon Festival. After talking to various members about the route from Weymouth and the arrangements for caravans we were invited to join the evening meal in Wroughton.

My wife, Doreen, and I enjoyed the meal and the hospitality and I would like to say thanks to Janet and the others concerned for the organisation.

I have been involved in making and flying kites for more years than I care to remember. Along with Kevin Appleton and Derek Patfield I am a founder member of the Thorpe Kite Flyers here in Norwich.

Yours sincerely



David Benstead

Kite Making

We now have a well established club with many of the active members being long term kite fliers. I think it is perhaps time to look at ourselves and realise that we were all once beginners.

Therefore I felt it was perhaps time to rehash some of the subjects from a few years back which helped us to get to our current standard and maybe encourage some of our newer less experienced fliers to "have a go".

Making your own kites is not as difficult as it is made out to be provided you are not aiming too high. Go for a small simple design as I did about 8 years ago using the Jim Rowland's book selecting the "diamond stunter" or "tunnel keel delta". Having made these and found that they flew I was encouraged to try more complex styles.

Now I advise any newcomer to try the "snowflake" early on as the sewing is all straight lines and by the time you have finished it you can surely sew ripstop. When complete it is a real eye-catcher of a kite and flies well even if you have made a few mistakes.

The only things you require to start making kites are a sewing machine (preferably with a zig-zag facility), a basic knowledge of how to use it, some materials, some patience plus a STITCH- RIPPER.

The materials are:-

1. Ripstop nylon in various colours. Just a few metres of 2 or 3 colours will do for a start. Get it from any kite shop or see Dave Robinson at our meetings.
2. A selection of dowels (try B&Q 6,9,12mm) or if you can afford it carbon fibre (from kite shops). This is used for spars and spines.
3. A selection of "D" rings, split rings, snap swivels etc. available from kite shops, fishing shops and hardware shops. It is great fun to wait until an assistant offers to help, fat chance in B&Q, and then say that you want a particular piece for a kite.
4. A selection of haberdashery including polyester ribbon in several widths and colours plus any other useful bits which may well be substituted in plans.
5. 100% polyester thread in a colour suitable for your kite. I find black and white cover 90% of requirements. Note 100% polyester is used as cotton shrinks at a different rate to ripstop when wet and it makes the seams wrinkle.
6. A large working surface suitable for marking out your material. I use a 1m x 1.5m piece of hardboard laid on the dining room table. It is helpful to coat this with a light covering of "Spray Mount" to hold your material flat whilst marking out.

7. Tools.

- a) 1 metre straight edge
- b) T square
- c) very sharp craft knife
- d) good scissors in 2 sizes. Large for cutting out and small ones for trimming, thread cutting and applique. It is worth spending as much as you can afford as they will pay dividends in the long term.

8. Finally and most important is an understanding family who are prepared to sacrifice their dining room and not complain about all the little bits of ripstop which get every where.

So now you have everything collected together and you are ready to start. Don't listen to people who say keep practising your sewing until your stitching is perfect. This gets you bored silly very soon and you may give up kite making. Just run a few centimetres of test to make sure your tension is correct and then go for it. We all learn best by our mistakes and so far after almost 100 kites I have never had one that didn't fly. Good luck to you all and lets see some new blood on flying fields.

Arthur.

Snot

My friend Jonathon's got a snotty nose,

He's never got a hanky so he wipes it on his clothes,

You can see the silver "snails trails" running all along his sleeves,

And just see me run for cover every time he goes to sneeze!

The teachers all say, "Jonathon, why don't you use a tissue?"

But he just smiles and sprays them with a dirty great "ATISHOOOO!"

Other kids miss swimming 'cos of measles or verrucas,

But John can't go in case he fills the pool with strings of mucus,

And on the football field he just can't seem to learn to shoot,

He's always slipping over when his nose drips on his boot,

With Jonathon around you know I'm not the boy to step on,

"Cos he'll spring to my defence with his deadly secret weapon,

His big proboscis, fully armed will always save the day,

When at point blank range he hits you with his sticky, lethal spray,

So Jonathon's my hero though his habits are quite grotty,

I'm proud to say my best friend is a first class champion snotty.

Jenny Purnell

think he was an alien, which would make a welcome change from the populace thinking, Powered Flight ? it's more like Witchcraft

It's at this point that the Nepalese butler hoves into view. What he actually said differs somewhat from the translation given by P T f'Tang Bitsillie, in his book "THE FLYING COWPOKE". His words actually translate as "I've done seen 'bout everything, when I see a cowpat fly" other than that what the butler saw must remain conjecture as some of you readers are of a nervous disposition.

However, be that as it may and notwithstanding the tabloid furore at the time, Cow Pat Sam Cody, alien or not, did leave this earth, but his memory will live for ever, even with the disparagements of Lars Werd of that ilk. Where he went to in his timeless machine is not known for certain, apart from his experiments on the moon with his famous hat and kites and an omnibus that looked very much like a B17, but one thing is certain, he must have visited Cow Pat Hill, how else did he get his name?

I know where I sat on this and it was a soft squelchy one DAMMITT!!

Risum Teneatis, Amici?

Applique (or Randy Tom look out)

For years now I have put designs on my Rokakkus but only in a very basic, large colour patch way. At least our team and individual Roks. were recognisable in competition even if George and Andy don't know the difference between Garfield, Nermal, Arleen or Pooky and think that Oddie is a stick of celery or a mouse. I put that down to a very sad lack of their education rather than my sewing.

Be that as it may, in 1994 I went to the KSGB convention at Portsmouth where I attended talks by various kite artists most notable of whom was Randy Tom whose "Serpent Woman" has to be seen to be believed. The standard of his workmanship nearly stopped me making another kite.

Fortunately I am fairly resilient and for more than a year wondered if I could do anything along these lines. (Not the same size or complexity but rather more modest). Spurred on by "Bazzer's" Boop on a bike, I started looking for a design. Eventually I found one suitable for a first attempt (or that's what I thought). It was a dragon used as a demonstration piece in a computer program. I got this printed out and decided to give it a go. Although I made many errors I am pleased with the result and so whilst it is still fresh in my mind I thought one beginners advice to others might be of use. I am indebted to Bazzer for his patient answers to my, probably, basic questions. They were invaluable.

My first problem was that the computer printout was less than 150mm. across and I was going for something over 1 metre. I do not have a projector as recommended by

Cow Pat Sam Cody, The debate continues.

Lars Werd may well indeed stand on one, as we know full well that Lars Werd is an acronym for Long John O'Shaunessy, the well known One Legged Flat Earhist and UFO popularist.

His questionable assertion that Buffalo or as we know him Cow Pat Sam, was in reality an alien from the Antoinette Nebula, holds very little water or little else for that matter in view of the recently released formerly top secret Supa Snap computer enhanced photo survey. circa 1926^{1/2}, entitled "THAT WEREN'T NO DOUBLE DECKER, IT WAS A B17 BOMBER", deposited on the moon by Cow Pat Sam in pursuance of his earlier time travel experiments some years before B17's were invented. Lars also states that the man in the cowboy hat was only flying a single kite when we now know that he was flying a full man lifter system with G A Broomfield in the basket.

This totally negates what B Silver Windup put forth in his now known to be flawed epistle "THE FLOATING SMALL PARISH CHURCH, MEMOIRS OF A POTHEAD" to give it its full title. BSW says that Cow Pat Sam wasn't born anywhere which is preposterous in view of the fact that we know for certain that Cow Pat Sam was born near one of the turnings off the Swindon Ring Road and you can't get more anywhere than that.

Most Americans are aware of the Swindon Ring Road connection and this of course precludes the majority of the inhabitants of her Britannic Majesty's former colonies from laying claim to Cody, except that it is the good citizens of Davenport, Iowa, who are truly desperate to prove that something actually occurred there sometime or another. This was later confirmed when the Governor of Texas and former US president Jimmy Carter flatly denied ever having entertained the forced landing of a UFO shaped like an airship and named "NULLI SECUNDESES MOTHER" in 1861 or 1868 for that matter.

Lars also concludes that Cow Pat Sam Cody's inability to chose a wife of his own age definitely proves that he was an alien..... Not so, the age discrepancy was the result of Cow Pat Sam Cody's time machine suffering a monumental backfire whilst Sam was chatting up and trying to impress his future missus in the stage door entrance of the Alhambra Theatre, Swindon, where Lela had the leading role as a gun toting gangsters moll in the play "A BSE FREE KLONDYKE NUGGET FOR ALL SEASONS". This happened just prior to a matinee performance in March 1892, which according to Gould Lee, started Cow Pat Sam Cody on the path towards kites, canoes and time travel and eventually powered kite flight in B17's.

Which brings us to the question of Cody's mother ship. Contemporary reports claim that it was a small coastal vessel cunningly disguised to look like a gas bag, its even rumoured that Cow Pat Sam's mother was an admiral in the Czech navy, but what we do know for certain is that Sam and Colonel Capper did borrow his mum's ship for a flight around St Pauls in 1907 which led to reports of a UFO that looked like an airship. This flight was one of Cow Pat Sam's cunning ploys to make the populace

Randy so I used a photocopier to double the size in black and white. Then by using the square technique I drew the design at the final size on cardboard. At this stage I was able to decide where the colour borders should be. It was very worthwhile colouring in this using felt tips, paints etc. simulating the colours of the ripstop I had available. The computer generated image was beautifully shaded and the colours blended into each other. This is virtually impossible with fixed colour ripstop so definitive colour areas must be selected.

When you are satisfied with your design lay a sheet of white (or very light coloured) ripstop the size of the plan over the design. Use a very soft black pencil to trace the design onto this background. To get to this point took me about 8 hours.

Using a large flat board coated with "spray mount" lay on the background making sure it is totally smooth. Coat the face up side with "spray mount" and stick down a piece of ripstop of the correct colour over the smallest single colour area of your design. Leave plenty of overlap all round. Again coat the surface of this piece with "spray mount". By repeating this procedure and working with bigger and bigger colour areas each time build up until the complete design is covered by several different colours (my worst case was 11 layers). Finally lay a complete sheet of black over the whole design. This stage took me about 3 hours. It is very useful as you lay down the colours to note the sequence.

This complete sandwich can now be removed from the back board and turned over. The outline of your design should still be visible through the back sheet. With your sewing machine set to zig-zag about 2mm wide and about 1mm spacing stitch through all layers along all outlines. This took me about 3 hours.

So far so good but now comes the difficult bit. You have to cut away layers of ripstop until you arrive at the colour you require. Having done this from the front you have to turn it over and do the same from the back. You should now end up with a single thickness of material except the separation lines which should be black on the front and white on the back and will be several layers thick. This may sound easy but it took me about 35 hours.

All you have to do now is to turn the whole thing into a kite. In my case a barn door style which took about 4 hours.

Now go fly your kite, enjoy yourself and this may last the rest of your life.

TIPS

1. For the first attempt go for a simple design with not too many colours and no small areas (all the mistakes I made were with the 11 colour bits or in the very small areas around the eyes).
2. Use lighter fuel and a lint free cloth to remove residual adhesive.
3. Use the tip of a very sharp scalpel to lift single layers of ripstop (*we use a quick un-pick - Ed*) before cutting out with scissors. It also helps to soak multiple layers with lighter fuel to get them to separate.

4. Slightly round the tips of your scissors to stop them cutting into seams.
5. When (not if) you cut through the layer you want to save don't worry. Continue until you have completed all the cutting out, then stick a piece of the required colour across the damaged area and sew it along the black borders from the front. You can then cut away the remaining layers.
6. Never try this job when you are tired, tense or pissed as it requires enormous concentration.

Well there you are, I hope this will encourage some of you to have a go yourselves. I thoroughly enjoyed my first attempt and it will certainly not be my last but I don't think Randy Tom need get worried.

Arthur

Salisbury Kite & Sky Hoolie

This year we are having quite a dramatic change to proceedings and hope that the W.H.K.F. will be able to take a major role as they have done in previous years.

The Kite & Sky Hoolie is in itself the finale of a weekend festival called 'The Trail of Salisbury'. The Saturday of the festival will involve events throughout the city, including street entertainers, a history trail with actor in character at key points telling the story of that area and a host of adult and children's workshops. As kiting has a high profile over the weekend, it would be great if the W.H.K.F. were able to run their kite-making workshop as part of the day as well as at the Hoolie on Sunday.

Saturday evening will host an open air concert at the city's Elizabeth Gardens, which is where we also hope you will be able to take part. Elizabeth Gardens adjoins a large area of meadows which are in the shadow of the Cathedral. The intention is that, during the concert, there will be a searchlight and laser night fly from the meadows. This will be the backdrop to other visual spectacles such as fire sculptures and coloured water fountains and fireworks; all in different areas of the gardens.

Sunday then moves to Hudson's field and the Kite & Sky Hoolie proper. Although this year there will be an add on to the carnival atmosphere with roaming bands, our characters from history and so on. The day will then finish with the whole field being taken over for a night time drive-in movie. Ray Bethall is being invited over, as a Salisbury born lad 'made good' in the kite flying world.

This is all being staged in connection with Salisbury District Council, who have already secured T.V., radio and newspaper coverage. They will also be inviting both kite magazines to attend, so the exposure for kite flying will be excellent.

The dates for all of this are the 31st August and 1st September. I hope that you will be able to come along and I look forward to your reply.

Neil Godbold

Electrified Bears

Ever since I first saw Ron Gunter parachuting teddies many years ago I have been totally addicted to the hobby. For the past 8 years I have been assisted by my son, who became very adept at dropping any bear just where he required it. He also did more than his fair share of line hoisting 'chute packing and fauna fetching.

Unfortunately all children grow up and we are now very hopeful that in the autumn he will be going to university. This has left me to do events single handed and after being volunteered to do Hengistbury again this year I decided I'd better try and make life easier for myself.

Thinking about the problem I realised that the worst part is hauling the line up hundreds of times in a day. I therefore set about devising a method that did not require as much labour from me. We have all watched the BOF send his shuttle up the line carrying good pay loads but it takes it's time to get there and is sometimes reluctant to come back down. This is not a problem when you are doing it for your own enjoyment but when you have a line of 20 people all waiting for their turn to have their furies dropped, it is not so good. The answer seemed to be some form of motorised winch. The first problem was a motor but I eventually found that a suitable one was used by aircraft modellers to start their engines. I got one of these from a model shop for about £20. A 12v battery is also required but I am lucky that in my job we have to change alarm panel batteries every 4 years and there is still some life left in the old ones. I modified the motor by removing the built in switch and fitting two steel mounting bars on the bottom. Four batteries were mounted in a wooden frame with a space in the centre. This arrangement gives plenty of weight to hold the motor down without ground pegs.

The next problem was how to drive the line from the motor. There seemed to be two possibilities, either a pair of contra wound drums or a capstan. The first seemed a little cumbersome whilst the second required to ability to produce some sort of capstan of suitable dimensions. I could find no guide as to how this should be done but fortunately my brother-in-law has a lathe and so I dropped the problem in his lap. A couple of weeks later he arrived with a beautifully turned aluminium one and said "try that for starters."

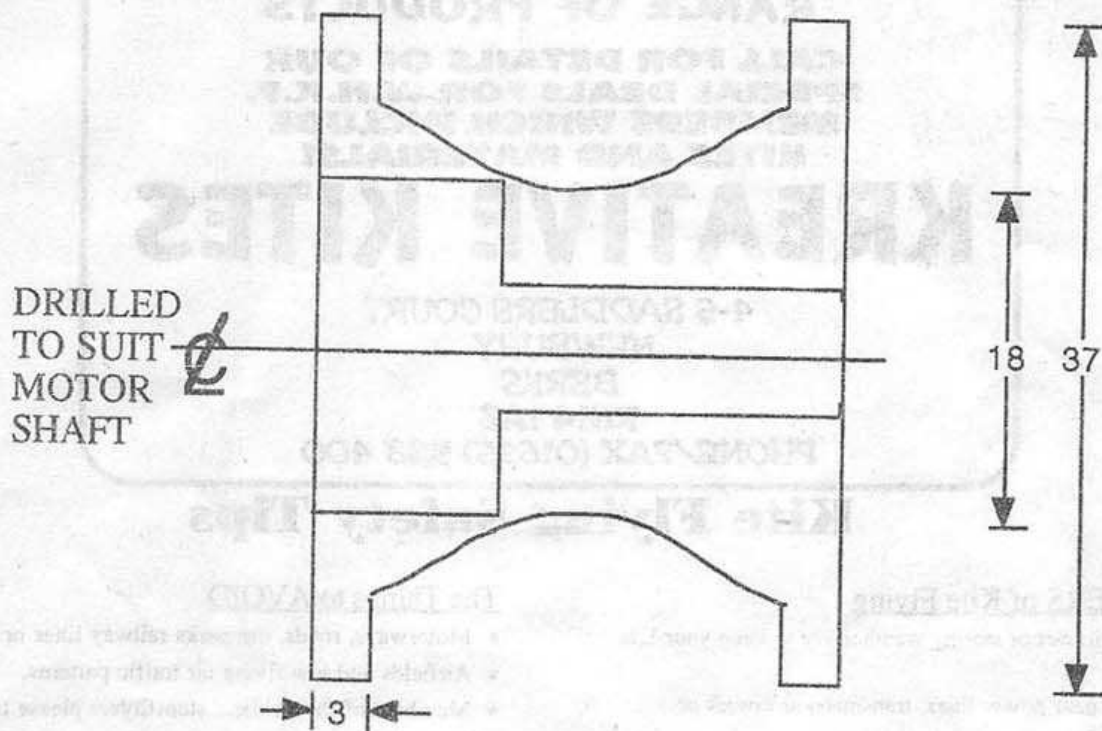
I put everything together and as the following day was the Worcester fly-in I took all there expecting to have much modification to do. With everything set up I hung a bear on the rig and touched together two wire acting as my switch. To my great amazement the bear shot up the line and dropped perfectly. By reversing the battery connections I was able to get the carrier back down. There were many youngsters eager to retrieve the fauna so I carried on dropping for as long as there was someone interested and must have done about 50 with no problem. Several other persons with the same hobby came over to see how I lofted bears so quickly and smoothly so that says something about the success of the system.

I am still using the close loop pulley system as described in Cowpat some years back with the capstan fitted on the section between the ground pulleys. I have also fitted a control box with up and down buttons on long leads so that I can reach the drop rig without leaving the controller. Whilst at Worcester I learnt another trick which is to

have dropping rigs on each side of your line so that as one goes up the other is coming down. Again the design is very similar to my previously published design but now using aluminium tubes glued together with epoxy which prove much lighter and still very robust. Why didn't I think of this years ago it saves half the work?

A sketch of the capstan profile is given below in case anyone wants to try.

Arthur



ALL DIMENSIONS IN MILLIMETRES

And Finally

The festival has come and gone, shame about the weather. Thanks to all who helped in any way, but a special thank you to Dave & Neil for all the hard work they put in prior to the event. The only real minus in my opinion was the pizzas, certainly not the best I've tasted, squashed and over heavy on the tomato is not the way I like them. Hopefully mine was in the minority.

There are lots of workshops going on at the moment, but don't forget Barbury. With other events clashing with our club meetings, I hope some of you will still make it to Barbury.

The workshop is fully booked so thanks to Dave for getting that organised. I'm one of the lucky ones who managed to get a place and I'm really looking forward to it. I've always fancied making a Ghenki. Don't forget the social gathering at the White Hart on the Saturday night or One Sky One World the following day. Postcards in to Dave as soon as possible please.

Thanks to all of you who flooded me with articles but the reserve stock is getting low. So more articles please they don't have to be kite related. Don't leave it to poor old Arthur.

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Kite Flying Safety Tips

The NEVERS of Kite Flying

- Fly a kite in wet or stormy weather. try to keep your kite line dry.
- Fly a kite near power lines, transmission towers or aerials.
- Fly a kite with wire or anything metallic in the line.
- Fly a strong pulling kite without wearing GLOVES.
- Leave odd bits of flying line etc on the flying site.
- Fly a kite at over 200 feet*.

*Kite festivals may have C.A.A. clearance to fly higher.....ASK!

The Things to AVOID

- Motorways, roads, car parks railway lines or buildings.
- Airfields and low flying air traffic patterns.
- Members of the public....stunt flyers please take care!
- Those kite eating trees.
- Animals, they can be frightened by kites.

Remember...your kites can get really quite lonely up high in the sky, just occasionally, look up and give them a little SMILE.

....AND PLEASE, MIND THOSE POWER LINES!

Where the WHKF go to fly their kites

WHITE HORSE KITE FLYERS fly at Barbury Castle Country Park, Wroughton, Swindon, Wilts on the SECOND Sunday of each month

Will YOU be there?

Local WHKF contacts are:

Ron Gunter on: (01793) 770784

Neil Harvey on: (01285) 740295

Arthur Dibble on: (01635) 865976

and

Dave Robinson on: (01793) 824208

The COWPAT HILL Journal

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