

Assembly and Use Guide for the KAPtery Picavet

For spare parts: KAPtery.com

Technical support: <http://kaptery.com/contact/>

The KAPtery Picavet is available in three versions: a ready-to-fly Picavet (described here), the build-it-yourself Picavet Kit, and the Picavet Hardware without the 3D printed cross.

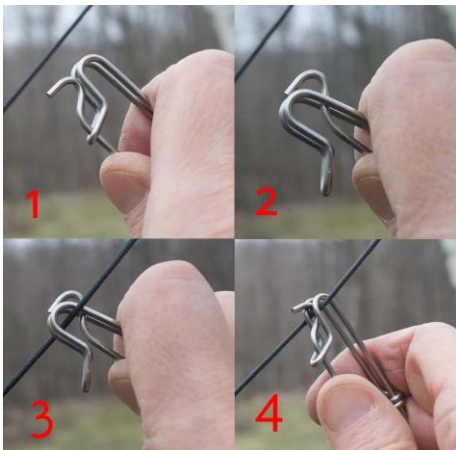


Attach the Picavet to a camera rig

The lower end of the Picavet shaft has two holes for cotter pins. Both pins are important to secure the rig.

1. Insert the shaft into the bracket on top of the camera rig frame and insert a cotter pin through the lowermost hole until the pin locks.
2. Slide the shaft in the bracket until the second hole lines up with the hole drilled through the bracket and insert the other cotter pin so it locks. On the Aerobee Rig, the upper pin may hold the JerkPan.

Attaching the KAP-snaps to the flying line and launching



1. Attach the clips about five or six feet apart on the flying line. Adjust the clips with pliers for a better grip on thin line.
2. Ensure that the Picavet lines can run freely through the KAP-snaps and the eyebolts on the cross.
3. Rotate the Picavet shaft to point the camera in the desired direction and seat the little cross bar into the star.
4. Check camera operation.
5. Let her fly.

To store the line after use:

1. Join the two KAP-snaps with a rubber band
2. Stretch the line and wrap it around the Picavet cross (a figure 8 works well).
3. Secure the KAP-snaps to the cross with a second rubber band.

To avoid tangles be vigilant about never letting the KAP-snaps or the Picavet cross mingle with the lines. Store the line as above as soon as the flight has ended. If tangles cannot be undone, cut the line at the knot and re-lace according to the diagram below.

Caution: The standard Picavet cross is 3D printed from poly lactic acid (PLA) which will deform if it gets too hot. Don't leave the rig in a closed car in direct sunlight on a hot day.

Lacing diagram for a Picavet suspension

After Brooks Leffler. Adapted from a design by Pierre L. Picavet, France – 1912

A and B are the KAP-snaps mounted 5 - 6 ft apart.

Be sure the line runs freely through points 1 to 4.

The line can also run freely through the KAP-snaps (A and B), or the line ends can be tied to A or B.

The long axis of the Picavet cross (3 to 4) is perpendicular to the kite line.

The camera hangs below the Picavet cross.

The cross is connected to the flying line by a continuous 30 foot length of braided Dacron® line.

KAP-snaps or other attachments are clipped on the flying line at A & B.

Screw eyes are at 1 - 4.

The long axis of the cross is from eye 3 to eye 4.

The suspension line is passed through A, then laced as follows:

A – 1 – ring – B – 2 – ring – A – 3 – B – 4 and back to A where the two ends are tied together or tied to A.

