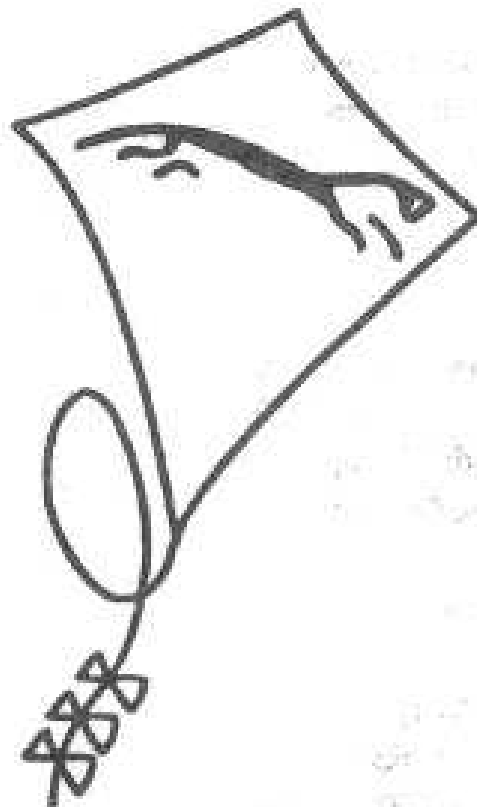


Spring Quarter 1995

April - June

Volume 3, Issue 14

COWPAT HILL



**The Kite journal of the
White Horse Kite Flyers**

Dates for your Diary

16th/17th April	Easter Blackheath
23rd April	Sutton Coldfield
29th/30th April	Weymouth
13th/14th May	Swindon
20th May	Grange Infants School Pewsey Show
20th/21st May	Brighton
27th May	Andover - Viggo
27th-29th May	Banham Zoo, Norfolk
3rd/4th June	Basingstoke
10th/11th June	Margam Park Isle of Wight
17th/18th June	Testone Bridge, Maidstone
24th June	Popham Barbecue
25th June	Inkpen Fete
1st/2nd July	Shrewsbury
8th/9th July	Monmouth
9th July	Petworth
15th/16th July	Stonar Park, Henley
30th July	Trouble House, Tetbury
5th/6th August	Middle Wallop
13th Aug	Aldershot Park
20th August	Coventry
26th/27th August	Portsmouth
2nd/3rd September	Bristol
17th Sept	Salisbury
24th September	Old Warden
8 Oct	One Sky One World



All these events are subject to local weather conditions so please check before travelling. Interested, want more details of any of these events? Ring Neil Harvey or David Robinson for more information.

Dates are correct as far as we know, but they may be subject to change, more events are bound to follow, details will be given in the next magazine or at club meetings at Barbury.

Editorial

Festival Time Again

The 5th International Kite Festival will soon be upon us. Wake up all you WHKF members, dust off the green hats and shirts and get ready for the biggest and best festival yet! Well it promises to be great, but we need your help. Volunteers are always needed to run the workshop. Don't worry if you've never made one of our kites before, instructions are provided. If you don't fancy that, there are hundreds of other jobs you could do, just give Dave Robinson a ring or turn up at the club tent on the day. Entry to the event is free to all WHKF members but you will need to show your green card at the gate. If you want to camp ring the Robinsons for details. Those of you that attended the Science Museum Open Day in March will know what an excellent site it is. Acres and acres of space, must be one of the best sites around.

New at this years fest will be buggy racing. This is being organised by the British Buggy Club.

Also attending will be at least 10 visitors from the USA as well as visitors from Europe. Also in attendance will be "The Beast", thanks again to Sue Harvey for

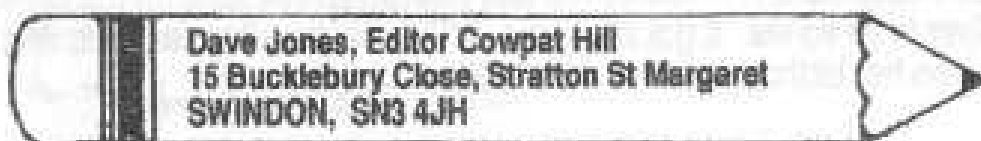
sending Neil up into the loft. I reckon it's a bigger job than the windsock. I hope it wasn't "The Beast" that made Neil ill. Glad to hear you are on the mend.

Lots of thank yous have arrived in the post, so keep up the good work. A special thank you came from the Gloucestershire Macmillan Cancer Service for our cheque for £250. Congratulations to them for making 1994 a record breaking year. Thanks also came from the Prospect Hospice Appeal for our £100 cheque. The new hospice is now complete and they will start moving patients early in April.

Thanks to all the new contributors this time, nice to see some new names in with the regulars, keep those articles coming.

You will have to wait until the next issue to see Ron Reeve's JBD Delta, sorry Ron, lack of space. Thanks for all your plans Ron.

I was underwhelmed by the response to the change of format. Thanks to all of you who did voice an opinion, most people seem to like it so it will stay, for a while at least.



Letter from Ron Reeve

Please find enclosed 3 items for publication in the Cowpat Hill journal. However, I must explain that these have all been published in the Midlands Kite Fliers Newsletter during the last year.

They are all my own original ideas and were first sent to the editor of the MKF newsletter to be eventually sent to the Kiteflier magazine. Whilst I am in favour of club magazines and the inclusion of such ideas and plans it means that only a limited number of kites will get to see them. By sending it on to you it is hoped that more kites will get to see them and possibly make use of them. The only thing I always stress is that I would like all kites to benefit from my ideas completely free of charge and none of them used as commercial ventures. One other thing I should mention and that is that I am a 'single line kiter' and any ideas and plans I come up with are based on single line flying although I am always willing to help newcomers whether they are single liners or anything else.

The Diamond kite with the Chinese faces was originally sent to MKF about 7 years ago but it was never published until Jim and Julie White took over the group last year. I've made and flown a diamond of the same dimensions as this one but didn't go to all the trouble of including the faces.

The Radio-controlled stunter was sent up to them nearly 3 years ago but again it wasn't published until last year. In the article it mentions that it sweeps majestically across the sky but this was only because the group was looking for a group kite when I first sent it up to them and I took the trouble to work out the area in which it could be flown should they decide to use the idea with a group kite. The cheapest, suitable radios these days have a range of about 1000 yards which means the kite could be flown on a line of that length. If we take an arc from immediately to the flyer's extreme right round to extreme left then the kite, flying just above ground level on a taut line, would travel a distance of 1.6 miles. If we then take a point on that arc immediately downwind of the flyer and allow the kite to fly straight up to a point immediately above his head it will cover a distance of just over 3/4 of a mile. This all adds up to the kite having just over one square mile of sky in which to perform it's stunts. I didn't keep any notes but I'll be glad to help anyone whose is interested (tel: 01296 651028). I'm always in in the evening.

The delta was designed and made by me last year and, as it says on the drawings, it is a good flyer in all winds. It got it's name JBD because I happened to ring Julie White about it on her birthday hence - Julie's Birthday Delta.

EUROTHRASH 94? - part 2

Anyway the meal was very enjoyable and soon the WHKF LOGISTICS Group were engaged in pinching Bottles of Red Wine and seeing just how many you could hide in a Barbour Jacket. Six bottles was the tally, with room for more, that is if the old KNEES could stand the strain, so it was back onto the Bus and down to the Seafront for the Night Flying. The Wine laden BARBOUR JACKET'S poor old knees took a right pasting as he tried to stand up on the Bus, but after a struggle the B.J. safely delivered the Wine to the spot where we set up for the Night Flying. The six Bottles of wine, along with another Five which the Brighton Mob's Logistics Dept. brought, were going to be, as one wag said, really handy for Sunday Lunch, HA, HA. Nine loonies drank most of the Eleven Bottles of Red Wine before the Night Flying had finished.

The Night Flying Display has always been a feature of the Second Saturday of the Dieppe Fest, and this display was no exception. Flying Kites, Fireworks, Arc Lights and Music, Wow what a Visual and Aural Feast. Well something went a little awry this year. Yes, the visuals were as always amazing, but Lord knows what happened as regards the Music. A more diabolical sound you have never heard, reminiscent of cross between a PANEL BEATERS Convention coupled with an explosion in a Glass Factory played by Tone Deaf Housebricks. After an Hour and a Half of this racket someone decided it was time to head back to the Hotel Aquado for the Ritual TRASHING of MR CROXTON'S MINI BAR, this mark you after Eleven Bottles of Red Wine.

Whether or not it had something to do with the Wine or maybe a Vitamin deficiency but at the Hotel, el Presidente SKYBUMS started eating the Gladiola's much to the concern of the CONCIERGE, whilst Neil proved he had his Trusty Spanner. The TRASHING of Martin's Mini Bar went off OK except that some Idiot opened the window in Martin's Room and in the Resultant Draught, Jan Poulter had her finger slammed in the door which, coupled with the FREE SPACE EFFECT of lots of Vin Rouge sloshing around in her Tum gave her quite a funny turn and so to bed.



Sunday was overcast, the wind, still in the same direction, showed no signs of abating, it was quite chilly. In the Dining Room of the Aguado quite a few hangovers were being nursed. someone inquired as to the whereabouts of Martin and Neil, "oh, they were on the field at 4 a.m., the only time to find a space to fly," came the reply. The mind boggled, still it was true, there they were upholding the honour of the Starving Horse.

Dieppe '94 part2 - cont'd

Before long the Field and Sky above were once again chock-a-block with Kites, they must come by the Lorry Load. All the WHKF Stalwarts were on the grass having the time of their lives until someone said, "let's Fly the Robbo DoNut.

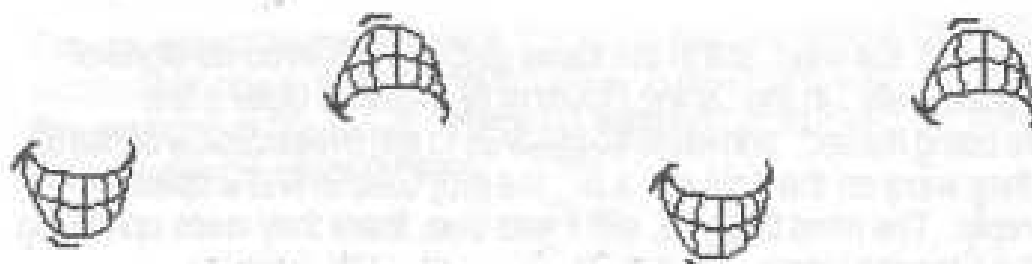
This you may recall had exploded in spectacular Fashion at the Pompey Bash, twas repaired, but the Bridles and Lines needed sorting out. This took some time and was so tiring that Tall Bazza was observed having a crafty Kip on the DoNut.

Success, they sorted it, just in time would you believe for the wind to drop. Still the DoNut did fly and the large Audience was pleased and that was about it for the Dieppe Fest for the poor unfortunates who had to catch the 4.30 ferry.

The Verdict? As always Dieppe amazes and Gobsmacks those who are there for the first time, this also applies to the old hands too. Worth making the TREK, You bet its well worth it for the ideas and new visions it gives even if you do suffer somewhat from Brain overload, it's not to be missed, roll on 1996.
STIRRING SUNDAY QUOTE "Janet's the only person I know who can walk around upright in a Cabana" (WATCH THE FEATHERS FLY)

Postscript: As it turned out, the return leg "BACK OF THE BOAT KITE FEST" was literally a blow out. True, in Dieppe Harbour prior to the Boat Sailing, there was quite a good show of Kites at the Blunt End, but as soon as the Boat sailed, the forward speed coupled with that wind, still from the N.W., proved just a bit too much for the Kites. We tried, oh how we tried, but it was not to be, except for a variety of Plastic Bags, notably Barry Poulter's OLD Bag? from a French Fishing Tackle Shop and a crazy TOODY Type creation, these bobbed along at the Blunt End for some 40 miles so something was, arguably, flown

Postscript II 105 go Mad in Dieppe! The UK always has the largest contingent of visiting Kites, someone said there was at least 105 of us.



SKY CHAT

Well, the Festival is drawing nearer by the day an it is progressing in the usual way. Hiccups here and there with Dave R. pulling more of his hair out, *(what hair? - Ed)* nothing changes. Still, God Willing, we hope that this year's Festival will be the best yet. Again we will be looking to members to help setting up the arenas on Friday and helping with workshops etc. on Saturday and Sunday as required. We do not want anyone to spend all their time working during the weekend, but to be able to enjoy the fine airfield site. So more helpers means more flying time for more fliers.

The "Beast" (that's the polite name for it) is progressing well after a period of inactivity earlier in the year. I hope that it will be finished for Weymouth. The Club is very lucky to have been sponsored by National Power on this kite, their logo appearing on the sides of the same. I would like to thank all those who have done their bit towards the making of it. All I hope now is that I can sew it all up right and it flies well to that I can show my face in the Club!

On a personal note, I would like to thank everyone who sent me good wishes and asked after my health when I was not in my usual robustious self. Glad to report that I'm feeling much better now. I have to be ready for The Festival now don't I?

Here's to a Great Weekend!

Neil

THE MILE

CREATIVE KITES

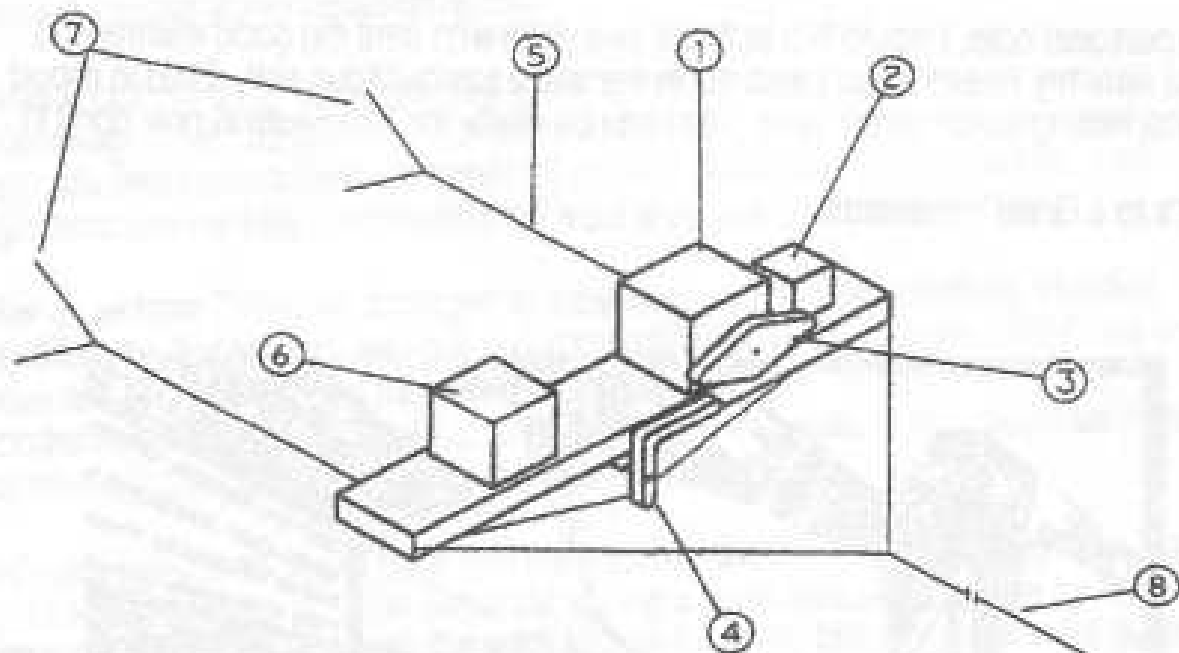
- CUSTOM COLOUR OPTION
- EXCELLENT HANDLING & RANGI PROPELLER SPIN
- TWD & REVERSE FLIGHT
- AVAILABLE WITH THE
- HARTMAN & HULL OR
- INDIVIDUALLY AT VERY
- COMPETITIVE PRICES

• 19 BARTHOLEMW ST. • NEWBURY • BERKS • RG14 5QH • 0635 535 400

Radio Controlled Single Line Kite - Ron Reeve

The diagram is a simplified representation of the design. Let us assume that the kite is in the air and is stable in the centre of the wind. If you want to fly to the right, a radio signal from the ground will cause a servo (2) to operate a switch which will activate the motor (1) and rotate the cam (3) in an anti-clockwise direction. The cam will strike the operating lever (4) so pulling on the right control line causing the kite to turn a small amount to the right. As the cam continues to rotate it will clear the operating lever so allowing the lever to return to a neutral position due to the pull of the kite. As the cam continues to rotate the next lobe of the cam will strike the operating lever causing the kite to turn further to the right. This sequence continues until the kite is pointing in the direction required and then the motor is stopped. To turn to the left the cam needs to be rotated in an clockwise direction until the kite is pointing in the direction required.

It is envisaged the device is fitted to a large kite on a long line so that it majestically sweeps across the sky.



1.- MOTOR AND REDUCTION GEAR BOX

2.- SERVO & SWITCHES

3.- OPERATING CAM

4.- CONTROL LINE OPERATING LEVER

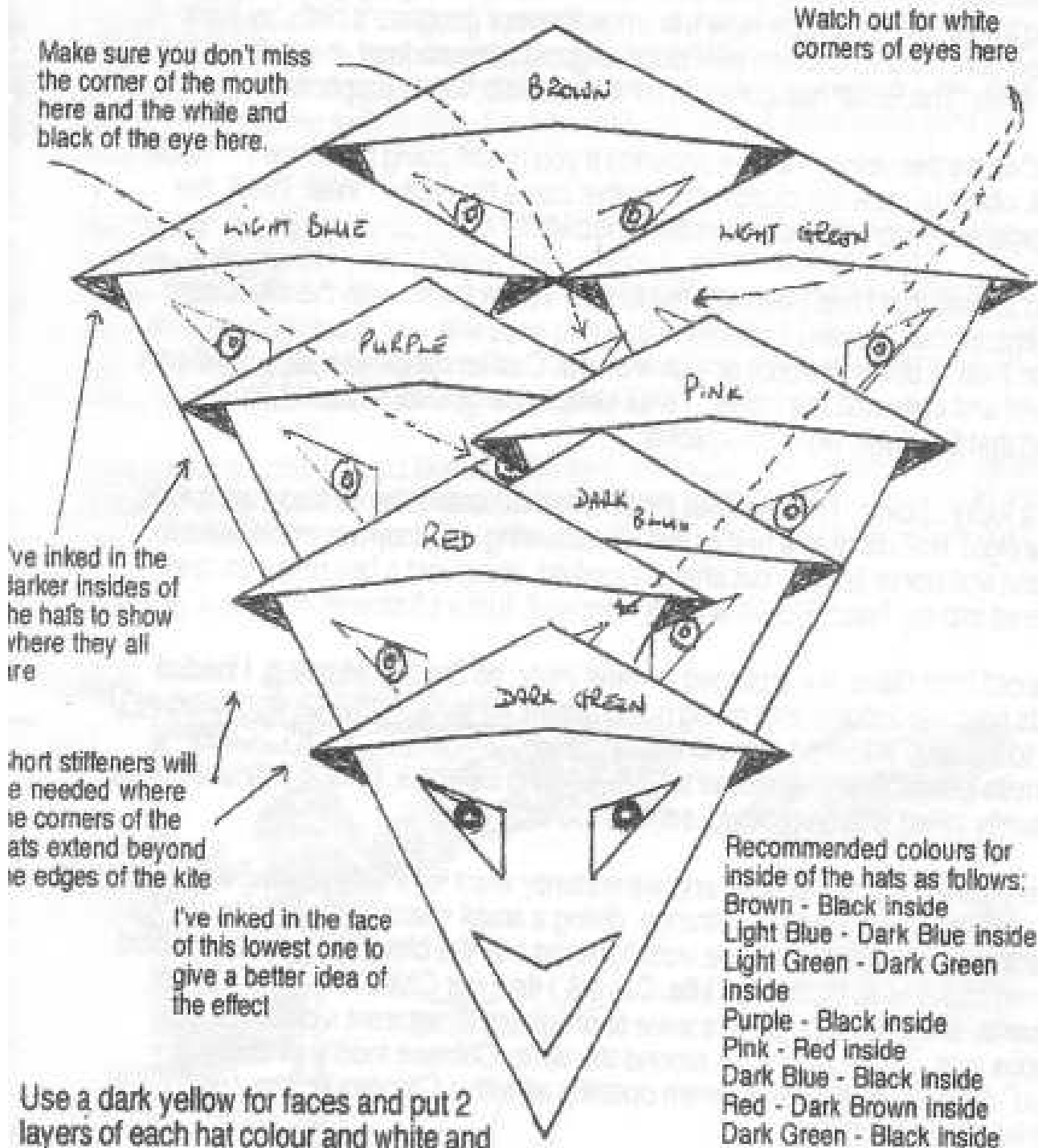
5.- CONTROL LINES

6.- BATTERY

7.- KITE BRIDLES

8.- MAIN FLYING LINE

The Clown - Ron Reeve



Make sure you don't miss the corner of the mouth here and the white and black of the eye here.

Watch out for white corners of eyes here

I've inked in the darker insides of the hats to show where they all are

Short stiffeners will be needed where the corners of the hats extend beyond the edges of the kite

I've inked in the face of this lowest one to give a better idea of the effect

- Recommended colours for inside of the hats as follows:
- Brown - Black inside
 - Light Blue - Dark Blue inside
 - Light Green - Dark Green inside
 - Purple - Black inside
 - Pink - Red inside
 - Dark Blue - Black inside
 - Red - Dark Brown inside
 - Dark Green - Black inside

Use a dark yellow for faces and put 2 layers of each hat colour and white and black eye and mouth colours to prevent yellow showing through against light from the sun and so spoil the effect.

Size 6ft 5in High and 6ft 6in Wide

THE CHINESE NEW YEAR TREE PLANTING or "the Chair's Day Off"

Well, Saturday was it's usual busy self. There was I earning my brownie points to go kiting tomorrow - you know how it is when it's your daughter's birthday party that afternoon. You've cleaned the house, organised some food, even cleaning the cooker while "The Boss" has gone out for a horse ride, when the phone rings.

"It's me" came this voice, "I was wondering if you're still going tomorrow?". Good old Neil, obviously just checking. Affirmative came the reply. "Well, I'm ill, the wife's ordered me to bed and the trailer is outside!"

It would appear that I had been elected to play Tonka trucks with the club trailer and to ensure that the pile of paraphernalia that goes with a club outing should be there on time. Luckily the cooker trick worked, Cari let me off the party itself and off I went and collected the trailer. I was tempted to go in the Suzuki, but I decided that the Volvo would be quicker.

It was a lucky choice. I had no idea what "a few kites and the tent and work tops" could weigh! Neil did give a hint or two about towing - big boy me who's used to caravans and horse boxes - but after I'd snaked about just a few miles on, and registered into my head "Horse box" all went well, just a bit slower.

After a call from Dave, we arranged to meet early, so Sunday Morning, I loaded the kids (yes, her indoors was going riding again), drove to Swindon, met Dave and drove to the site. It looked more like a moon landscape - except it was mud! Goodness knows how they intend to plant trees in this area, in this glutinous mire a community forest is to be planted, some 6000 trees.

We were given a choice of sites and we instantly went for a little parking area that could easily be seen from the entrance, giving a small space along side for flying. The tent was quickly erected, the work tops out and the bits and bobs were sorted. We even had time to fly the odd kite, Dave & I flew our Chinese character kites, pheasants, dragonfly etc. Others were soon joining in, up went a delta and the infamous legs. I went for a walk around the tents, Chinese food was being cooked, dancers arriving, stalls were opening all with a Chinese theme. I vowed to return later for a good look.

I arrived back just in time to start building kites and then some more kites. We started at 10.15 and we didn't stop. People just kept on coming up the hill, some

Chinese Tales - part 2

just to see what was going on, but most wanted to build a kite. Suddenly we realised we were running out of tails so Josie's husband grabbed some plastic to make some more. They still kept on coming and even with 6 people frantically trying to build the queue was now 5 deep. Then suddenly we noticed the sails were running out, so Arthur (definitely the handyman for the day after his exploits with the tent) rushed to his car with a pair of scissors and a pile of uncut sails.

And so it continued. At about 1 o'clock I recognised a face. Dear, darling wife has arrived. Feeds the kids (anyone seen Matthew?), then a quick planting of a tree and comes over to give a hand. Only by going one at a time could any of us get any lunch it was that busy. At last a brief respite for a quick lunch, see the kids (Matthew was here a minute ago!) and then back to the fray.

Finally we reached the Panic Point - we've run out of sails!!! Dave knew that Neil carries "spares", the old style sails and hardboard handles. So, we swapped over to them and still it continued, but at least we were winning - the queue was down to two deep!

As I was starting to suffer with some backache from leaning over the tables, I managed to drift off for a break. The field was filling up with twigs (and the odd kid) stuffed in the appropriately marked slope: just in time to see the last performance of the dragon dance, and then the main festivities closed, but not our tent. As people were leaving they wanted kites! At last it ended - half past four - and we breathed a sigh of relief.

We sat down and tried to take stock. Janet's umpteen little bags of money meant that we had built nearly 300 kites. The team of some 10/12 people had managed to work solidly and proved we could cope with a very demanding day and with an unexpected level of customers. This does not include others who turned up and maintained the display of kites flying outside, including a Dragon kite.

So we packed up, weary and feeling pleased with ourselves, knowing that we had produced more kites in six hours that we had in the whole of the festival last year. So I crawled back off to Bibury to report back to Neil. "How did it go?" he asks, lounging in bed. I wearily describe the panic. "Well, I've had a nice rest" he grins. "Nice to see others enjoying themselves." I leave the pillow, the assassin's weapon, beside him as I depart.

Peter Dawson

The Walker 'Chute - Arthur Dibble

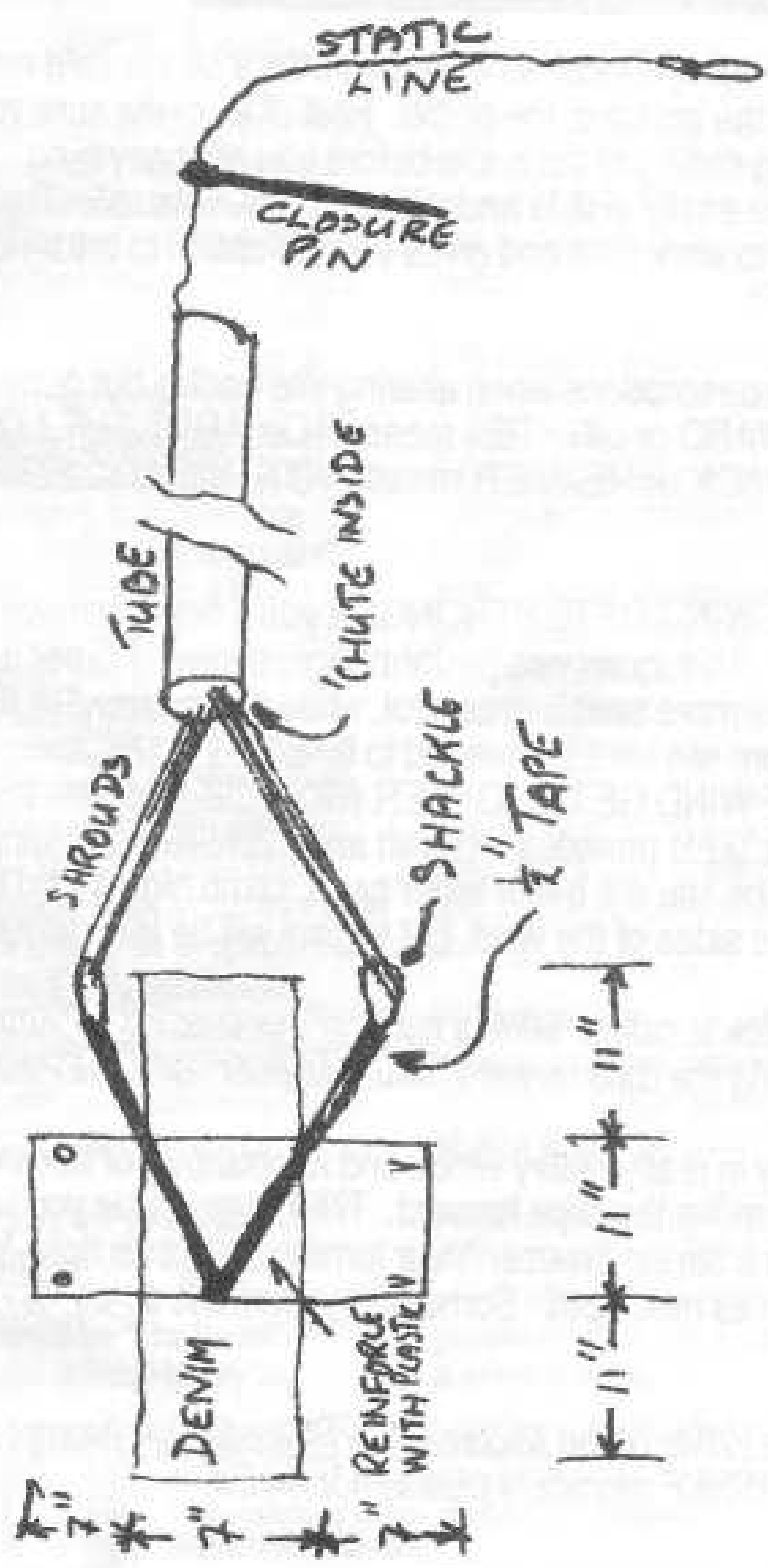
Some years back having just started the gentle art of Bear Bombing I found out about Vic's cargo 'chutes.

He had, and still probably has, large quantities of the 11" variety and thinking if some one of his experience uses these things then I'd better have one. I therefore purchased a pack for a very reasonable sum and found that it contained not one but two 'chutes. These are superbly packed and evidently require a great deal of expertise to repack. At this time not having made many 'chutes or packs the whole thing was put away in-opened.

After much more time spent with our art form I decided if I was to drop some our larger friends without causing them GBH these 'chutes had to come into service. So with much fear and trepidation they were recovered from the attic and the first one unpacked. To save any other fool the heart searching I had I give below my solution to the problem. The 'chutes are suitable for fauna of about 7lb (old money) and I have one complete with backpack and the other for dropping unpacked from a ring in the top.

1. Remove 'chutes from the pack and dispose of various bits of chain and sundry release gear.
2. Cut shroud lines down to 78 inches and split them into 2 sets of 9 ensuring that both sets come from opposite halves.
3. Tie each set into a 1 inch screw shackle (B&Q chain bits) and then fit these to your favourite harness/pack.
4. To ease packing the canopy and shrouds I pull them into a tube made from ripstop 48" by 16" folded along it's length, seamed and hemmed. The top end of this is attached to the static line and goes via the pack closure pin. The pack I use is shown on next page.
5. The unpacked 'chute is made in the same way but without the tube and another shackle is fitted to the top lines. A simple tape loop is tied between the shackles at the end of the shroud lines and fixed round the unwary fauna with a rucksack slider (Millets).

Walker Chute



Adjusting your Sport Kite Bridle

If your kite is not flying as well as everyone else's on the field maybe it is time to alter the set up of the bridle. First of all make sure you mark the existing setting of the bridle before you alter anything. Use an ink that will be easily visible and will not rub or wear off. This will give you a point to work from and gives you the option to return to that setting if required.

There are many descriptions when altering kite bridles but generally:
UP or FORWARD or LIGHTER means TOWARDS THE NOSE
DOWN or BACK or HEAVIER means TOWARDS THE BASE

In general:

- WHEN THE WIND GETS STRONGER you'll need to move the clips BACK. This increases performance, allows sharper turns, and provides more sensitive control, while decreasing the lift of the kite. More wind will be needed to fly out to the sides.
- WHEN THE WIND GETS LIGHTER you'll need to move the clips FORWARD. This provides more lift and improves light wind handling. The kite will make wider turns, climb higher and fly farther to the sides of the wind, but control will be less sensitive.

Moving clips back is called 'setting heavier' because it's for heavier wind, and moving the clips forward 'setting lighter' for lighter winds.

If you want to fly in really heavy winds and not put a lot of stress on the kite or yourself move the clips forward. This even allows you to fly multiple kites in a strong breeze. Your turns won't be as tight, but you also won't have as much pull. Sometimes you don't want to go skiing down the field!

Thanks to Julie White of the Midland Kite Fliers for her prompt and detailed reply, WHKF members please note! - Ed.

Answer for Doug

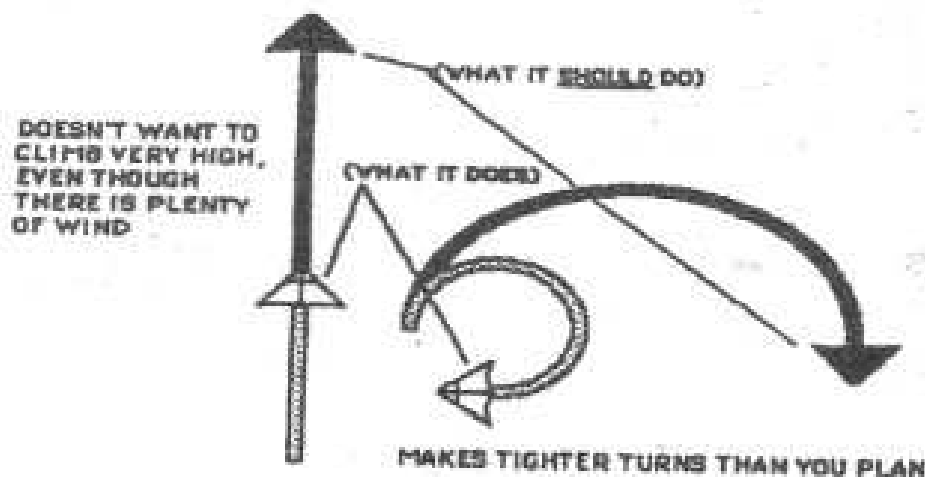
EXAMPLE 1 (top picture)

If your kite does not climb very well, jerks itself round turns and may have been difficult to get off the ground at all. This set of symptoms indicate that the clips are too far back and need to be moved forward.

EXAMPLE 2 (bottom picture)

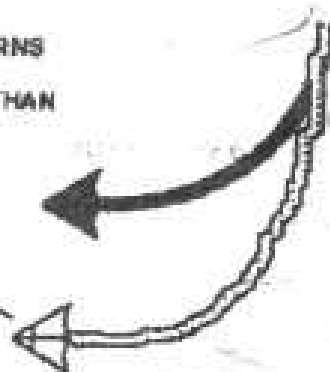
If your kite skids round turns or in extreme cases falls out of the sky before a turn is completed. This set of symptoms indicate that the clips are far too far forward and they need to be moved back.

EXAMPLE 1



EXAMPLE 2

MAKES WIDE, "SKIDDING" TURNS WHEN YOU TURN "UNDER". LINE PULL GOES AWAY MORE THAN USUAL DURING THIS KIND OF MANEUVER



COWPAT HILL - The WHKF Journal

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

Journal of the White Horse Kite Flyers

Editorial Team: Dave & Jane Jones

Club Subscription: £5.00 (One year UK)

(including postage and kite flying insurance)

Whilst every care is taken when compiling this journal the WHKF cannot accept responsibility for any errors or omissions which may occur.