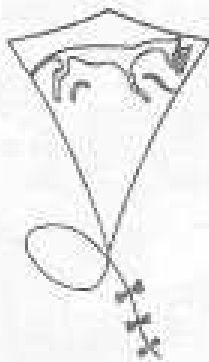


# Cowpat Hill

*White Horse  
Kite Flyers  
Autumn Issue*

*1995*

*October - December*



## **White Horses**

I am frequently asked by people who see our badge "you fly at Uffington, do you?" Of course I say "no". The immediate response is "Why do you use that symbol?" I have always let the reply mumble into my beard, with no real knowledge as I was not there when the club was set up.

However, following a recent meeting at Alton Barnes the horse there rekindled my interest. I therefore referred to Morris' Marples book "White Horses and Other Hill Features".

This revealed several interesting facts: Firstly our flying site at Barbury Castle lies virtually at the centre of the 11 white horses in Wessex. The newest of these is at Pewsey, the horse being cut out in 1937. The earliest is the Uffington horse now thought to be circa 1000 BC. So what better symbol to use for the best kite club in Britain?

Possibly the most interesting fact I came across was that the Alton Barnes horse, cut out in 1812, was done by a man called Harvey. Is he really that old???

For those of you who want to complete the reading the book is published by Allen Sutton, priced at £7.95. On it's title page is a line drawing of the Uffington White Horse that is perfect for scaling up for our logo.

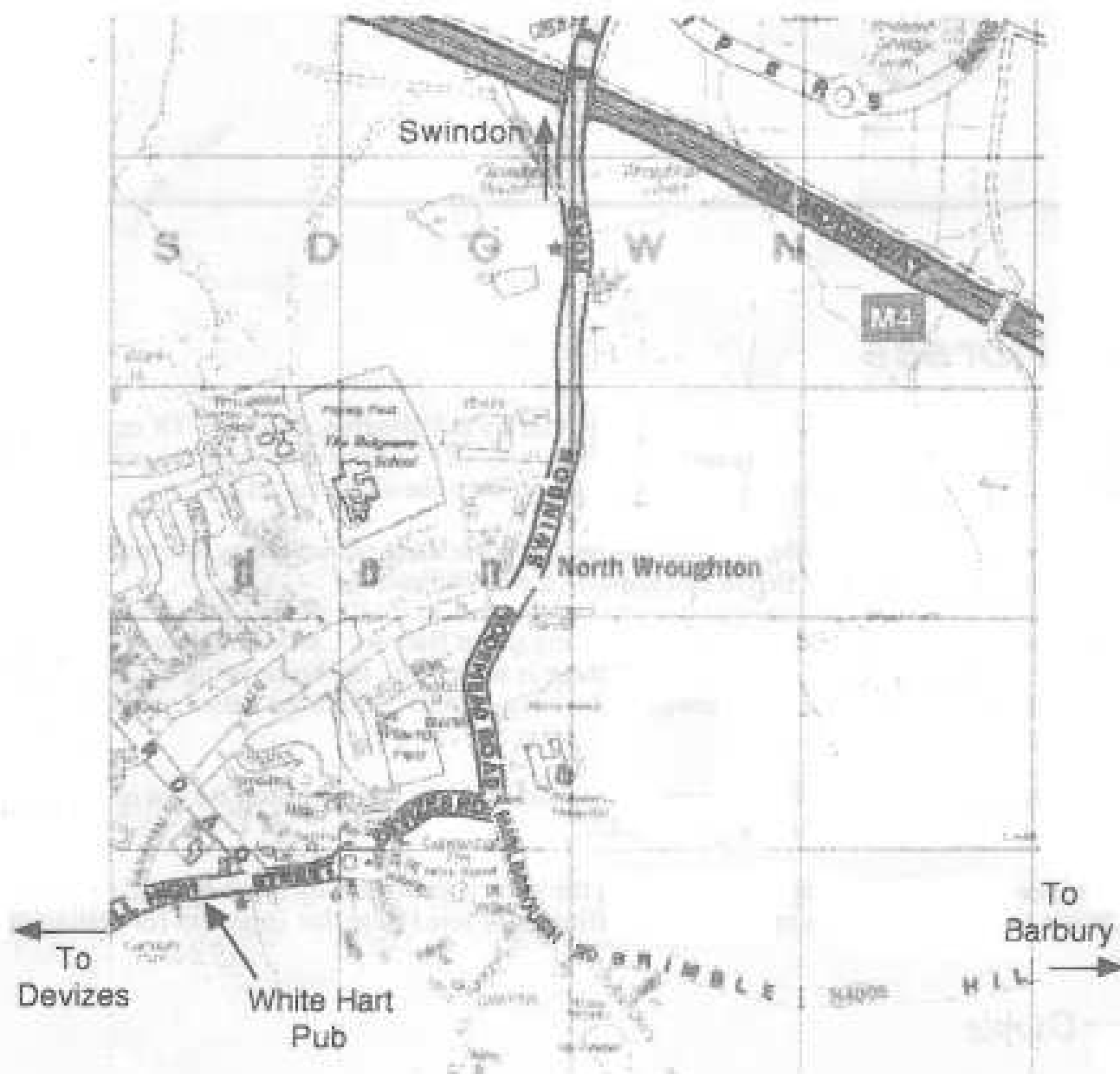
Arthur Dibble

# Robinson's Ramblings

Whilst helping out at the workshop at the Aldershot kite festival I had the pleasure of meeting a group of people who are starting a Cody society ( I registered the club as a member). Amongst these people was Mrs Jean Roberts, who lives in one of the houses that Cody used to live in. As she gets lots on inquiries about the houses former resident she took it upon herself to find out as much as possible. Has she has become an authority on Cody I asked her if she would write an article for us. This she did with pleasure.

I don't know if members are aware that Stretch Tucker, one of America foremost parafoil makers, is a member of our club. He has been kind enough to let us publish the plans for his "Whack Chop" kite. This is a small parafoil that Stretch uses as a sewing exercise when doing workshops. I have already made one and it flies very well for a small kite.

This years AGM will be held in the skittle alley at the White Hart pub in Wroughton (see map) on Sunday 12th November, starting at 1.30pm. A buffet of sandwiches and chips has been arranged so we will be running a raffle to help meet the cost. prizes needed. The day will follow the normal format with the November fly in at Barbury in the morning. You can retire to the pub any time you like after they open at midday. Don't forget that renewals are due at the same time. If you cannot attend you can send your money to the club PO box.



## Samuel Franklin Cody - Jean Roberts.

Almost all articles written about Samuel Franklin Cody will contain the sentence - 'Cody was born in 1861 [or 1862] in Birdville, Texas' - so that was where I began my research into Cody's American origins. Birdville is now part of Fort Worth where they have found no record of the Cody family - they say they wish they could as they are always receiving letters from England asking for information! Several years later, and after a considerable number of letters written and trails followed, I can write that Samuel Franklin Cody was in fact born in 1867 in Davenport, Iowa. As Cody's early life in America and later in this country was spent in 'Wild West shows', I can only assume that Texas had a better 'ring', for theatrical reasons, than Iowa. A fair proportion of Cody's early life in America, as told by Cody himself, also had a better 'ring' to it - for instance fighting off the Indians who had surrounded his family home certainly sounds better than attending the local school in Davenport until he was thirteen. I believe Iowa was free from Indian attacks. His being at school when he was thirteen also throws doubt on the story that he was illiterate, unless he was a very backward student.

Due to Cody's habit of romanticising his early life one wonders exactly how he first became interested in kite flying. He offers us several versions - the one most widely used is that when he was a boy in Texas they had a Chinese cook and .... 'like all Chinamen, he was a great kite flier, and he used to make kites to amuse me when I was a small boy. One day he made a monster kite, quite the biggest that was ever seen in our country, and the second time we flew it he told me to hold onto the tail and allow it to lift me into the air. That was how I became a flying man.' This story told by Cody to a newspaper reporter in 1909. Earlier, in 1903, he had told another reporter that ... 'he inherited his passion for kite flying from his father, and from his earliest days this was his favourite pastime. When he was too young to manipulate a kite himself he would join the ring of on lookers that watched his father and others endeavouring to break records in fine tails and heights obtained.' It is difficult to know which version, if either, is nearest the truth, as in the first newspaper report the Chinese cook was supposed to work on the Cody ranch in Texas and in the second report the reporter went on to say that Cody was said... 'to bear a strong resemblance to his famous father "Buffalo Bill".' They were not related.

I believe Cody came to this country in 1890. He spent the next part of his life appearing in music halls and theatres, both in this country and on the continent, with a 'Wild West' act. He started in a double act performing 'sharp-shooting' skills and was billed in some venues as 'Buffalo Bill's son' until it came to Buffalo Bill's notice, when Cody's manager was requested to change the billing. His act grew to include several children, all of whom could shoot and ride. Cody also undertook races between himself on horseback and cyclists, he of course invariably won. He said he first started kite flying in this country in 1893 but little is known about his work with kites in this period. It is assumed that he took all his kites with him when touring the country and experimented with them between shows. In 1899 he was performing at the Theatre Royal in St. Helens when a fire destroyed the theatre and all of Cody's kiting equipment was lost. It was a year before he could return to his experiments and in 1901 he wrote to the War Office trying to interest them in kites.... 'I am about to attempt some kite or flying machine experiments using a kite of my own invention called the Viva kite similar to the American Blue Box Kite i.e. flown on that principle with certain additions which I claim are an advantage over any kites yet flown.' He continued trying to interest the War Office in his kites giving demonstrations in various parts of the country. In 1902 he ventured into meteorological

experiments whilst flying kites in Newcastle which resulted in his becoming a member of the Royal Meteorological Society. His kite trials for the Navy in 1903, at sea off Portsmouth, were successful but apart from purchasing four sets of kites, Cody's services were not taken up by the Admiralty possibly because he had asked for a lump sum of £25000 to start with, a salary of £1250 per annum and a further £25000 when his contract was at an end! He showed his kites to the army at Aldershot in 1904 and was given a three month contract in May 1905 and on the 1st April 1906 Cody became responsible for the design and manufacture of kites at the Balloon Factory at Farnborough and instructor at the Balloon School. This move to Farnborough led to Cody's involvement with the Airship Nulli Secundus which made it's record breaking journey of fifty miles in October 1907 and to the transference of Cody's interest from kites to powered flight. His experiments in flying led to his becoming the first man to fly in this country, a journey of a quarter of a mile taking place over Farnborough Common.

Every facet of Cody's life is full of interest with very many stories to tell, but there is not enough time or space to tell them here. He died on 7th August 1913 when his aeroplane crashed at Farnborough instantly killing both Cody and his passenger. He was accorded a military funeral and was the first civilian to be buried in the Military Cemetery at Aldershot.

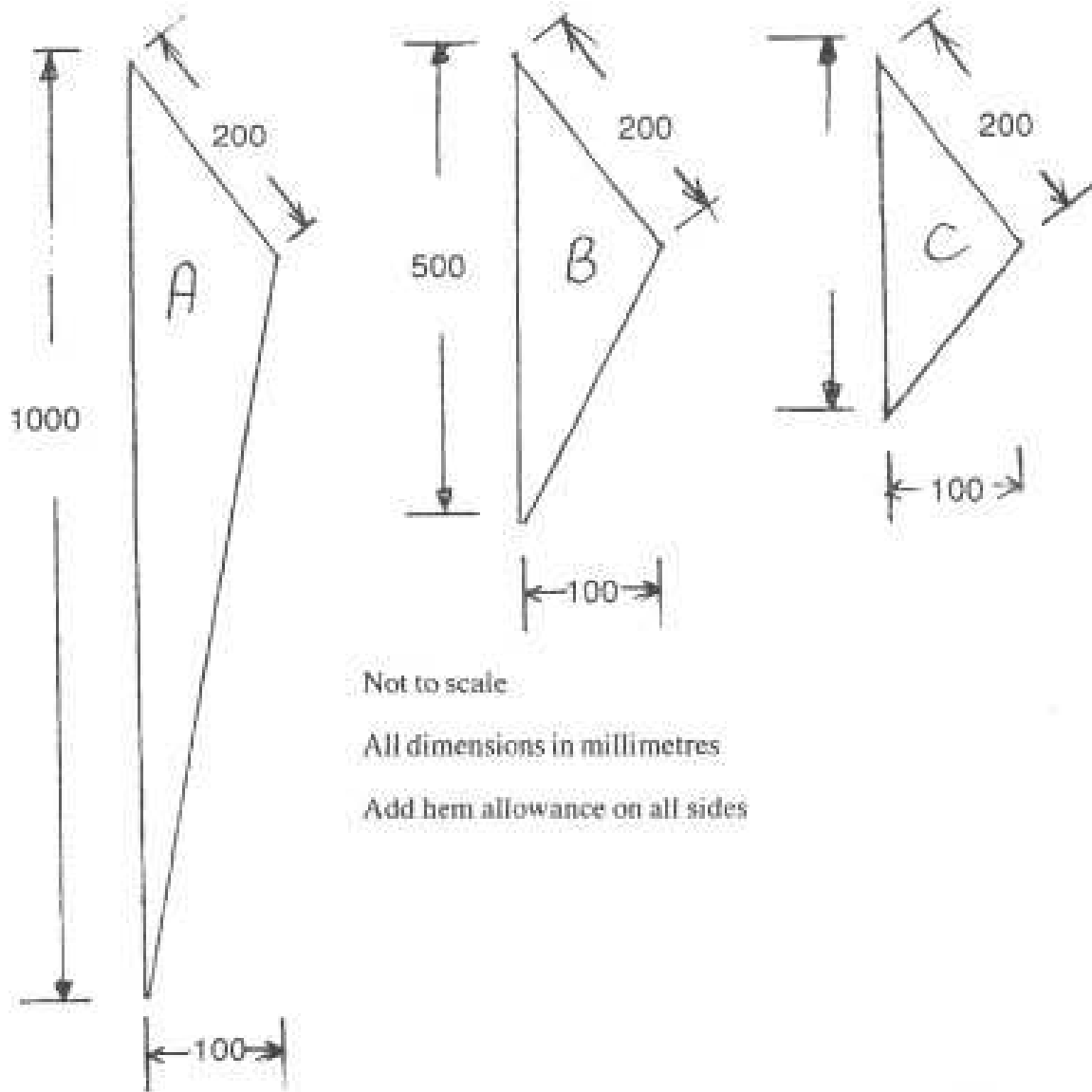
## Kite Wordsearch

The solution to last month's puzzle, I hope you remembered to give in your answers.

T	Y	O	X	D	Q	R	O	K	K	A	K	U	A	U
W	E	D	I	E	U	N	D	S	T	U	N	T	E	R
Y	S	T	Z	L	U	A	N	U	L	T	B	O	T	O
O	L	O	R	L	M	N	O	Q	Z	E	A	E	I	L
Y	I	L	Y	A	L	A	M	E	Y	R	C	D	I	L
B	O	X	O	R	H	N	A	C	E	O	Y	D	K	E
X	F	Z	I	O	A	E	I	M	A	T	T	Y	A	R
C	A	R	I	R	Y	R	D	X	S	I	C	O	S	Y
U	R	Z	N	T	I	O	E	R	U	V	D	K	A	P
N	A	D	E	A	F	N	I	R	A	E	F	K	G	E
O	P	T	T	A	M	F	D	Y	F	A	U	A	A	T
S	I	B	T	C	O	D	Y	N	C	O	N	Y	N	E
W	N	L	S	E	R	P	E	N	T	I	L	L	X	R
A	E	D	Q	L	I	N	E	E	S	L	E	D	Q	J
D	O	U	U	Y	N	N	E	J	Z	U	D	U	N	U

There were 20 kite names.

# Arthur's Christmas Star



Not to scale  
All dimensions in millimetres  
Add hem allowance on all sides

CUT

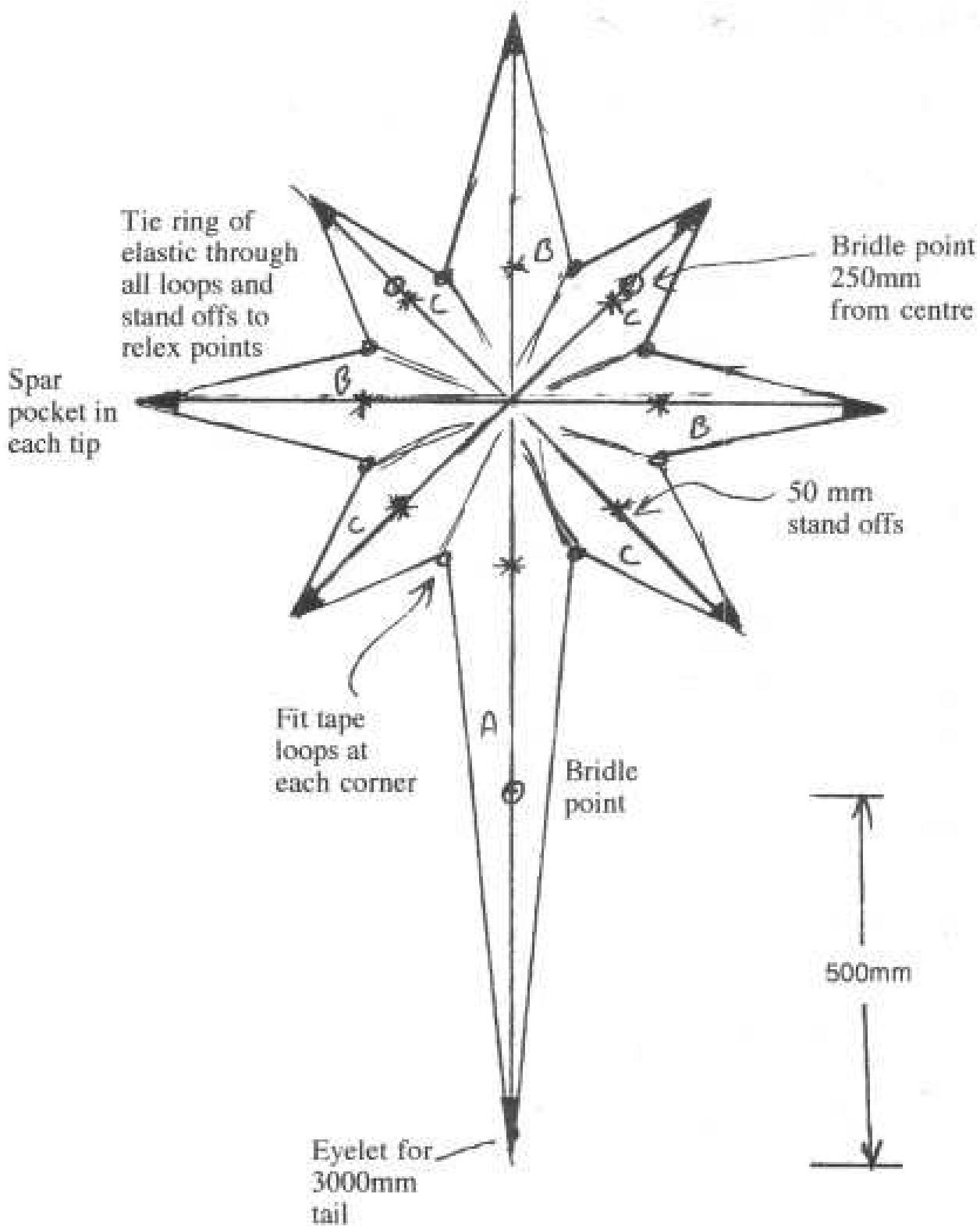
- 1 of A colour 1
- 3 of B colour 1
- 4 of C colour 1
- 1 of A reversed colour 2
- 3 of B reversed colour 2
- 4 of C reversed colour 2

Sew the pairs together along vertical, sew resultant points together along 200mm edges to form a star. Hem all outside edges adding pockets at each tip to take spars.

Spars are 5mm dowel, spine 1500mm, spreader 1000mm and 2 x diagonals 800mm. Tie in the centre.

1 lower bridle leg 900mm.  
2 upper bridle legs 600mm each.

Fly on 20kg line in a moderate wind.



8 standoffs made from 2mm GRP and clips from Tradewind.

Arthur Dibble

# 18th World Scout Jamboree

Dronten, Holland

1st - 11th August 1995

The 18th World Scout Jamboree: a gathering of over 30,000 scouts from over 165 countries who gathered in Holland for a 10 day camp. An opportunity of a lifetime for myself and the other 35 scouts from Oxfordshire to join the 3,000 other scouts going from England.

The site, on recently reclaimed land, was HUGE!! One and a half miles each way, containing 13 sub camps with 2-3000 scouts in each. The feeling on arrival at the site was indescribable. We were there, after 18 months of fund raising and hard work we had arrived. The temperature was 30 degrees plus.

One of the first things you realise is how friendly everyone is. How many places do you know where you could go up to someone and just say "hello" and have a conversation. Heaven knows what would happen if you did that in Oxford.

The whole event was focused on the motto "the future is now". This brought with it fun activities, awareness of world issues, friendship, enjoyment and most of all, culture. I say culture, as it gave me a chance to taste the way of life of many different people from around the globe. Being English, me and my colleagues could show everyone our lifestyle, as well as our leisure activities. These included kite flying. With the combined efforts of the White Horse Kite Flyers, for the donation of the ripstop and Peter Dawson (who is my scout leader and the person who introduced me to kite flying) for designs we made a team Rokakku. This featured the white horse, the jamboree logo and the World Scout Movement badge. Whilst at the jamboree I got the kite signed by the UK contingent leader, John May and the rest of the Oxfordshire contingent. I managed to fly it twice in the very short periods of free time that I had. It looked spectacular, dominating the sky it was in. It was a great feat of kite making by all involved and I felt proud to be a White Horse Kite Flyer.

I was not the only one with a kite. Other contingents, in particular the Japanese, were active in the sky. They had beautifully decorated fighters and superbly coloured fish wind socks.

The jamboree was an experience I shall never forget and the kite played an exciting role in achieving this. Thank you for all your support

Andrew Farrell



# Washington State International Kite Festival Long Beach - August 1995

A trip to America, a distant dream made possible by the generosity of our newly acquainted friends, not forgetting Martin, the old hand, planting the seed of Long Beach - the most popular festival on the West coast.

After a short drive (by their standards) we arrived at Long Beach. Everybody joyfully leapt from the car. Our steps turned into strides as we advanced towards the beach. The awesome sight of hundreds of kites in the air at one time was breath taking. Fast and furiously we were swept into the display arena straight into the arms of Don and Sonny - nor forgetting hugs and kisses the American way. By this time everybody knew that the 'Brits' had arrived. The 'Alien' was the first kite to touch the sand - Sean proudly 'strutted his stuff' in the midst of the other four line kites - none of which even compared to the precision of the 'Alien'.

Later that evening Sean and Martin could be found at the beach flying the Hagaman '80' tied to a log- what a beautiful site, made all the more elegant by the sun setting in the night sky. You may of heard of a 'bring a bottle' party, but a 'potluck' party could be defined as a 'bring a food dish' party. Anyway we were invited to one at the 'Animal House', need I say more?

On Friday, some of the more renown flyers were introduced to us 'Brits', Art Ross, to mention but one. Most of the day his team were seen to be wrestling with the immense force created by his monster sized flowforms, with some of the most exquisite designs imaginable.

We just had to go into the International arena - a display was called for. The lads launched 'Big Red' and the overgrown WHKF National Power windsock, closely followed by the Union Jack. All very impressive amidst the stars and stripes which littered the sky. Meanwhile, back at base camp, Dave and Janet were doing a Del Boy impression - a little wheeling and dealing.

Later that day, Marla was presented with a parafoil, intricately decorated with her tattoo, made by Phil Scarfe - by the way Phil next time you can touch the real thing. Postman Pat was unveiled, Marla was hooked. She tried various ways of justifying loads of money to pay for him, not forgetting the begging. Dave finally presented her with the present - well done Barry. It was fresh Salmon & Tuna for dinner, even now it makes our mouths water, followed by fireworks.

Saturday - Rokakku!! Martin, Sean and Sonny named themselves the 'Brits +1'. Unplaced in round 1, first in round 2 and second in round 3 placed them first overall. Their exhausting work was rewarded with a rosette - what happened to the \$50? To celebrate we all went to the beach that evening and sang along to the strumming of a guitar. Try it, it's great fun!

After the late night we got to the beach at midday, where we took part in the record breaking fly-in. The final figure was around 4000. The 'Twister' and the 'Stranger' were our pick of the day, attracting much interest, particularly the Twister. The weekend over, all we can say is 'we will be back'.

A special thank you to Diane Haegar, Don & Jeanne Mock, Ron & Marla Miller, Sonny & Kathy Hamner, Greg & Sue Clark and Dawn Frankwick for making the whole thing possible.

*Sheryl Murphy, Sean Simmons and Martin Croxton.*



# WHACK-CHOP KITES

PRESENTS

2 TO 6 HOURS

OF

AMAZING AMBIDEXTROUS ACTS  
↓  
FEVERISH FRUSTRATED FINGERBITING  
↓  
GROANING & GNASHING OF GUMS  
↓  
HORRENDOUS HAIRPULLING  
↓  
KRAFTY KINETIC KITEMAKING  
↓  
MAGNIFICENT MOMENTS OF MAYHEM.  
↓  
ROLICKING RAUCOUS RIBALDRY  
↓  
SCIENTIFIC SCINTILLATING STITCHERY  
↓

AND

ABSOLUTELY

NO ALCOHOL SERVED

A PRESENTATION OF SERIAL KINETICS CHEAP & NASTY SCHOOL OF LETTERING

Welcome to the weird and wacky, but wonderful world of kite making. Here at Whack Chop Kites we are constantly striving to find ways to confuse everyone into building difficult kites, by making it look easy.

This time we are determined to make you waste a lot of fabric, cut yourself with a sharp knife, stab your finger with a needle, run out of thread at a crucial moment, and generally pull out clumps of your hair (or someone else's) as you grind your teeth in frustration.

But it will be worth it!!! because when it is finally finished, when the last stitch is sewn, the last knot tied, you don't have to cut any sticks!! You just have to fly your kite.

You will need:-

- 84 inches of .75 ripstop (41" wide)
- 35ft of 30lb Dacron
- A sense of humour

You don't have to have these, but it helps:-

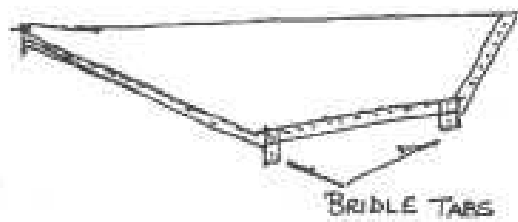
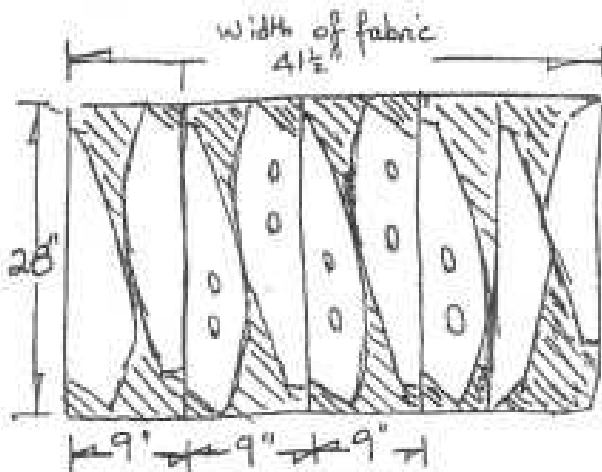
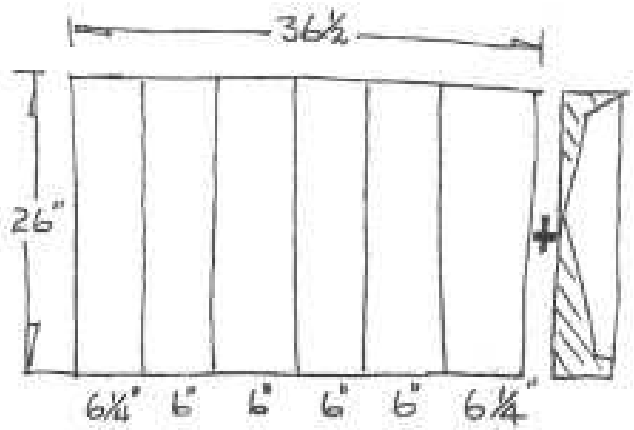
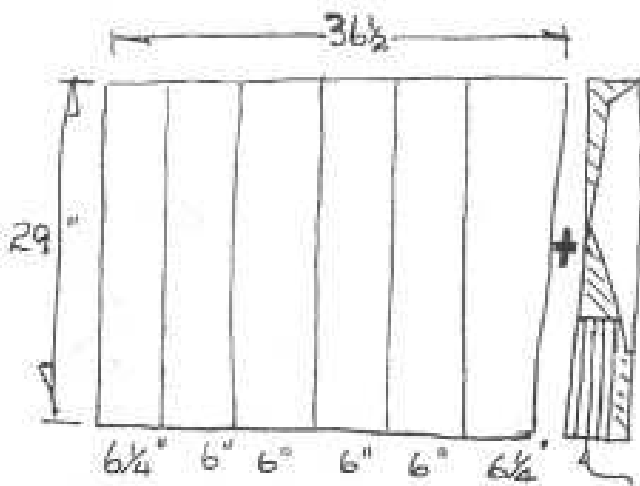
- pencil
- yardstick/metre rule
- razor knife
- scissors
- sewing machine
- thread

1. **Draw** on fabric:-
  - a) Base panel 36.5" x 26" { Draw seams at 6" spacing
  - b) Top Panel 36.5" x 29" { and 6.25" at the ends (see plan)
2. **Draw** around templates for 7 ribs & 4 keels. Draw vent holes in **5** ribs only. Use the vertical lines to piece together your templates.
3. **Cut** out pieces with straight edge, razor knife & scissors. Cut vent holes in **5** ribs only.
4. **Fold** once and sew  $\frac{1}{4}$ " hem along:-
  - a) Leading edge of top and base panels (one long side)
  - b) Leading edge of ribs (short side - **hem one opposite**)
  - c) Leading edge and bottom two edges of keels (**2 left-handed and 2 right-handed**)
5. **Cut** scrap fabric into strips  $\frac{3}{4}$ " wide. Fold into 3 lengthwise and sew down middle of each length. Cut into tabs  $1\frac{1}{2}$ " long. Sew 2 tabs onto each keel, at bottom corners, pointing down.

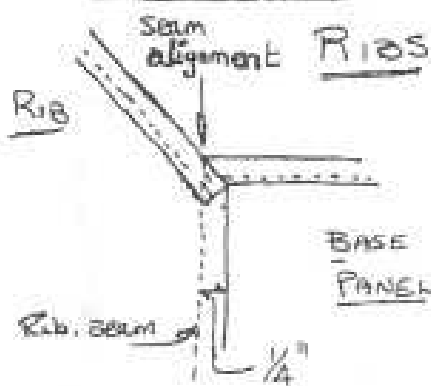
ALL ALIGNMENT IS AT LEADING EDGE

6. **Sew** ribs onto top panel (end ribs with seams inside) and sew keels onto base panel, tabs towards centre.
7. **Sew** top (with ribs) to base (with keels). For last seam roll up kite from sewn side towards last open cell. Wrap end cell around roll & sew seam. Pull kite out through leading edge.
8. **Draw** a line  $\frac{3}{4}$ " behind tail end of ribs and cut off excess fabric. Single fold and sew  $\frac{1}{4}$ " -  $\frac{5}{16}$ " hem across back edge of kite. Add tabs at corners & centre.
9. **Cut** 2 x 17 feet lengths of 30lb Dacron. Fold one in half, and half again:- tie loop with overhand knot to give 4 legs x 51" long. Mark all legs at 48" and tie the bridle onto the kite using one row of tabs. Repeat with second string and other row of tabs across the kite. Use a 12" piece of string to join loops. Larks head a ring or string loop onto 12" piece and position it approx  $3\frac{1}{2}$ " from front bridle.

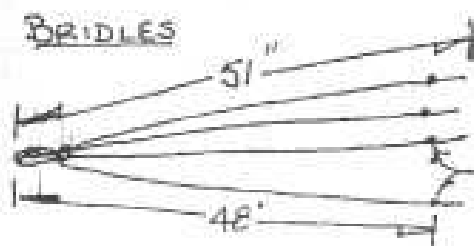
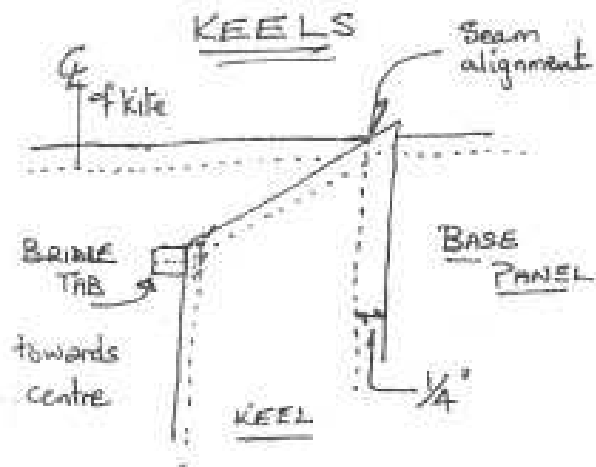
**GO FLY YOUR KITE!!**



ALIGNMENT OF



ALIGNMENT OF



mark at 48"  
(MAKE 2)  
SETS

AERIAL KINETICS

1/94 Stretch

DRAWINGS NOT TO SCALE

**FLEXIFOIL  
SPIRIT OF AIR  
AIRCRAFTS  
H.Q. KITES  
POWERHOUSE  
SKYBUMS  
HIGHFLYERS  
ARE ALL NOW  
AVAILABLE FROM..**

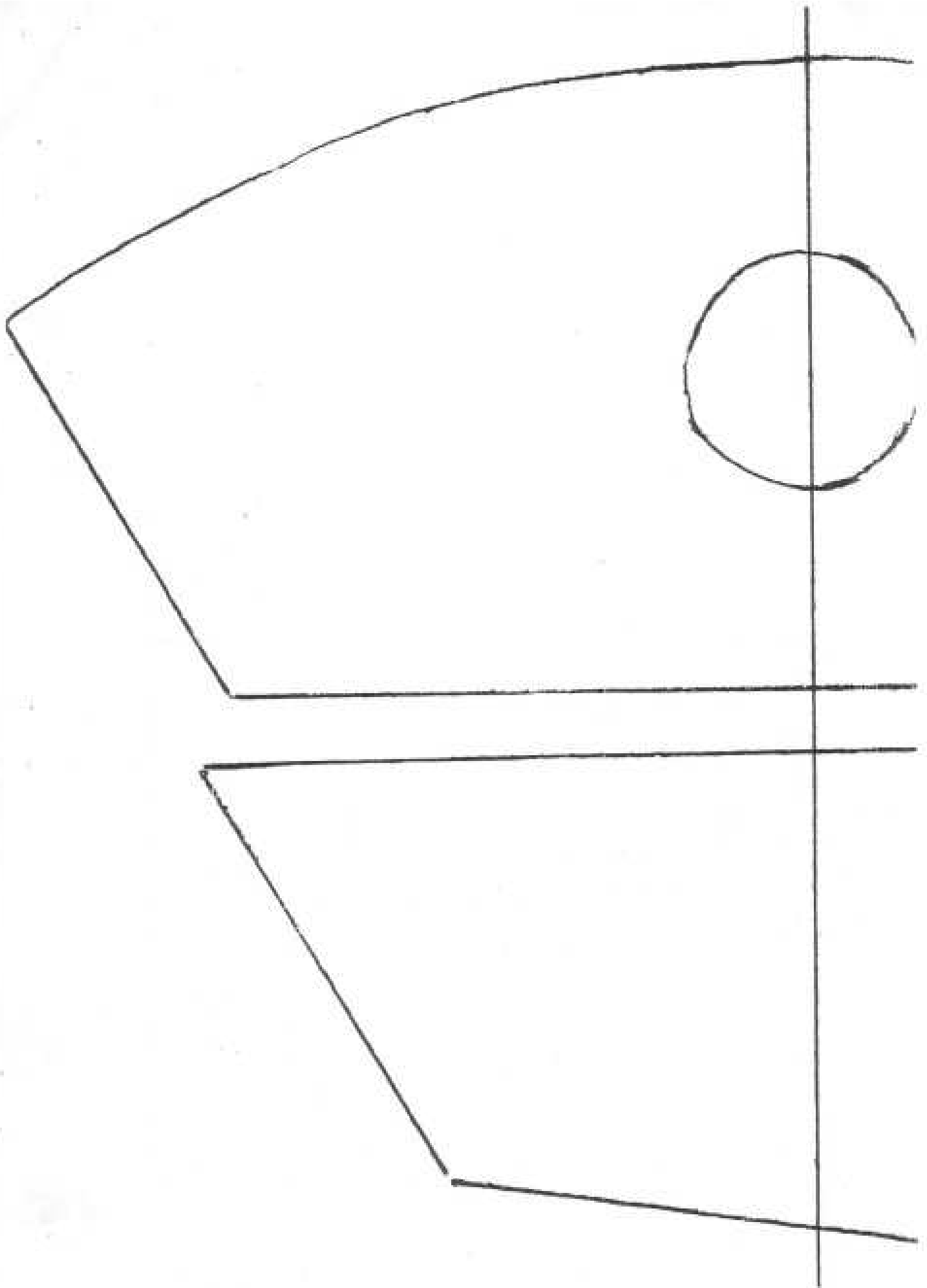
**KREATIVE KITES**

**59 BARTHOLOMEW ST,  
NEWBURY, BERKS RG14 5 HQ  
TEL 01635 528 400 9-5 MON SAT**

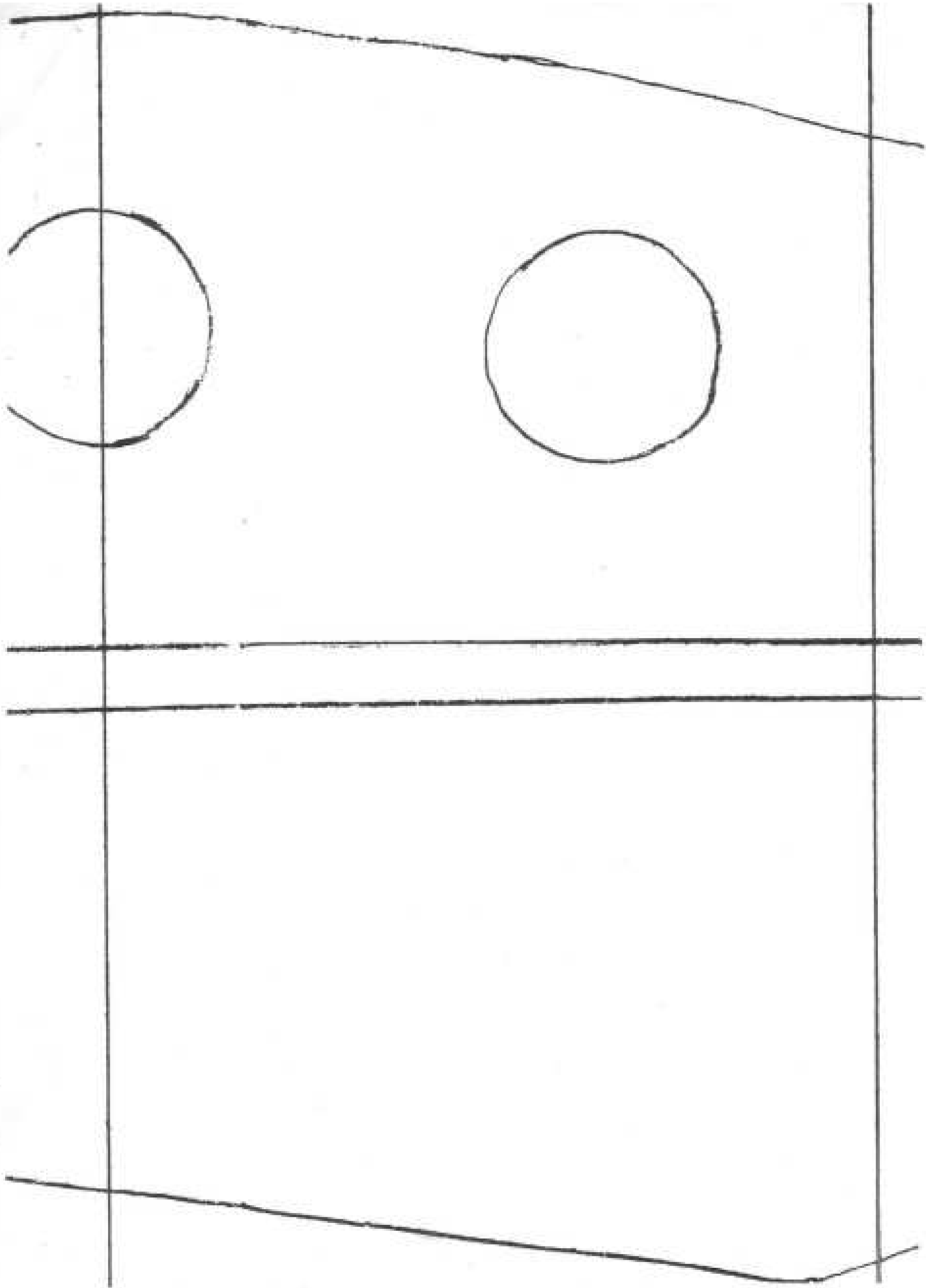
**10% DISCOUNT TO  
W.H.K.F. MEMBERS.**

**NEW**

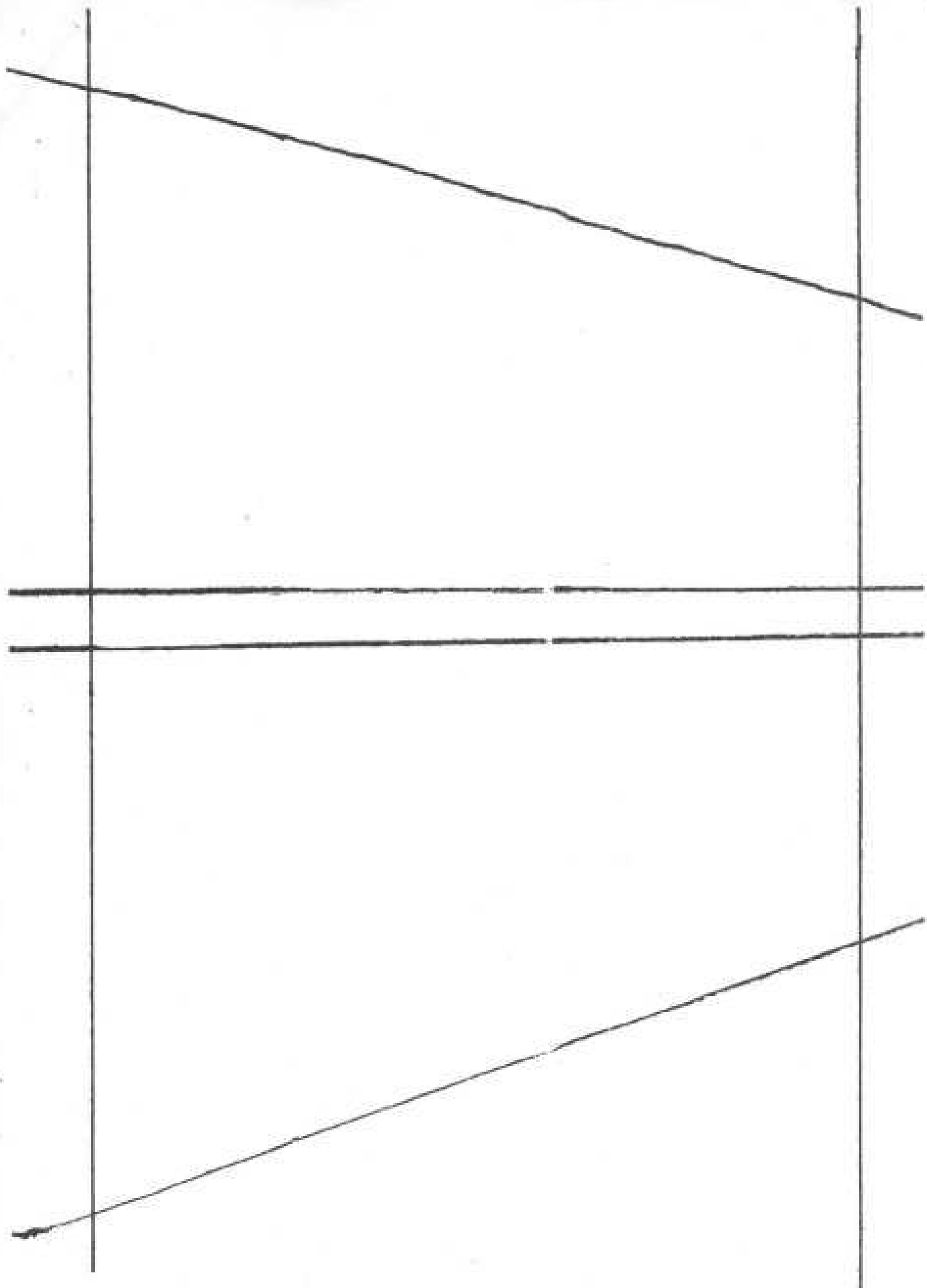
**SEND A S.A.E.  
FOR AN UP TO  
DATE LIST OF  
STOCK AND  
OUR UNIQUE  
KITE DATA  
SHEET  
INCORPERAT-  
ING AN UN-  
BIASED GUIDE  
TO EACH KITE  
WE STOCK**



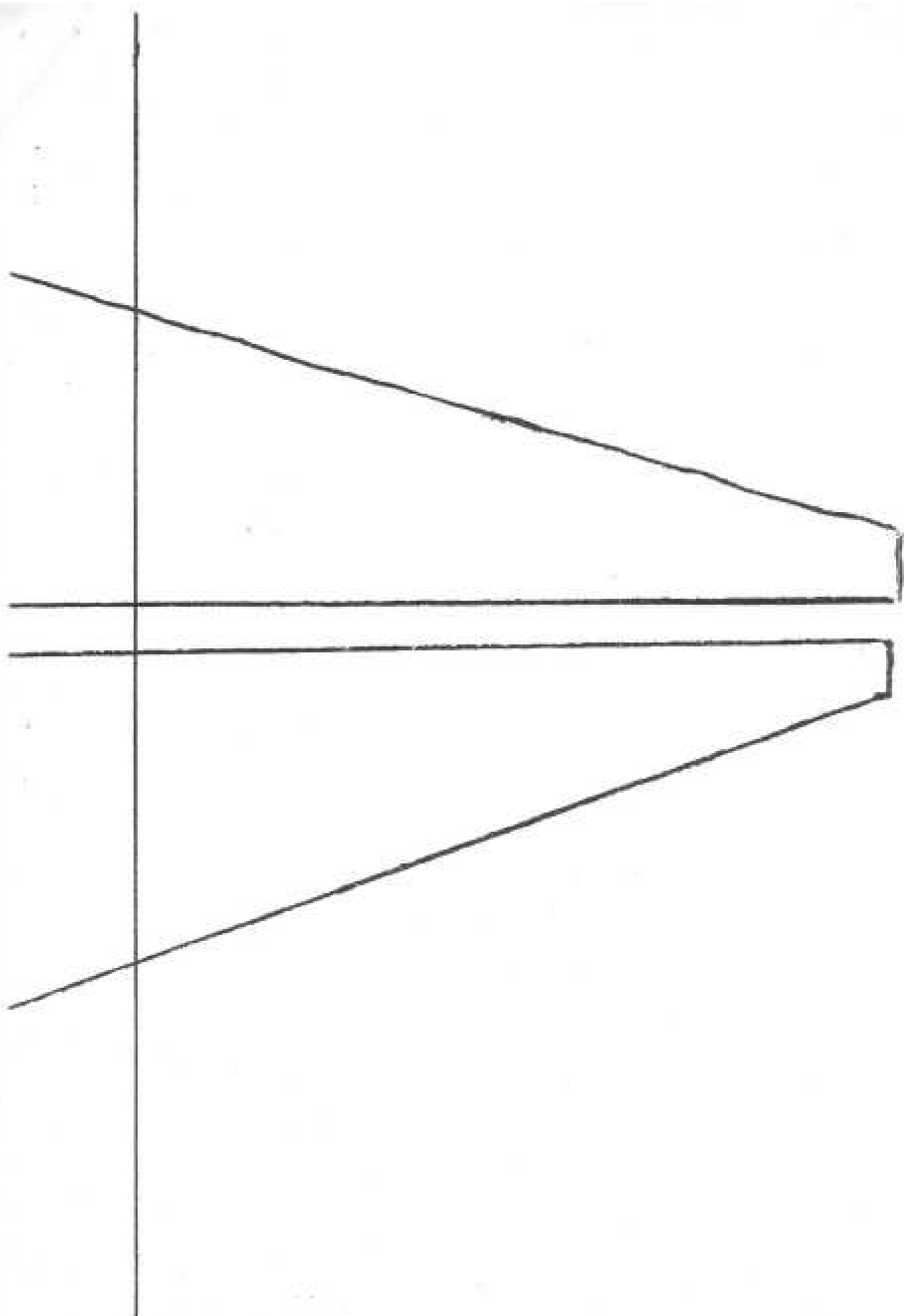
Whack chop kite piece!



Whack chop kite piece 2



Whack chop kite piece 3



Whack chop kite piece 4



# Sky Chat

Well here we are again at the end of another season of kite festivals, shows and other events. The weather has been fairly kind to us but, as always, we would like to the wind to be perfect every time. Many thanks to all who have helped during the year at workshops and displays.



The AGM is coming round again so put on your thinking caps for fresh ideas for the '96 season. There have been one or two suggested already, these will be discussed at the meeting. The '96 festival should be further down the line by then after Dave R and myself have had a meeting with the Science Museum. Hopefully without the snags of this year.

As you will see the AGM is at a different venue this year with only us in the room. It does mean that you won't have to watch you P's and Q's.

The club will have a new second hand trailer by then, lighter and easier to tow. The old one has given us good service but was a pig to tow, ask Pete Dawson. So hopefully if I cannot get to a meeting others will volunteer to take the trailer. Martin B has offered to do the sign writing again, many thanks Martin.



The beast has been repaired and flown, admittedly not well, at Portsmouth and Bristol. More work is needed to sort it out but only when we get the right wind. Why did the summer have to be so hot? I must have sweated bucket whilst trying to mend the beast.

There are many more things to say but they can wait until the AGM. So just remember to come along to the meeting and have YOUR SAY. We will be starting earlier because we have to finish by 5.30pm. The reason for the change of venue is that Les of The Calley Arms has retired from the trade. We wish him and his wife all the best for the future.

Don't forget the Mince Pie fly in at Bibury on 27th December. There will be the usual run of things. This years charity will be the Alzheimers Disease society.

Clean winds and tight lines.

Neil

## And finally a note from the Editor

Magazine time again, but only just. Two weeks ago I only had 2 articles so a very big thank you those all who supplied articles at short notice. An extra special thank you to Stretch Tucker for allowing us to print his kite pattern. I bet that will make a few clubs jealous. I hope you are able to fit the pieces together, the vertical lines are there to help. I've only used one staple this month to try to protect the pattern.

With the AGM coming up I need the answers to several questions. Sixteen issues ago, when I took on this job I had too many articles for every issue. Every quarter I had to decide which articles to leave out. Now it's not what to leave out but will I have anything to put into it. This poses two questions, do you the members want a club magazine? Do you want me to continue as editor? I am quite happy to continue but I can't do so without your help. If you really want this

magazine to continue then you must support it. It is only as good as the articles you send and at the moment the large majority isn't sending any. Don't leave it to others, it's not too difficult to write a few words about why you became interested in kiting or some other related topic. You never know you might actually enjoy it! With over 100 members we shouldn't find it difficult to fill the magazine. Well it's over to you, answers at the AGM please, I won't take offence if you feel it is time for new blood.

Well the season is over and plans are well advanced for next year. I must admit that the Jones family didn't get about as much this year, no excuses - we will try harder next year. The highlights of the year come from the Portsmouth fest. I'm not sure whether the Buzz Cocks concert or the showers (ask Doug Manners) take first prize.

## 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

15 Bucklebury Close, Stratton St. Margaret, Swindon, SN3 4JH

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.