

COWPAT HILL



**The Quarterly Kite
Journal of the....
White Horse Kite Flyers.**

**Published during the
Spring, Summer,
Autumn and Winter.**

COWPAT HILL has been written, edited, produced, and
printed entirely by WHKF members.



SUNBURST

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CONTACT
DAVE TOMLINSON
225 LOWER WAY
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TEL 0835972186

KREATIVE KITES

SUMMER QUARTER 1993

July - September

Volume 3, Issue 7

COWPAT HILL

The kite journal of the
White Horse Kite Flyers

Kite n. a light frame of wood and paper
constructed for flying in the air.

Discount on kite sales from:

Dave Tomlinson of KREATIVE KITES
(inside cover)

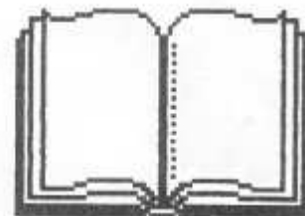
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Richard Marsh of TRADEWINDS KITES
(back cover)

offering WHKF members 10% discount with 6% on
all credit card transactions

Dates for your Diary

July 3rd-4th	Shrewsbury
July 3rd-4th	Washington, Tyne & Wear
July 4th	Park House School, Newbury (NBS)
July 4th	Morgan's Hill, Devizes
July 10th-11th	Monmouth
July 17th-18th	Alton Show
July 24th-25th	Shalbourne (Hungerford)
July 25th	Weymouth Family Kite Festival
August 1st	Middle Wallop
August 7th-8th	Berkshire Balloon Festival, Littlecote House
August 15th	Hengistbury Head
August 28th-29th	Portsmouth*
August 30th	Wiltshire Balloon Festival, Lydiard Park*
September 3rd	Kite Society Convention, Bristol
September 4th-5th	Bristol
September 19th	Salisbury
September 25th-26th	Clere School, Burghclere (NBS)
October 3rd	Old Warden*
October 10th	One Sky One World, Barbury



NBS indicates a Newbury Building Society event, * indicates that the dates for these events have changed since the last issue.

Don't forget the monthly fly-ins at Barbury Castle on the second Sunday of the month. **There will be no club meeting at Barbury during July** because of an equestrian event that is taking place. The kites would frighten the horses.

All events must be subject to local weather/flying conditions.

Kite & Material Stores to Try

THE KITE STORE

48 Neal Street
London WC2

KITE & BALLOON Co

613 Garratt Lane
London SW18

MALVERN KITES

The Warehouse, St Annes Road
Gt Malvern

KITEABILITY

2 Garfield Road
Enfield EN3 4RP

Don't forget to send a stamped addressed envelope

Editorial

It's Different Again.

Yes the layout of your favourite kite magazine has changed yet again. I now have a new computer at home which is much more suited to the task of producing a magazine. Maybe the layout will become more consistent, well for at least 2 issues. At least it keeps you on on toes.

It would appear that some of you actually read our magazine. It was nice that Neil received so many offers of help for the festival. It is a shame that more of you don't offer to produce something for Cowpat. It is only as good as the articles you write. It would be a shame to have to change the format of Cowpat because of a lack of material. It nearly happened this time so thanks to all of the contributors, new & old, especially Les Owen & Mike Swann for rallying round and writing articles. Please please please can I have articles for the next issue? It is due out in October so try to get them to me by the middle of September.

There are a few changes to the dates published in the last issue. The festival at Portsmouth is on Saturday 28th & Sunday 29th August and the balloon festival at Lydiard is on Monday August 30th. The fly in at Old Warden is now a week earlier than previously published, it's now on Sunday 3rd October. There will be no club meeting at Barbury in July. Our normal Sunday coincides with an equestrian event and people were concerned that the kites would frighten the horses.

Another event that has recently come to my



Dave Jones
15 Bucklebury Close
Stratton St Margaret
SWINDON
SN3 4JH

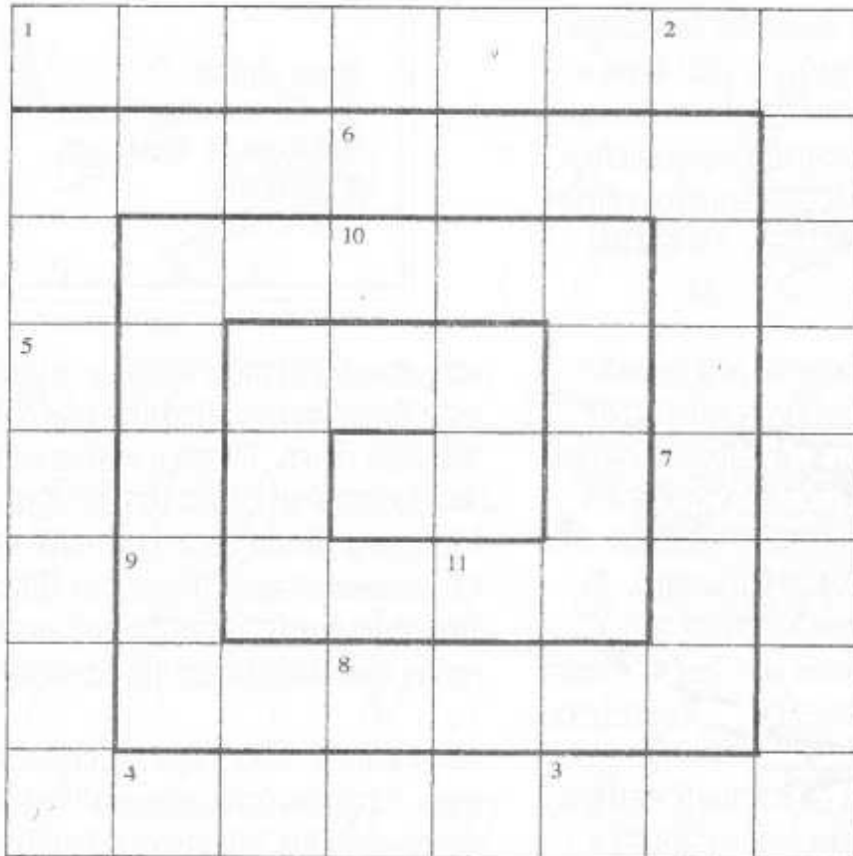
attention is a family fun day at Morgan's Hill near Devizes organised by the Wiltshire Wildlife Trust. They are advertising it as a family fun day with a Teddy Bears Picnic & kiteflying. It might make a nice change to the normal events. If you are interested, you turn right just before the dual carriageway going into Devizes on the Avebury Road.

The festival/workshop season is well underway. We have been plagued by indifferent weather so far, let's hope it improves. Many thanks to all who have helped at any of the events, keep up the good work. Help is desperately needed at Hengistbury Head on August 15th. We are in charge of the teddy bear dropping. See Dave Robinson if you can help.

I hope you like the new club pins. They are certainly different and seem to have been well received by the collectors. If you haven't seen one there are still plenty available.

Finally, when we are flying at Barbury can we try to keep the single line and twin line kites separate. For the benefit of our newer member we like to fly stunt kites in the field between the car park and the castle.

Puzzle Page - Dave Jones



Work clockwise around the grid starting with clue No. 1 The last letter of each answer is the first letter of the next answer.

Clues

1. Purveyor of barbed wire & sticky plaster.
2. Pat & Ron.
3. Let's face it, it's a traditional Japanese kite.
4. US kiteflying state.
5. What every kite flier dreads.
6. Familiar kite shape.
7. Unusual one, that every kite maker hopes to find.
8. The "Chair".
9. Martin.....
10. Available to WHKF members thanks to the "Sec".
11. What Doug Hagaman is famous for.

Stunter's Tech Tips - Mike Swann

With the low winds we had at the June meet, a few of the dual-line flyers actually talked to each other!

Several ideas were swapped, and I thought it might be a good idea to continue in the newsletter.

So, at random ...

Turns

The natural reflex we all seem to have is to steer the kite by pulling the line in the direction we want to go. You can get the same result by pushing on the other hand, but with a somewhat different speed of turn. When you pull, the kite accelerates into the turn; when you push, it decelerates. It can make a lot of difference to landing.

Setting up

Attach lines to handles. Put handles over ground stake and run out lines. Assemble kite and attach lines. Doing it this way means your kite is never going to be unattended whilst unattached.

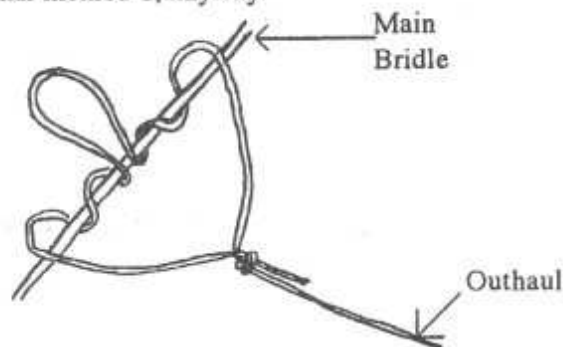
Adjusting bridles for wind speed

In low winds, move the bridle point up slightly. This will give a bit more forward drive and make it easier to "pop" the kite with a quick tug. When the wind is really a bit strong for your kite, raise the bridle point again. Although this seems contrary, what you're doing this time is letting the wind spill under the trailing edge.

Bridles

I don't like to use bits of hardware on the bridle, but still want easy bridle adjustments. There are two methods I know.

1. As used by Top of the Line and Sasaki Kite Fabrications, and possibly some others. Arrange your bridle in the normal way from top of leading edge to bottom of spine. Take a separate piece of line and tie it into a loop about 4 inches long. Attach this separate loop to the main bridle using a catspaw. This is the same as a larkshead, but you take it round twice. Tie a loop in the end of the outhaul, and larkshead this to the loop. Attach flying lines to the loop.
2. The Swann bridle! I worked this one out before I found method 1, and I prefer it. Tie a 4 inch loop in the end of the outhaul and catspaw this loop to the main bridle. Takes less words than method 1, anyway.



Stunter's Tech Tips cont'd

To adjust both of these, pull on the main bridle each side of the catspaw. It straightens out and the loop can be slid into the new position. Now pull on the loop and outhaul, and it all locks up again.

Since reading John Browning's articles on knots (thanks John), I attach my flying lines using the slipped sheet bend. I find that in a strong wind, the tension on the line causes the sleeving to bunch and make it even more secure. Dead easy to undo too.

With method 1, there is a fairly chunky knot at the "end" of the loop. A common way of attaching flying lines is to put a slip knot in the end of the line, pull it over the knot, and pull tight.

Take your pick. No royalties required on the Swann bridle.

Line winders

I like to use figure 8 winders because they are cheap (make them out of plywood) and effective. If you make a practice of running the line over through your fingers, you can keep an eye on the state of the line. Using a figure 8 winding action keeps twists out of the line, so you can dispense with those nasty metal swivels. With a bit of practice you can wind quad lines tangle free and fairly quickly.

Lines and handles

I put plain white sleeving on one line and coloured on the other. I can then be quite sure that I don't set up with the lines crossed; the coloured sleeving is **always** on the right/red handle. I do the same with quad lines, but always use spectra (with the coloured spiral) on top, and plain white dyneema for the bottom.

Movement

Practice flying a big loop. When the kite is going down, walk forwards and when it's going up walk backwards. This gives a more consistent speed to the flight. After a while you will find yourself moving to control the speed all the time.

Thanks for those tips Mike, any more out there?

Thank You

Dear Neil

I received a copy of your "Cowpat Hill" today which reminded me to write to thank you for your help at the Milton Keynes Kite Festival the other weekend. I'm sorry I missed you (illness, kids and rain don't mix!) but I caught you later on TV. Good to see you're as jovial as ever!

Best wishes anyway and good luck with the Swindon Festival.

Mel.

This letter was received from the Arts Worksop Trust Limited after the Milton Keynes Kite Festival. Neil is becoming quite a TV star. Almost as famous as Paul Morgan. Didn't he do well!

WHY THE DWARFS? - Arthur Dibble

This is a question I asked myself part way through sewing number four. The answer is probably a touch of the old "Kiteitus". Either that or madness in my old age. Be that as it may, their history is as follows.

As most of us do during the long, dark winter evenings when only the hardy (or is it Harvey?) venture out into the fresh air, I was pondering (no it's not illegal) on the next kite I should build. Beside me I had "Pelham" which interested me and on the open page of Kiteflier was the Kiteability advert with the long sectioned tail. Two things led to another and the ideas went on from there. To start with it was to be a one off clown's face. If only I'd known what I had started.

The design started from the basic fact that Robinson Ripstop sometimes comes in 41 inch widths. (If only this was true how much easier life would have been). From then on it was the principal of "if it looks right it should fly". So, working with the bits I had in my junk box, I built no.1 (now called Happy).

The day of truth dawned fair and, with a good wind across the vast open wastes of Thatcham, I went for a launch. A half inch change in the bridle point and it stayed airborne for 30 minutes. Glowing with pride at this success, I went back home and started on a matching Sad clown. Note - at this point there still only going to be TWO. It was not until the second flew as well as the first and I saw them flying side by side that the "inspiration" struck me. If only it had been a brick! SEVEN

Then came my next mistake, fly them at Barbury almost out of sight in the low cloud and open my great gob that I was going to make all seven over the next couple of years. I went home happily with miles of ripstop to keep me going for months unaware of the disaster about to strike. Two days later the Chair phones - could I have all seven ready for Weymouth? 1995 or 6? I ask. No 93 I'm told! NO WAY that is only six weeks and each one takes me three. But we could all help you if we borrowed a well known school hall.

The saga of that day will eventually disappear in the mists of time. Let it just be said that ripstop is not always 41 inches wide and that lines on sports hall floors are not always square. I would like to take this opportunity to thank all of those who turned up and spent hours crawling round the floor and in the long run made it possible to complete all seven kites. Special thanks to Dave and Jane who sewed two tails and to Dave and Janet who did another.

The kites have all now flown with modification to strengthen the leading edge and a beautifully engineered top joint courtesy of Harry Steel (C.D.T. workshop technician at Headlands). The best yet was when, with help from our editor and his good lady we managed to fly five simultaneously at Andover.

Due to a home extension, Snow White is not yet started but now the sewing machine has appeared from under the rubble it will not be long (only 240 feet). Anyone fancy a day in a school hall?

If you have nothing to do at a festival come and help me roll up a tail.

Thanks Arthur, sewing those tails was a never to be repeated experience - Ed

Skychat

Well, here we are again. Another Swindon Festival gone and half way through the display season. I must thank everyone who helped at our festival, pity the weather was not on our side. With all the hard work by so many members to make it run smoothly only to see things beyond our control keeping the general public at home. Still, due to good housekeeping, we are pleased to report that we managed to make a small profit and give a donation of £150 to the Thamesdown Disabled Bus Conversion Charity.

In my last Skychat I asked for help at the Festival and for displays by any member no matter how little. So, it was very gratifying to get telephone calls and members coming up to me asking what they could do to help. I think that most helped in some way or another. Also, we are getting different members helping at workshops and displays. I hope that more and more of you can join us with this work. There are still plenty of events left this season and to those of you who have already helped - a BIG thank you.

I must also thank our guests at the Festival, especially our overseas visitors. They brought a varied display of kites and skills. To Ray Bethall for flying his kites in his own remarkable way. To Don and Jeanne Mock for their kites and slide show. To Gary (whoops - Greg) and Sue Clarke and Jane Green with their fantastic kites. Last but not least to Paul Chapman for his talk and slides on kite patents. I trust that you all attended the Saturday night pizza party and enjoyed yourselves. We thought that it was the quickest way of feeding you all so that we had more time for slide shows and draw. Thanks to everybody who donated prizes and to you all for making the evening go so well.

The Club is about to start making plans for '94 especially with regards to a festival. We are very aware that the costs in running this type of event are going up and up. So, we may be coming up with other ideas etc. to keep costs down but still have the enjoyment of a good flying festival. Anybody with any ideas - please do not keep them to yourself.

That's enough about the past, now for the future. The Seven Dwarfs are our flying now (weather permitting) and Snow White should be coming out of her sleep by the time you read this. Thanks Arthur. We are losing Dave and Janet Robinson to the States for a fortnight. We wish them a good time and plenty of wind (for flying in). During their stay they are doing a workshop our style at Westport and, of course, pin swapping. Which brings me to the next thing - the Club's new pins. If you have yet to get the two which go to make a set - they are available from Janet.

Well, that's enough from me for this issue or Dave the Ed. will be getting the pencil out.

Neil.

Festival Accounts - Dave Robinson

Well, the Festival has been and gone for another year so I thought that I would let you know how it went financially. We made a profit! Let me elaborate. Income was £1781.25, Outgoing £1275.54 leaving £455.71. The Committee has decided to donate £150 to the "Thamesdown Disabled Bus Conversion Scheme".

That all sounds great. However, there are a couple of reasons why we made a profit. Firstly Thamesdown Council reduced their original fee for Lydiard Park from £900 to £300 as they took all of the parking fees. Also, "National Power" renewed their advertisement on the Club's windsock for one more year. We charge them £300 a year for this and we put the money into the Festival funds.

So, you can see that without the sponsorship from National Power and the "new" arrangement with Thamesdown Council things would not look nearly as rosy.

If anybody wants to study the Festival finances in further detail do not hesitate to contact either Janet or myself.

Other Kite Groups in the Mid West

Bath Kite Society. Flying ground Lansdown playing fields adjacent to Bath racecourse and golf club. Site - level, cut grass, high ground. Flying most days/evenings (general public), weekends - club members.

Contact Olly Cromwell, 18 Northumberland Place, Bath, Tel: 0225 444512.

Route to Lansdown avoiding Bath. Leave M4 at junction 18 and follow the A46 to Cold Ashton cross roads. Turn right along the A420 for 2 miles then left along a country road for 4 miles to Lansdown.

Salisbury Kite Club. Flying ground Figsbury Ring, an ancient monument in the care of the National Trust. It is situated 3 miles NW of the city centre on the A30. Flying most weekends.

Contact Neil Godbald, 18 Kelsey Road, Salisbury, Tel: 0722 333224.

Shaftesbury Kite Club. This is a small group of fliers who meet regularly at weekends to fly at Win Green, a hill top 910 feet above sea level, on Cranborne Chase. Location: 6 miles SE of Shaftesbury off B3081 (another National Trust property).

Contact John Short, Hawksview, Tollard Royal, Nr Shaftesbury, Dorset, Tel: 0725 516 377. They have just published their first newsletter.

Gloucester Kite Club. This recently formed club has 25 members. Flying ground Beaufort Sports Centre at Tuffley on the SE of the city. Meet on the 3rd Sunday of the month.

Contact. Peter Whitaker, 19 Lilac Way, Quedgeley, Glos, Tel: 0452 728521.

Thanks to Les Owen for providing us with this comprehensive guide to some of the newer clubs in our area. If anyone gets a chance to attend one of their meetings then let us know how you got on. Are there any other kite groups out there?

The Gossip(le) according to Les

SEEN..... On Easter Saturday, March 10th, at 13.00 hours on Sugar Hill, on the Downs between the villages of Aldbourne and Liddington, a small group of sports people were attempting to descend into the warren (valley) using multi-coloured parapents. Six of these were in use, but lack of wind (from the south east) prevented the foils from being fully inflated and the fliers getting airborne. However a few made token flights of 30-40 yards, ten feet off the ground. Sad, considering the amount of effort going into the activity. What a long haul back up the hill!

SEEN..... recently, in the window display at Lechlade library, a copy of "KITES - a practical handbook by Ron Moulton and Pat Lloyd published by Argus Books 1992. This book deserves a five star rating. Eleven chapters, 255 pages, lavishly illustrated with colour and black & white photographs including picture of Vic and Martin. It covers the contemporary kite scene in great detail. Dozens of kite plans/drawings by Pat Lloyd. An essential read or purchase. "Indispensable for kite enthusiasts everywhere" (£12.95).

HEARD..... that a kite club may be formed in Oxford with regular flying on the Port Meadow.

REQUESTED..... at Swindon Central Library, that they purchase a copy of "Making and Flying Box Kites" by Dr. Bill Cochrane published by Batesford, 1993.

SEEN..... a different use being made of ripstop. At the Bath carnival, the costumes - skirts, head dresses and umbrellas of the Afro-Caribbean dance troupes were made of cane, wire, ripstop and feathers. Even in a light wind, the largest costumes took a lot of controlling (*also probably very warm, we sent Kathryn to a fancy dress party once dressed as a jockey. Her "silks" were made from ripstop, she got rather warm - Ed*).

Have you heard any good kite gossip, if you have, why don't you share it with the rest of us.

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My Dayout in Gloucester - Les Owen

At the recent 3rd W.H.K.F.'s Kite Festival at Lydiard Park I had the pleasure of meeting Peter Whitaker of Gloucester, who in the Kiteflier (Issue 55) of April 1993, had intimated that he was willing to form a Kite Club in that part of the county if sufficient support existed. He gave me/us a leaflet with details of a demonstration day of kite flying to take place the following Sunday, May 16th, at the Beaufort Sports Centre, Tuffley, on the outskirts of the city. The purpose of the event was to show the public a variety of different kites and to bring their own along. The local press, radio and the City's Leisure Services Department had provided publicity. Peter had received dozens of phone enquiries, small posters had been distributed and the route to the venue sign posted. All that was needed was favourable wind and lots of fliers! I had intended to spend 2-3 days at the Brighton Kite Festival, but the inclement weather caused me to abandon that intention and instead to go over to Gloucester to what promised to be an exciting day. There were blue skies and a spot of sunshine when I left Park South at 8.30. By the time I got to "The Moonrakers" the black clouds were coming up from the West. Not to be worried about. If the rain comes, there will be mid-day jazz, Gloucester Docks with its bric-a-brac stalls or yet another look around the Cathedral. Plenty of alternatives to kite flying."

I got to Tuffley by 9.45 - did some quick shopping at the all-day mini-market and had parked next to Peter's car, just in time to see his younger daughter Jemma, aged ten, send the first kite up. The rain was holding off, there was plenty of wind from the South East and this vast area - maybe 15 acres - just waiting to be filled with fliers and their kites. No such luck, Peter and his elder daughter, Hazel (16) put out his tables and displays and the curious few looked and exchanged pleasantries. Most of the faces were familiar - they had been at Lydiard the previous weekend - and we brought the weather with us. Eventually about a dozen fliers were to be seen. Cars came and went but they were Keep Fit enthusiasts using the Squash Courts. It was not until early afternoon when three or four cars of the Avon Fliers arrived that the big stuff went up in the sky. The rain was still holding off - surely the crowds would come. Then about 1.30 there was a sudden appearance of light motor bikes, cars, vans and occupants who did not look even remotely like fliers or possible spectators. They were parking menacingly close to our cars so I ventured to ask a friendly looking twenty year old what was happening. He replied that every Sunday a car race meeting took place. Further questions indicated that the Kite Fliers were monopolising their usual places. Without any undue discussion the fliers relocated a hundred or so yards away. The race meeting proved to be for remote controlled model cars. For a while we experienced cars shooting in between and around fliers anxiously trying to manipulate Stunters. They laid out their race, set up P.A. Peace reigned, no rain, plenty of wind, at least twenty different kites in the air at a time. A few families came, we let them feel "the pull" on the single liners. Most said that they had a kite at home ... didn't know where ... in the attic ... bought on a seaside holiday. Peter was disappointed at the lack of public support but encouraged by the twenty or more fliers who stated their intention of joining a local club. By 4 p.m. the rain had begun to fall heavily and kites were packed away. Thanks and "see you soon" to a dozen or more kiting acquaintances. A snack tea, and a drive home via Stroud to avoid the Tranmere Rovers supporters who had watched their side lose to Swindon Town at the County Ground. An excellent day. Plenty of flying and pleasant company. Unlike the celebrated Doctor Foster, I **will** be going to Gloucester again. Thanks Peter. All success with the Club.

COTSWOLD CAMPING - The Outdoor People

Local Branches at:

South Cerney
Broadway Lane
South Cerney

London
42-44 Uxbridge Road
Shepherd's Bush

Reading
213 London Road

See Dave Robinson for more details

Odds & Ends

Competition

The following entries were received:

Ouch!!!!!!! I never saw that stone.

If I trim the top left bridle that will cure it.

I hope that I won't be fined for ploughing up set-a-side land before 15th May.

Remind me to use the heavy roller next time.

What was on telly now.

I bet he doesn't drink Carling Black Label.

I'm sure it would have been easier to dry it on the washing line.

Only wimps and New Zealanders use buggies.

Thanks to all of three of you who bothered to send in entries, apathy rules yet again!

The winner is "If I trim the top left bridle that will cure it" sent in my Neil Harvey. NO bribes accepted, thanks to Mike Swann & Mike Rees for judging the entries.

Puzzle Answers

1. BOX
2. YAKKO
3. ZIGZAG
4. ROLLER
5. ROKKAKU
6. RAPIDO
7. SUPERTUBE
8. FRINGED DELTA

Rearranging the emboldened letters gives PARAFOIL.
Thanks to Rachel for that puzzle.

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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: (0793) 770784
Neil Harvey on: (0285) 740295
Arthur Dibble on: (0635) 865976
and
Dave Robinson on: (0793) 824208

The COWPAT HILL Journal

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Editor: Dave Jones

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