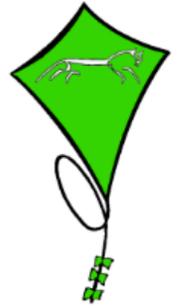


COWPAT HILL



Journal of the White Horse Kite Flyers
Winter 2023 January - March

Happy New Year to all our readers.

2022 was memorable with the war in Ukraine, the end of covid restrictions, The Jubilee, farewell Boris, The Funeral, goodbye Liz and then The World Cup. What does 2023 have in store for us? There are questions within our own hobby; such as what events are going to take place, what's happening about insurance with most of BKFA executives resigning and, the **biggy**, who's going to take over as editor in 2024? Again with the threatened demise of our magazine, articles have rolled in to produce the largest issue since I returned as editor in 2016. Please keep them coming for my last three.

www.whkf.org.uk

Diary Dates

January 2023

8th Barbury Castle club fly-in

(This issue of the magazine)

February 2023

12th Barbury Castle club fly-in

March 2023

12th Barbury Castle club fly-in

April 2023

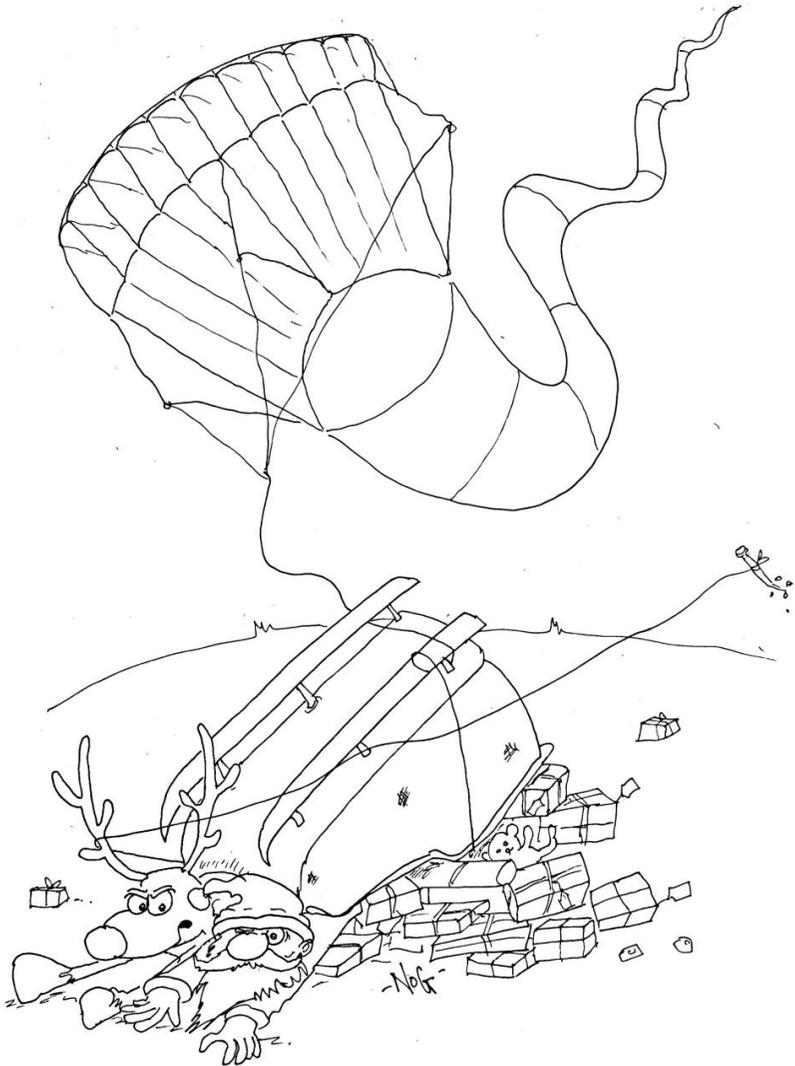
9th Barbury Castle club fly-in

(Next issue of the magazine)

22/23rd Jolly Up 32

29/30th Broad Haven. (Note tides are wrong but we are still going)

Dead line for next issue 26th March 2023



'I THOUGHT YOU WERE CHECKING THE NOTAMS
THIS YEAR!'

Brazil takes its kite-flying passion to a whole new level

During the pandemic, Brazilians took even greater interest in kite flying, a popular pastime considered by some as sport. But there is also a dark side.

The World. September 27, 2021 · By Michael Fox

On a late afternoon in a working class neighbourhood in the north of Rio de Janeiro, Brazil, dozens of teenage boys dart across a huge abandoned field, dragging on seemingly endless lines of string. Far above them, their kites dance and jerk in the sky, appearing as tiny butterflies, fluttering, or sharks swimming back and forth against a setting sun.

The boys kite-fight with the aim of cutting an opponent's string first, using a special glass powder on the strings to sharpen them. Last kite in the sky wins. Each time a kite falls, the teens run to catch it.

Kite flying is not just a family activity in Brazil, it's a passionate battle. Today, it's considered one of Brazil's most popular sports — that is, after soccer. As the pandemic forced people to socially isolate, schools were out and unemployment rose. As a result, more children — and adults — have taken to the skies.



Raphael Felipe Teixeira grew up in the 1990s, flying and making kites in Vila Medeiros, a poor neighbourhood on the north side of São Paulo.

The pandemic awakened this interest I still had," he said. "Since I was at home, and had free time, I said, 'I'm going to make a kite.' I had no idea how big it would get," he said.

Today he makes high-end personalized kites, which he sells, and promotes over his Instagram and YouTube channel. Some of his kites, he said, can even run up to \$20. That's a lot. Kites in Brazil, even now, generally run between \$.07 and \$2. They're made to be disposable lost in competition.

The demand for high-end kites is a sign of the changing times. The sport is old, but the heightened interest is new. An online video game known as "Pipa Combate," or "Kite Fight," where players battle before a background of iconic

Rio de Janeiro destinations, has more than 34 million downloads. There's also a YouTube channel with the same name that has almost 2 million followers. The host travels to communities and kite competitions around the country. These competitions and kite-flying teams are also new. Manoel Roberto Cucher has made and sold kites out of his São Paulo store, Moleza Pipas — Easy Kites — for 35 years. He sent The World a picture of a group of men in their 30s and 40s holding tiny trophies won at a São Paulo kite-flying competition over the weekend.



"Look at the age of the kids who fly kites today," he joked in a voice message he sent over WhatsApp.

"With the pandemic, people began to fight kites as a group. Before, it was every man for himself. One person on the street, battling the guy down the block," Cucher said. But kite fighting comes with risk. To cut each other's strings, kite fighters often use waxed lines with either crushed glass, or more expensive industrially produced strings made with quartz and aluminium oxide powder. These are effective, but highly dangerous. Dozens are wounded or even killed each year when the kites are cut and the lines fall across roadsides. In June 2019, just one hospital in the state of Minas Gerais treated 13 people for cuts from strings. "The line cut into my helmet," one motorcyclist told a TV reporter in 2018. He said he was nearly blinded by the deep cut near his eyes. These types of strings are now banned in Brazil, and police have taken some measures to crack down on their sale, but veteran kite maker Cucher said they're still out there. "It's illegal to fly kites in Brazil with lines made with things that cut. You can't produce, transport or house them, but you know how laws are in Brazil," Cucher said. "In the middle of public squares, guys are there selling it." Some elected officials are now calling for designated kite-flying areas. Meanwhile, kite-fighting enthusiasts grapple with this contradiction — as cut-throat competition takes on a new meaning.

Kites Powered by Offshore Wind Preparing for Lift-Off

December 30, 2021, by Adnan Durakovic

Tech start-up Hydro Wind Energy is in the process of developing scaled prototypes of high-altitude kites powered by offshore wind with the goal to “disrupt global energy and desalination markets”.

The technologies for power generation and energy storage, OceanHydro Wind, and water desalination, SubSea RO Wind, are powered by high-altitude, ocean-based kites and vertical axis wind rotors rather than turbines.



OceanHydro Omni – power generation and energy storage. Source: Hydro Wind Energy

The technology ultimately uses wind for mechanical lift rather than converting directly to electricity. This reduces the cost of desalination by 90 per cent compared to all other technologies, Hydro Wind Energy said.

It is also said to enable a far more efficient method of power generation, storage, and dispatch, compared to conventional wind turbines which are unable to either store or dispatch on-demand electricity. The technology is also expected to open up access to offshore wind in deep waters where 80 per cent of the world’s wind resource exists and provide ancillary services for grid resiliency.



SubSea RO Wind – technology to desalinate seawater into freshwater. Source: Hydro Wind Energy

Hydro Wind Energy is currently in the midst of a project building and testing a subscale system of both technologies off the coast of Fujairah in the United Arab Emirates with several offshore engineering firms and strategic partners.

Fuerteventura Festival

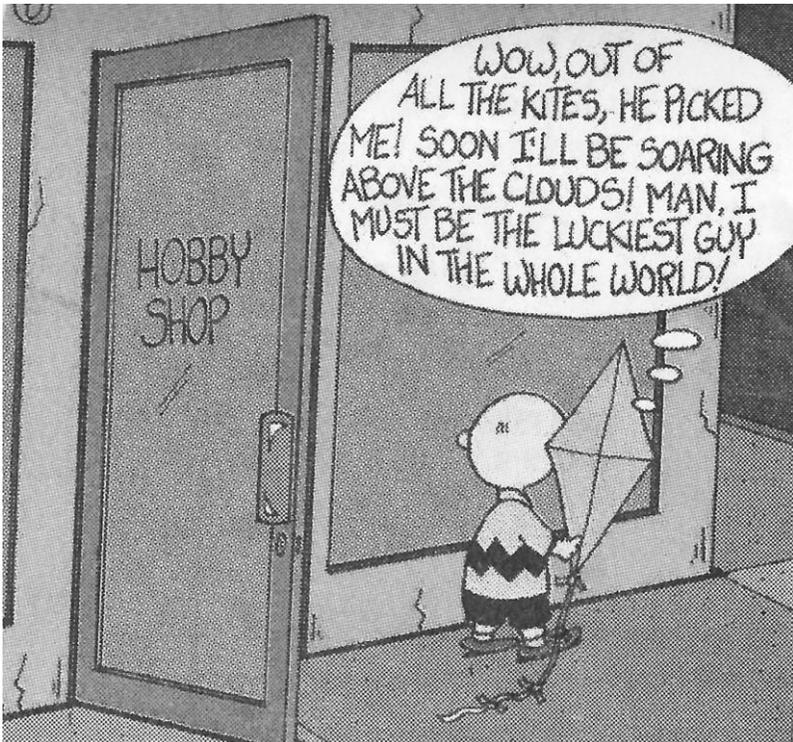
This year's festival was going to be different from the previous 34 years and so there was a fair amount of concerns from the regular kite fliers from around the world. A change of location due to the environmental protection of the Natural Park of the Dunes of Corralejo and the organisation being taken over by the Tourist Board all posed questions.

Founded by Nico from Holland and joined by Claudio and Jacinto, the first festival was held in 1987. This year there were 198 kite flyers from 15 countries so it has grown in international fame most probably due to the idyllic surroundings of the white sand beaches and the inviting turquoise waters.

The festival was included in a full week of celebrations for Corralejo put on by the Tourist Board. There were a few things which will be ironed out for next year's festival but as the organisers indicated it was a trial of a new venue, we were all made welcome and thanked for our effort; as the tourist board said "no festival without the kite flyers"

Our opinion after attending 13 times, we considered it to be the best yet!

Sheila Stevens



Viswakarma Puja and the tradition of kite flying

Rigveda regards him as the father of architecture and mechanics. Every year Viswakarma Puja is performed in factories and workers seek blessings in the hope that manufacturing and machinery would run smoothly for the rest of the year.

SNS | New Delhi | September 17, 2022 4:16 pm



Viswakarma Puja (SNS)

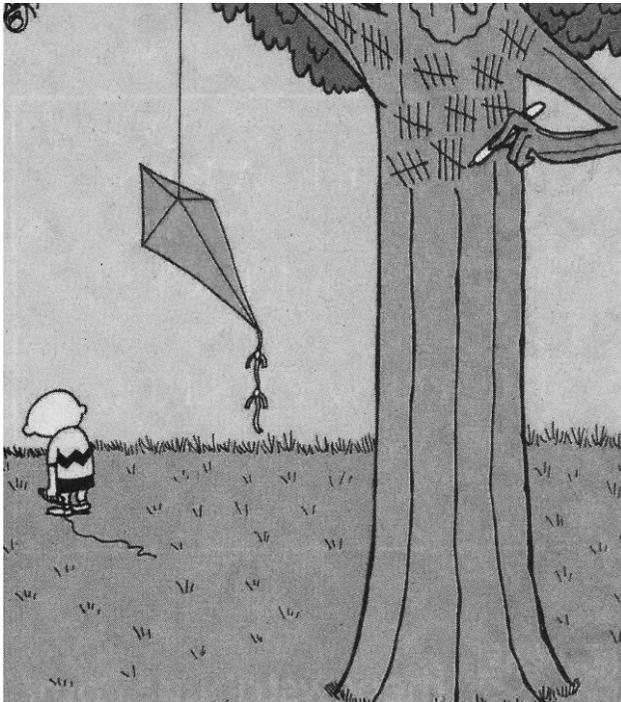
According to Hindu mythology, Lord Viswakarma is regarded as the craftsman of Devalok. He is the divine architect and the creator of the universe. Rigveda regards him as the father of architecture and mechanics. Every year Viswakarma Puja is performed in factories and workers seek blessings in the hope that manufacturing and machinery would run smoothly for the rest of the year.

But unlike any other Puja, Viswakarma Puja offers more reasons to get soak in the celebration. This Puja is associated with an old tradition of kite flying that goes back centuries. The day begins with the shout of 'bhokatta' as you wake up to see a sky painted in tiny colourful specs of kites. In an array of colours and forms, various kites are soaring in the sky competing with each other. Petkati, Mayurpankhi, Chandiyal, so many names and a plethora of colours paint the canvas of the sky in bold strokes.

Children from neighbourhoods participate in local kite fighting tournaments and it becomes a whole day affair of fun, fight, cheers, colours and roars. But what's the reason behind flying kites on Viswakarma Puja?

Hindu mythology is replete with stories of Gods navigating through the sky in flying chariots. It is believed that Lord Viswakarma is the maker behind those chariots. Kites have a resemblance to those ancient chariots. As a mark of reverence to the divine architect Viswakarma, devotees started paying tribute by flying kites.

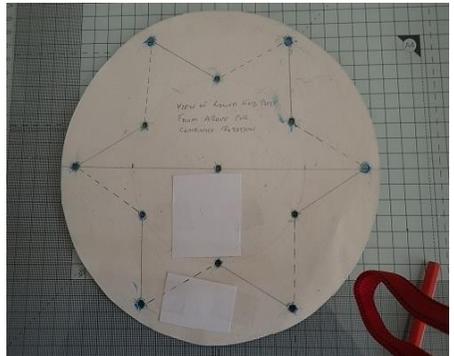
Even today children and adults participate in the custom of kite flying with great enthusiasm. Though with passing time the thrill has started fading out. Still, a sky full of colourful kites is a sight to behold.



Vertical turbine lantern



Template



The lantern was seen a few years ago but have only recently been able to work on it to produce several which have generated some interest when attached to our camper awning during the summer and was asked to provide some information regarding the build.

The assembly comprises of top and bottom horizontal discs, connected by six vertical vanes orientated to catch the wind causing the lantern to spin, when suspended by a bridle and swivel. On the underside are some beads, attached using ribbon, to provide ballast to maintain a vertical attitude. See pictures above of the lantern and the template, that was used to mark the positions of the vanes with the solid lines showing the positions looking down

on the lower disc from the centre of the lantern, the dotted lines show the positions looking up to the top disc to give a clockwise rotation when looking from above. It may also be used to make lanterns with anticlockwise rotation, as in the pictures, by using the dotted lines for the lower disc. The lower disc also had a Velcro pad attached to the centre of the inner side of the lower disc to attach an LED light source. Two lengths of ribbon are sewn to the under-side to attach the ballast beads.

Our template is 220mm in diameter but the dimensions can be adjusted to suit your own preferences and modifying the design to utilise whatever materials you have access to.

Main components:

Upper and lower discs – were cut from ripstop nylon using the template shown and bias binding used to form a sleeve at the circumference with an overlap to allow the fitting of a wire tensioner. Prior to attaching the bias binding the line of stitches was sewn a few millimetres from the edge of the disc to help stabilise it when attaching the bias binding. To tension the circumference of the discs we used an appropriate length of 0.9mm steel wire with circular eyes formed at the ends for H&S and to stop the raw ends from breaking through the ripstop. They also proved to be useful as they were sewn in to secure the position of the ends to maintain the tension.

Vanes – in our lantern the edges of the van were sewn using a rollover hem attachment for our sewing machine, a binding could also be used to protect the edge. For convenience the length of the vane was obtained by dividing the width of a roll of ripstop, 1500mm, into six section which also provided an allowance to anchor the vanes top and bottom as well as providing material for turning the raw edges underneath to give a better finish. Obviously, it is important to have a consistent distance between the upper and lower discs.

Ballast – the lantern we viewed had some large wooden beads used for ballast but for economy we used smaller 14mm wooden beads to do the same job with different sizes and colours providing decoration. The beads need to be attached securely using the ribbon that was previously attached.

Bridle – a three-legged bridle was attached to a ball bearing swivel, at least size a number 5 as smaller ones did not prove to be suitable. **LED light source** – the ones we used were submersible floral lights from ebay. Self-adhesive Velcro is used to attach the light source to the lantern.

We understand that the lantern is popular in Germany and can make an eye-catching display.

We would like to thank Mike P for showing us a lantern which has allowed us to create the one shown here.

We are aware of a couple vertical wind turbines used for electricity generation, in locations that are not suitable for the fan type turbines.

It is an interesting project and hope to see your versions of this basic design.

Richard and Alison Stephens

LEDs available at £6.85 for 4 form UK stockist, free postage. Cheaper elsewhere if you want more.

<https://www.ebay.co.uk/itm/301261274546?hash=item4624923db2:g:SfYAAOSwq7JT17pw>

Word Search

H T F Q U B R L W C W H F B P
A L Y P R A E Z E M F H Q W M
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Thanks to
Ron Miller

Bassenthwaite	Portinscale	Hathersage
Mousehole	Coldingham	Balmoral
Lynmouth	Porlock	Whitby
Orford	Hawes	Letchlade
Fordwich	Mullion	Reeth
Wem		

NORTH HANTS KITER'S JOLLY UP 32 on April 22nd & 23rd 2023

Gate opens from 12noon on the Friday...

The site is located in the village of Cliddesden, just south of Basingstoke (not far from J6 of the M3).

On-site camping is available from *Friday* midday onwards (£15 per tent/camper for Fri and Sat night, there is a small extra charge for a Sunday night stop-over)

Pie and Mash will be available in the Marquee on the Friday evening, please order and pay at the bar.

There will be a Hog Roast on the Saturday evening (£10.00 and *please* bring a plate and cutlery where possible to keep our outlay down!) Please let us know in advance if you require a vegetarian option.

As usual we will be doing Jacket Potatoes at lunchtimes over the weekend, and Bacon/Egg rolls will be available on both mornings.

The Auction will be held on the Saturday evening, and any donations gratefully received before or on the week-end (*before 4pm please* to give us time to set it all up and Hayley to sit down for a while :-)

There will be a silent Auction on the Sunday.

Roy's Refreshment Tent will be open for Business, normal rules apply...

For further info, please contact:

Roy on 07778 352825

Chris on 07456 342970

Or e-mail roy@kitesup.co.uk

For orders: hayley@kitesup.co.uk

Your tee-shirt/polo etc, can be pre-ordered. Please email Hayley if interested in doing so.

Please Note: this is NOT a Buggy/Boarding weekend, thank-you

Resurrection of 'Dragonfly' 38-1992

It was sometime in the 90's that I first saw George Peters' iconic kites at a Bristol Kite Festival on Ashton Court and the aspiration to own one (or more!) was immediate. Speaking to George about buying one, it became evident that such was unlikely, directly from him at least.

At the 2012 Dieppe Cerf Volants, a '*Cloudbird*' was for sale. Unsure as to its pedigree, George confirmed it to be a kite made (in China?) and marketed by *Into the Wind*. He suggested I buy it to '*save him having to make one*', and in any case '*it's probably better made than mine*' he also offered to sign it.



Subsequent to this, I bought a '*Skybird*', also from *Into the Wind*. This, with its 16ft wingspan was somewhat temperamental. Should it wander to the edge of the wind window it would not/could not recover and simply crashed, an attribute that made me somewhat nervous should people be around. At a Minchinhampton Common WHKF gathering, I met, for the first time, Martin Crowther who happened to be flying a '*Skybird*', albeit with a quite substantial tail. Such was not a standard fitment but it afforded due stability. A tail was made and the kite has flown superbly, and safely, ever since. (Note - the kite has a fixed single towing point on its keel so no bridle adjustments were possible).



And so, eventually, to the main point of this article. A little while ago, I was offered a 'George Peters' kite, albeit without spars, it clearly not having been flown for some time. It was a 'Dragonfly' and I initially saw it as an *Into the Wind* product - which I was more than happy with. (I stress this in no way questions the integrity of the seller). It wasn't until getting it home that I found writing on the sail - a number (38), a date (1992) and a signature. George confirmed it be an original, when it was made and to whom it was originally sold. To say I was elated would be an understatement. (Interestingly, his response started '*Thank you for reaching out to me*' - an Americanism which I was fascinated by).

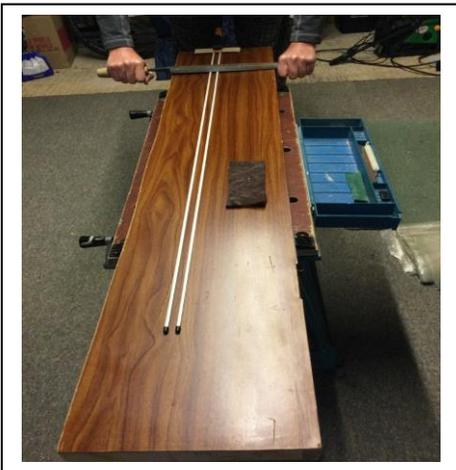
Unable to buy spars, George kindly gave guidance as regards their manufacture, not as simple a task as it first seemed! The 5mm fibre glass spars were to be tapered and the taper being variable along the length. Either one piece of rod or two joined by a ferrule was suitable. I contacted a friend with a number of GP kites (lucky individual) to seek an idea of dimensions but he was unable to help. He did, however, say he expected to see the kite flying at the Portsmouth KF (2022), so the pressure was on!

Choosing single piece spars, it was then how to create the taper - the options were to gradually reduce the rod diameter along its length or, more easily, flatten the rod on two sides. I chose the latter, but either way, the taper

obviously had to ensure the spar followed the spar pocket curvature to give the wings their correct shape.

Then to the methodology. The longest spars were to be 117mm and a suitable work surface was required. Having recently replaced flat-faced internal doors, one was cut to size and mounted on my ever-faithful *B&D Workmate* - surely one of the most useful DIY items ever made? Different cutting/planning tools were tried but a rasp (or 'father-less'!) file using the Draw Filing technique was found the most effective - the file was held at both ends and across the rod, at ninety degrees to the direction of filing and then moved back and forth in a controlled way.

However, whilst taper was important, so too was spar length. They needed to be particularly tight in their pockets so as to 'force' them to the outside edge of the pocket to create the decreasing radius at the wing tips. The spars unfortunately had to be lengthened beyond my original estimate to ensure such. Finally, the spars were sanded smooth and painted to seal the surface. This whole process took some eight hours, but it was worth it to 'resurrect' a true George Peters kite.



The kite was first flown at Portsmouth, as per the challenge set. However, Hugh B recommended the addition of short cross spars, as per the original design, to ensure the main body of the kite was held flat to the wind. The mods were made and the kite flown at September's Dieppe Cerf Volants, not only singly, but also as part of a trio of *Dragonflies*. My 38 -1992 (bottom right) flew with siblings 53-1995 and 61-1996 of long time friends Hugh and Lynn B.



So overall, very satisfying and my sincere thanks to all who gave guidance - and to he who sold the kite.

Chris Mabon

Footnote:

Having no previous experience of working with fibre glass, I very quickly realised the need for a face mask when working with such. And when finish-sanding the spars I similarly realised that leather gloves were advisable - glass fibre splinters penetrate, cannot be seen and stay 'in' for a long time.

Management Report (Financial Position)

Actuals/Budget	2020/2021 Full Year	Notes:
Carry Forward	7711.04	
Income		
Renewals	0.00	
New Members	0.00	
Personal Insurance	442.00	
Kits	197.10	
Donations	0.00	
Miscellaneous Income	0.00	
Income Non-Cash Adjustments	0.00	
Workshop	0.00	
Fun Fly	773.50	1
Total	1412.60	
Expenditure		
Kit Costs	0.00	
Kit Postage	17.25	
Postage and Stamps	0.00	
BKFA	70.00	
Storage Fees	200.00	
Stationery	102.85	
Club Insurance	272.16	
Personal Insurance	425.00	
Depreciation	105.00	
Meetings	446.20	2
Miscellaneous Expenditure	251.13	3
Workshop	0.00	
Fun Fly	1648.19	4

Total	3537.78	
NET Position - Surplus or (Deficit)	-2125.18	
Carry Forward	5585.86	

1. Notes:

1. The Fun Fly includes £402.00 for food income and £717.00 for the raffle. Of the £717.00, it has been agreed that 50% will be donated to the Alzheimer's Society.
2. This is for the AGM for 2021 and 2022, plus new site for committee meetings which are not now free.
3. Miscellaneous Expenditure is primarily the £175.00 for one of last year's charity donations which will be paid this year instead an also appears on the balance sheet as a commitment
4. The Fun Fly costs is made up of Food, Cooker and Fridge hire, Toilet hire and Marque hire.

2. Analysis:

It's been a year of significant deficit, however, this was planned. You will no doubt recall the committee decided a few years ago to reduce the cash holding to c£5000, as per HMRC expectations regarding clubs.

As part of the plan, membership fees were frozen for 3 years.

This goal has now been achieved so membership fees will recommence for 2022 AGM.

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 aerials.

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 or wild 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.

This issue edited by Arthur Dibble,

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

Subscriptions for new members for 12 months from December 1st 2022 £16 (including 4 issues of Cowpat Hill and kiteflying insurance at events). £5 for each additional family member. Renewals will be reviewed annually. Personal Liability Insurance £13 per person.

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