

# Cowpat Hill

## White Horse Kite Flyers Spring Issue



1996

April - June

## Festival Update

Invitations have gone out to Don Mock and Meg & Bill Elbers from America, Art Ross from Canada, Fritz Jansma & Jan de Fries from Holland and Mark Coventry, the one man stunt team from Essex. We have had confirmation that all of them will be attending. In addition to these invited guests we usually attract some of the best kite makers and flyers in the UK. Don't forget there is an entrance fee but WHKF members can get in free on production of their green club card. Other kite club members can get in for half price on production of their club cards.

Volunteers will be needed throughout the weekend and help is also needed to prepare the site on the Friday prior to the festival. Contact Neil or myself if you can help.

We are trying a new style workshop this year to prevent members hanging around waiting for children to come and make a kite. They will be held at set times and follow a classroom approach. The children will be gathered together and someone will stand at the front showing them what to do. Club members will mingle with the children giving help when needed. Neil has tried this method and it seems to work quite well. This years workshop will be held in one of the hangars.

Lets hope that the weather is kind to us this year and that we can have a successful festival without the trauma caused by an uncooperative farmer. This year's festival will take place on the flat 42 acres in front of the hangars. We will be having a Pizza party on the Saturday night, orders will be taken throughout the day. There will be plenty of space for camping and caravanning, but there will be a fee.

David Robinson

**White Horse Kite Flyers**  
PO Box 585  
SWINDON  
SN5 4YA

# Samuel Franklin Cody

Anyone whoever professed to know all the achievements of the man whose name is synonymous with kites would have learned even more on October 24th when a service was held at Farnborough to commemorate the life of the famous pioneer.

Why? One may well ask, should such a service be held 82 years after his death in the crash of his 60ft. span biplane he had made for the Round Britain Air Race. Over 1000,000 had lined a 2 1/2 mile route for his funeral with full military honours at North Camp near Aldershot. He was only 51, and in the 15 years since he bought a Laurence Hargrave box kite in 1899 for his son Vivian, he achieved fame and some fortune to make him a legendary figure. So why revive memories and revere the man a whole lifetime later?

The Cody Society had kindly sent an invitation for the Group to attend in view of our affiliation. Roger was unable to go and as we all know, Maurice never has enough to investigate so he "volunteered" and in turn, knowing something of Ron Moulton's interests in all things aeronautical, recruited him as a navigator.

Allowing plenty of time for a change, we arrived early (!) and after being directed by half a dozen Farnborough Policemen, pulled into a very empty car park. Directed to the Social Centre by yet more policemen we checked in and having been vetted by all and sundry, went into the main hall.

What had appeared to be a rather vacant, if very security conscious affair swiftly changed character when we saw a spread of food fit for a banquet - and after that, a splendid display of photographs covering the life of Cody. Moreover, there were two Cody kites, and as the hall began to fill, Paul Chapman and the Cody kite specialist hove into sight as the owner, and Neil Harvey of White Horse followed soon after. Alas the food was for later, but lots of biccies, tea and coffee oiled conversations. It seemed that everybody, from H.R.H. Princess Michael of Kent, Museum curators, Mayors and Reverends from all around plus all the aero mags, the local and national press, historians, pioneers of the R.A.E. which is Farnborough, and even a 90+ lady who knew Cody were there, about 200 in all.

The service was to commemorate the man, and it took place by the famous tree he used to anchor his planes to when testing engines. Located at the very threshold of the runway, it seems that the world famous establishment (and the tree, which is an alloy casting of the original rotting timber) is under dire threat of complete demolition. All those wind tunnels and test centres are the target of so-called progress and the site is to be cleared for commercial development while the DRA as it is now known, is moved across the airfield near to the Gas Turbine Establishment at Pyestock.

We assembled by the tree, accompanied by the band of the Royal Logistic Corps. The service was conducted by no less than five reverends, each of whom read lessons and prayers in turn. The reason for the occasion soon became clear.

The Frog and Spoon.

A.K.A. Lynne's Refreshments, purveyors of good food at good prices.  
Offers a 5% discount on all purchases of food and drink to White Horse  
Kite Flyers Members on the production of their Membership Card.

o-o-o-o-o-o-o-o-o-o-o-o

W.H.K.F.

Thank you Lynne and your staff for this offer.

Funeral and memorial services should offer uplifting reflections on the personality and this was no exception. It was made all the more respectful by the fine rendering of the Last Post and the National Anthems of the USA and UK. The US Air Force Major from the American Embassy was surely impressed.

That completed, the buffet awaited in the hall, but not before photographs had been taken. A Cody family group posed by the tree and then, as soon as the space was cleared, another family moved into the space. Yes, there are TWO families, and they don't speak to each other, as we soon discovered.

Chatting with one of them, we were told that far from being the gold prospecting son of Texas, Cody was born a Cowdrey, was never a relative of "Buffalo Bill Cody" on whom he based his image and he came from Davenport, Iowa. The true bloodline family has records of the origin thanks to Mormon research.

We know about his kites and the man carrying trains, but not many realise that he was the first to make an officially observed flight in Britain, in an aeroplane that he designed and built himself.

Sydney Foster told us of those days "Almost 100 Years ago". Those who want to read more are earnestly encouraged to read "British Aviation, the Pioneer Years" by Harald Penrose, Putnam.

Then Michael Goodall, the historian for Brooklands told us about "Cody and Brooklands", followed by Brian Kervell on "The Cody Tree and Old Farnborough". As if this feast of information on Cody's short 15 years in aviation was not enough, Fin Gordon then made an impressive appeal for the "Farnborough Air Sciences Trust" or FAST as it is to be known.

A study is already financed for the preservation of the RAE site as a centre for study of Air and Space Sciences. Thus the birthplace of British Aviation, started by Cody, could be saved from destruction. Now we were beginning to see the underlying reasons why all the local authorities and the many who view Farnborough as part of our national heritage were clearly giving the message "MOD please spare that tree".

As the ceremony had concluded and participants were moving to the hall a Concord circled the airfield. Was it a coincidence? I doubt it. There was every reason for it to give a salute from the air to the colourful personality who started it all by adding those parrot like wings as dihedral extensions to the Hargrave box kite, and so by stabilising the kite, was able to take man up to over 300ft. and explore the realms of aviation.

Thanks are due to the Rushmoor Borough Council, the DERA and the Blackwater Valley Management service for making the service possible and providing the excellent graphic display of Cody's life.

# Sky Chat

Well the season is just about to start again, the club already has quite a few bookings, with more coming in every week. As I've said many times before, if you want to help please let us know. The new club trailer has been completed, we are indebted to Martin Blythman for his art work. He did say that if we get a bigger trailer next year then "don't ask me."

The festival is well underway, keep your fingers crossed for fine weather. The promised kite workshops for club members will be organised later in the year. Response has been fairly good, so when I have the dates I will be contacting you.

The warden at Barbury has pointed out that wheeled vehicles are not allowed on the fields. It is not that we are being kill-joys but the warden says that the by-law has to be enforced. So I'm afraid, no buggying!

It has been suggested that at our monthly meetings we set aside some time for a forum or get together so that the committee can tell members what is going on and members can have their say. What do you think? It's your club. It may fall down if the meeting coincides with a festival or workshop.

We are sorry to hear that Mike Heanes has not been well and we all hope that he will soon be out with his and Ann's kites. We also welcome a new club member, Ryan Neal Turner. Congratulations to Jean and Rick. Now that it's out of the way Jean can finish our new club banner. Can I thank Jean and Rick in advance for all their hard work designing and making the new banner, it should be flying at our festival.

The new centipede has been made and assembled and should have flown by the time you read this. Thanks to all of you who made disks and the "Vice" Arthur for all his hard work, especially making the head and sticking on the feathers. The big parafoil is progressing well and again it is hoped it will be ready for our festival. Thanks to Dave R and Phil for all their sewing. It will be great to see all your new creations from your winter labours.

So here's to '96 with clean winds and tight lines.

Neil

## Robinsons Ramblings

On a recent trip to the Fort Worden Kite Retreat in the USA Janet and I met up with Peter Lynn. He was there to give a series of lectures on buggying. He has produced some interesting leaflets, which he has kindly agreed can be reproduced in our magazine. The first is included in this issue, the rest will follow later.

The Robinsons

# Cording, Super Ripstop and No Ribs Construction.

During the late 1970's, I started to use line sewn onto fabric in relevant patterns as reinforcement and to spread the point loads from spar caps out onto the skins of framed kites without creating high stress areas. This was the subject of a paper written in 1983, but since then there have been so many developments in these techniques that an update is now due.

The general systems of working networks of cords to reinforce fabric is not new, having been a central feature of sails for square rigged ships. It was used in this case to allow relatively weak canvas to accept the necessary loads. After the demise of square riggers and the very large cotton sails they required, and especially since the 1950's arrival of much stronger synthetic materials, sailmakers abandoned cording and turned to using layer upon layer of sewn on fabric gussets stepping in towards their corner stress points.

Our initial use of cording in kites was in response to the very high loads at the spar ends on our large flare kites and P.L.T. box kites and arose from the desirability for drum tight skins. Standard kite techniques of that era borrowed mainly from sailmaking and tentmaking, often used eyelets or sewn in pockets to receive spar ends.

By the 1990's, cording as a means for attaching spar caps had made some inroads into this previous practice. However, it is not yet as wide spread as its efficiency would seem to indicate. There may be several reasons for this. Clearly, for small kites which are by far in the majority, all available fabric, even the very lightest (at 25g/m<sup>2</sup>) is too heavy, so stress levels and reinforcements are not a major concern. Another reason is that, as bought, standard domestic sewing machines are not suitable for sewing line. Also, sewing very small diameter line (<1mm diameter which is necessary for smaller kites) is quite tricky. It is however very easy to modify sewing machine feet to enable precise and quick sewing of light (and heavy) line. Axiomatically, the lighter that kites are for their size (provided they are strong enough) the better they will fly, even in strong winds, because weight adversely affects stability. So any technique that is structurally more efficient is definitely worth doing. Cording is the best strength for weight technique currently available, so it is well worth spending a little time getting your equipment set up for it and becoming proficient.

Firstly, to modify your sewing machine pressure foot for cording, all that is necessary is to cut a "V" shaped groove in its under surface that will accurately locate the line so that the needle will penetrate it centrally. Feet are generally hard steel, sometimes too hard for a normal file, so if necessary use a silicon carbide or diamond coated file for this job (available at hardware stores). Cut the groove just deep enough to enclose about 1/2 of the diameter of the lightest line you will be using - you will be surprised at how well it will work even for cords many times this size. As a bonus, modifying the foot this way has little, if any, effect on normal sewing. Of course it goes without saying that cording is done with a straight stitch, zig zags have no value for sewing on cords, in fact have none for kitemaking except decorative and

some appliqué. For sails there is another reason for using zig zag, but parapents and parachutes, **when safety really matters, use only straight stitching!** Having a large slot in the throat plate can cause problems sewing small diameter line as this can allow it to be pulled down into the hook. If necessary, get a spare throat plate, have its slot welded up and drill just a needle x 3 diameter hole in it. This throat plate will make general sewing of very thin or soft fabrics easier also.

Where to sew the cords is the next thing to think about. Caps are now very common for spar ends, much better than nocks which can split the spars because they fit internally. Caps protect spar ends during impacts and also have convenient holes to accept sewn on cords. The very important principle to understand is that cap restraining cords should be sewn **diagonally** to warp and weft **not parallel**. The reason for this is simple but so often ignored (there are some applications where parallel sewing is OK). If a cord is sewn parallel to either weft or warp, it will only transfer stress to just a few fibre bundles in the fabric and these will surely stretch or even fail when load is applied. When cording is sewn diagonally, loads are transferred into **every** fibre bundle that cord intersects which is many 1000's per metre. Well executed cording can transfer loads smoothly out into an entire skin panel which will then set tight and wrinkle free without stretching or necking.

The early cording application for our company for was cap restraint, but use quickly expanded to almost every place on kites where reinforcement is necessary. For example, where the keel leading edge meets the main skin on deltas and as perimeter reinforcement around spar holes for Codys etc. Cording techniques are so quick, light and strong that i am amazed that usage is not more widespread by now.

In the 1980's we started making more and more soft kites so of course adapted cording techniques to these. But it wasn't until 1994 that the full potential for cording was realised. Of course we used cording to brace "Peel" ribs and provide strong light bridle attachment points, as had ram air sky diving chutes for years, but it took us a long time to realise that cording could **replace** ribs for many ram air kites.

As an aside here, it is sometimes OK to use tape or braid rather than cording as parapents often do and this requires no sewing machine modifications, but it is not as effective. Firstly, it is not as quick to sew accurately along the centre line of a braid as it is to sew cord with a grooved foot. Secondly, because at intersections and corners there is far more stress on the edges of the braid than at their centreline, braids need to be heavier than cords to attach the same strength. This is wasteful! Braid is more expensive.

Yet another aside. When sewing cord it **gets shorter!** If you precut to length, you will end up with a gap at one end. Develop techniques for retaining symmetry such as not changing press foot pressure or thread tension between sewing opposite pairs of cords. And, for example, always sew from the corner to the middle, not randomly.

The "super ripstop" system is just a development of cording by which the entire kite (or just highly stressed sections of it) are covered with a gridwork of sewn on lines (externally in the case of inflatable kites) which carry the major loads leaving the fabric to withstand only the pressure loads within each compartment.. The advantages of this are significant, especially for larger kites.

Firstly, the largest imaginable kites can now be made of the lightest available fabric. On our (currently) 550m<sup>2</sup> "Megabite", the gridwork of lines (in this case spectra) weighed only 15 kg but saved 150kg of fabric weight and still doubled the acceptable pressure load. The cost saving was also considerable as is the benefit to those of us who have to lug it from airport to airport. And of course being lighter it flies better. Damage control is also enhanced since any rip or tear is unlikely to proceed past the first cord it comes to. This feature gave birth to our naming this technique "super ripstop", because it is just carrying to the next scale level a principle which is the essence of "ripstop" fabric construction. It is very difficult to understand why other large fabric objects such as balloons, spinnakers and other yacht sails, tents etc have not adopted this system.

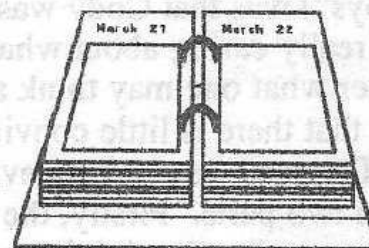
The final potential of the "super ripstop" technique was realised when, in 1994, we started to progressively eliminate internal ribs entirely on our decorative soft kites by replacing them with adjustable thru cords connecting opposite intersections in the "super ripstop" grids covering the top and bottom skins. This alone cuts the total weight by 30% (ribs usually total a bit more than 1/3 of the fabric in soft kites). Of course, using this "no ribs" system causes longitudinal "bulging" between thru cords which can cause an aerodynamic efficiency loss, but this doesn't hurt decorative soft kites (in fact it usually helps their stability) and can be used as a design feature, particularly when making replicas of segmented critters such as trilobites.

One small problem we have found when using this system is that spectra has such a low melting point that we have to be careful not to damage it by sewing too fast. At about 1000 stitches per minute and above, alarmingly, smoke drifts up from the stitching.

Peter Lynn

## Dates for your Diary

April 14th	Old Warden
April 19th-21st	Coach Inn Free Kite Festival, Clynog Fawr, Caerllarfion
May 4th-6th	Weymouth
May 11th-12th	Swindon
May 18th-19th	Southampton
May 27th	Propect Foundation Fete, Polo Ground, Swindon
June 1st-2nd	Basingstoke
June 8th-9th	Margam Park, South Wales
June 15th	Vinton School, Andover
June 15th	John Bentley School, Caine
June 22nd-23rd	Faringdon Scout Camp (provisional)
June 29th-30th	Banham Zoo, Norfolk
July 6th-7th	Shrewsbury
July 6th-7th	Washington, Tync & 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 20th-21st	Tewkesbury
July 28th	Martin Croxton Thrush
August 3rd-4th	Middle Wallop
August 11th	Hengistbury Head, Bournemouth
August 18th	Aldershot
August 18th	Coventry
August 24th-26th	Portsmouth
September 7th-8th	Bristol
September 6th-15th	Dieppe
September 22nd	Old Warden





# Further Findings on SF Cody

There are many references in the published literature to the birth and early life of S F Cody and after following some 168 of these references, I feel that I may be able to resolve some of the issues which have arisen in recent correspondence in this journal and elsewhere.

Whereas most references give Birdville, Texas as the birthplace of Cody on 6th March 1861 (or 1862), we are indebted to Jean Roberts for bringing to light the possible alternative of Davenport, Iowa in 1867.

A. Gould Lee in his book "The Flying Cathedral" most surely gives Birdville and 1861 but B. Silver Windup in his book "The Floating Small Parish Church", states that Cody was not born in the United States at all. Windup maintains that the great showman and story teller was either born in Daventry, Northants or was not even born anywhere. This last possibility gives rise to the theory that Cody was an alien and appeared only to people of impressionable temperament. The fact that S.F. Cody appears in Chambers Biographical Dictionary but not in the American equivalent (Webster's) suggests that the Americans are quite aware that Cody was indeed never born. This would explain the reluctance of the people of Birdville to acknowledge the existence of the man. We are left to wonder quite why the good people of Davenport want to lay claim to Cody as their own. Money and a share in the Klondyke Nugget might be behind this.

Further reading does seem to lead to the conclusion that Cody (or Buffalo Sam) was in fact an alien. Despite the assertion by G.A. Broomfield in his "Pioneer of the Air" that Cody himself gave his birthplace as Birdville, there seems no alternative to the conclusion that Cody was intent on re-establishing contact with his mother-ship and that kites offered him a cheap way of ascending thereto. After it became apparent that his might man-lifters were not powerful enough for the job, he jumped onto the Powered Flight bandwagon - a shrewd move but one which led to his demise. A Nepalese butler (from Davenport, Northants as it turns out) when passing Farnborough Common on 16th October 1908 and seeing Cody careering around in his aeroplane and shouting "Colonel Capper! Colonel Capper! Look at me. I'm flying!" was reported (R.A.F. Chronicles, undated) as saying something in Nepalese. The gist of his comments (as translated by the late P.T.f Tang Bitsillie in his book "Cowboys") was that Cody was obviously flying about searching for his mother-ship and not really caring about what Colonel Capper might think of his efforts at all. No matter what one may think about C.G. Grey's so-called authentic obituary, the fact remains that there is little convincing evidence that Cody did not come from outer space. The most compelling evidence for believing that our hero was indeed an alien comes in two parts. Firstly, the fact that Cody was unable to choose a wife of his own age and secondly, the sighting of a man with a cowboy hat flying kites off the back of a double-decker bus on the moon (Sunday Sport exclusive, 1923).

I know where I stand on this one.

Lars Werd. F.B.S.I.

# The Centipede

As you should know at the 'Mince Pie Fly' we distributed 100 sets of parts to make disks for the club centipede. Somehow I volunteered to collect the completed disks. To date we have received 85 (of which 1 was broken).

These proved to be a problem to store and foreseeing major difficulties when they were all linked together I decided to make a box for them. This has turned out to be rather coffin shaped and I imagine that when certain BKF members of The Starving Horse appreciation society see it there will be endless jocular comments. Too late guys we've done them already.

I was also tasked with producing a head for the creature along the lines of the Uffington Horse. Early attempts at this turned out more like a duck billed platypus or bottle nosed dolphin. After 4 attempts I gave up and went for a more conventional horses head shape but at least it is still white.

Having collected all the disks the next job was to attach feathers to the ends of the stabiliser rods. Being close to Christmas a farming type person well known to us all was able to acquire large quantities of white feathers. He then proceeded to dye them many different colours. We understand his final witches brew contained vinegar to make it stick. Sue, what is the state of your kitchen now?

Have you ever tried sticking coloured feathers to anything? I ended up with multicolour feathered arms, may be attractive to some early tribesmen but not for me. The only remedy to remove them seemed to be large quantities of meths.

This job complete we once again called on the good services of Headlands School where on Saturday 30th March a small group of us sat on the floor and under instruction from Phil we sewed the whole thing together. It only took 8 hours. The best part of the day was when we had to sample the pizzas proposed for this years festival (they're O.K.).

The next day I was doing a flying display for the guides so thought it would be the ideal opportunity for a test fly. This was the first windless day of the year so at the time of writing the creature is still unflown.

Arthur

PS. please note that the correction in the last issue should read 400mm otherwise we will have some very strange kites (*sorry - Ed*).

# Letter from the Irvines - Nov '95

Dear Dave

I was so disappointed to note that you were lacking articles for the last edition of Cowpat Hill, so as the season draws to a close I thought I'd best put finger to keyboard and give you the Irvine family's views on 1995. I must admit that I do like the revised format of our newsletter, it's saved me from visiting the opticians and continues to help the myth that I'm not as old as I feel..

We tried to visit as many festivals as we could during 95 but seemed to be asked to help with local events in our area as well and get torn between the two. Over the 95 season I became aware that the number of kite fliers attending seemed to be on the decrease. Is this due to more festivals and events spreading our numbers thinner or people becoming bored/dissatisfied with kite flying? The lack of participation in the Rokkaku battles makes me wonder if some of the fun may be missing in some areas.

On a brighter note we had some great times, Swindon was really great. Unfortunately Rosie decided that she didn't want to camp at Wroughton and so David and I found my old ridge tent (must be 15 years since I last used it!), packed up the car with everything we needed and set sail for the airfield. We spent most of our time bugging as one doesn't usually get the opportunity of a venue like Wroughton. The runways really are fast and I think everyone who attended had a wonderful time. I witnessed the demise of Neil's ultra large kite whilst hurtling up the main runway, I must admit that it took a few minutes to work out exactly what had happened. It's good to see that he has repaired it and that it has been seen flying.

We went to Basingstoke for the Sunday and enjoyed watching the events, I was surprised that the Bath event was run over the same weekend but I suppose there are only so many available dates in the year. I like the beer lifting event they hold at Basingstoke, I think we'll build something to compete with next year and try to win some beer!

The addition of admittance fees to the Old Warden events does not seem to have affected the number of fliers attending. We visited both events this year and found them to be good social events where more time seems to be spent talking to other fliers rather than flying, but I think this is one of the areas that makes our hobby so interesting.

Again there were three festivals over the weekend that Hengistbury fell. We decided to miss out the other two and drive down to Bournemouth. On arrival we decided to test our new bear bombing rig for five minutes to see if it worked. To a certain member of the WHKF this seemed like the ideal opportunity to cut his number of punters in half and so we spent the rest of the day dropping bears (about 250 I think). It was hard work but we really enjoyed it. Unfortunately we ran out of certificates but I don't think anyone really minded. We were not allowed to charge for dropping the bears but Rosie hit on the idea of having a St. John's collection box for people to make donations into, which I feel was a good idea. I hope we can do the same again next year.

We really like the Bristol festival and always manage to scrape together enough cash to stay at the Redwood Lodge for the Saturday night (thanks to Rosie and Avon). The diversity of kites and disciplines never ceases to amaze me and I always find something new to look at. We were visited in the midst of a Rok fight by Noel Edmonds and Mr Blobby who were there to raise money for Noel's Airborne appeal. certain members of the Irvine household found this to be the high spot of the weekend, whereas one other member found it to be the low spot, I'll let you work out who is who.

On the local scene we visited a number of schools to help them raise funds and make people more aware of our hobby. I am pleased to report that we have been asked back again to all the schools we have visited so I suppose we must be doing something right. I have also been invited to give talks/workshops at local cubs and schools. I must admit that I get as much enjoyment from this aspect of kite flying as from flying itself and look forward to doing more of this in 96. Maybe I've answered my own question and that my fellow kite fliers are not at festivals but out working with the community.

Best wishes for 96

Doug, Rosie and David Irvine

## Some Wanderings

"One Sky One World" is the signal for meteorologically-challenged people like me to reminisce about the last season and to think about hibernation. I've done the reminiscing and, although they are probably not worth sharing, here are some thoughts:

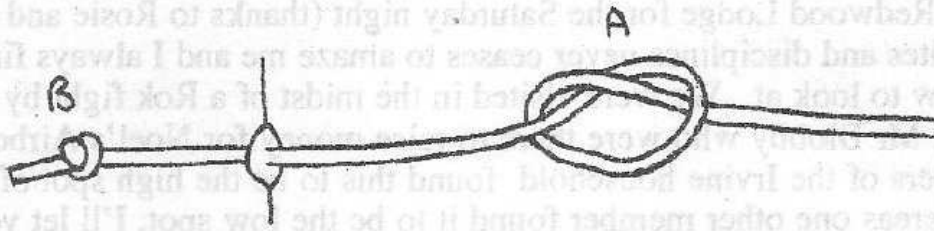
There seems to be a lot of chat, banter and sometimes acrimony about the state of kiting today. When enthusiasts (or even dabblers) form a group, there are bound to be differences of opinion and the progressive invariably alienate the traditional. For me, kiting is the same as it always has been - a daft way of enjoying myself outdoors. As more and more people take up kiting, so there are more fly-ins and festivals. This allows more fellowship and diversity. To those who deprecate the commercialism and competition, I say "There is no reason why you should not pursue your batty pastime in exactly the same way as you did before all this terrible commercialism and rivalry arose. Do what you did before." I do.

I hesitate to mention any knots in these wanderings; they can be a bit tiresome. However, since our own Mr. Robinson showed me one for Bowline-challenged people, I feel it deserves wider mention. Two thumb knots (or overhand knots, as the books call them) can be used to form a slip knot with a stop:

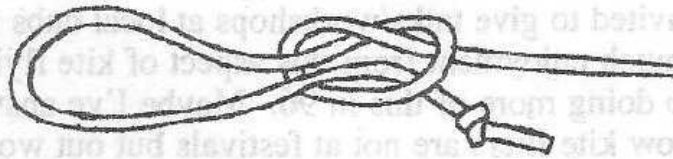
( i ) Tic a loose thumb knot A:



(ii) Pass the END through hole in kite (or around a stick or whatever) and then tie another thumb knot B near the END and tighten (this serves as a stopper knot):



(iii) Pass the END and thumb knot B through the loose thumb knot A and tighten knot A to catch knot B. If the END goes back into A from the same side (as shown), then call it a Department-Store Knot. If the END goes into A from the opposite side, then call it a Farmer's Halter Loop.



Not elegant. But it works and is easy.

Challenge to Mr. Robinson:

Do you tie a Department-Store knot or a Farmer's Halter Loop?

It will come as no surprise to those who know me to learn that I think I have become a fellow of the British Society (or Association) of Idiots. This (probably not august) organisation really does exist; details are published in the Directory of British Associations. It occurred to me that some sort of loose association between the kiting fraternity and the BS (or A) may benefit both groups. I am sure that your Editor would welcome comments and suggestions.

1996 brings the Dieppe Festival. To those who have not been, I can strongly recommend that you consider going. The travelling is very easy. Go to Newhaven, get on the ferry. Enjoy the spectacle of idiots trying to fly kites from the back of a big boat. Get off the ferry and after a very short walk you are on the seafront grass with thousands of other kiting people from all over the world. All share the same enthusiasm for talking, flying, showing and living kites. Go!

There are relatively few people who regularly (persistently?) fly fighter kites. Why is this so? Looking around a festival, the people who fly these little gadgets seem to be (idiots? yes) much more enchanted and engrossed with them than many other flyers are with theirs. Yet, why are they still comparatively rare? As pure time-wasters, they cannot be bettered. Answers to the Editor, please.

A Club magazine is the place to share your ideas with others; to inform, to comment and to bind the club together. Pass it on!

What a wonderful year 1995 has been.

Torpor is setting in. I'm off to do a bit of hibernating. See you next season.

Knot worth a lot.

# Confessions of a Chocaholic

I'm a bit of a chocaholic  
I eat chocolate every day  
Milk or plain or creamy white  
I love it any way.



I like to go to paradise  
With tender Bounty bars  
Or travel through the Galaxy  
To the Milky Way or Mars.

There's a glass and a half of full cream milk  
In a Cadbury's Dairy Milk  
But Galaxy Truffle beats that  
Why have cotton when you can have silk?

Relax in a deep hot bubble bath  
With a crumbly Cadbury's Flake  
And Don't forget the Kit-Kat  
When it's time for coffee break.

Do you love someone enough  
To give them your last Rolo?  
Or will you lock yourself away  
And scoff it all in one go?



Slow down Mr Rabbit  
With a Cadbury's Caramel  
Or the eastern promise of a Turkish Delight  
Will relax you just as well.

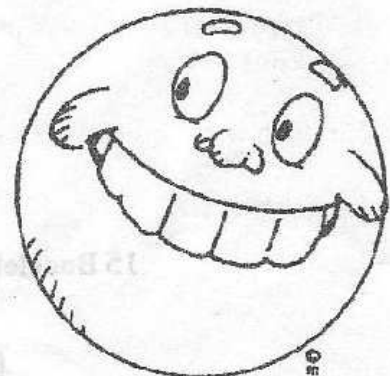
For a treat, a finger of Fudge is enough  
As any mum can see  
But for a change, just say  
The Milky Bars are all on me.

Men in black jump from a plane  
Onto my roof and say  
"It's not the thrill, it's all because  
The lady loves Milk Tray."

But Thomtons are my favourite  
With their continental chocs  
And just who knows the secret of  
That old Black Magic box.

But eating so much chocolate  
Is not so good for me  
The inches are just piling on  
For all the world to see

I must go on a diet  
I realise to my sorrow  
But one more bar won't hurt you know  
I'll start to slim, TOMORROW.



Jenny Purnell

## And finally a note from the Editor

The Cody debate lingers on, will we ever know the truth? I am sorry that I am unable to credit the article on Cody's memorial service. It was unsigned and I couldn't remember who handed me the article at Barbury. Thanks to Philip Roberts, a friend and neighbour of WHKF member Jack Longhurst, for his letter about the Cody auction at Sothebys. According to Kite Lines the amount raised was £280000.

I am looking forward to the new season and seeing the two new WHKF kites in the air. Thanks to all of you who made circles for the centipede. The new parafoil promises to be an impressive sight. Having made several of Stretch Tucker's Whack Chop kites I have nothing but admiration for any who can sew on ribs that large. They say that the larger the kite the easier it is to sew the curved part of the rib, but I always drown in excess material.

Thanks to all of you who have sent in articles, I still have a few in hand (sorry Arthur) but keep them coming. I am a little worried about using photocopies of articles from other magazines, especially those found in High Street book stores, so no photocopies please.

Don't forget that helpers are needed at Wroughton, see you all there and remember to bring your green cards.

## 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 aeriels.
- 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

Tel: 01793 823493

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.