INTRODUCTION TO YOUR KENYON GYROSCOPIC STABILZER

THE STABILIZER is a precision instrument which significantly increases the effectiveness of cameras, binoculars and other hand-held optical equipment. Two gyro wheels, one in each end of the device, stabilize against pitch and yaw motions, minimizing hand tremor and vehicular movement.

When properly attached to a camera, the Stabilizer substantially extends the observer's range of discrimination. Objects may be clearly identified at a much greater range.

To get the most out of your stabilized camera, relax and let the instrument do the work. Hold your camera lightly and move it slowly, about the speed at which you would pass a full cup of water. Any sudden movement will cause a jumpy reaction by the gyro, nullifying the stabilizing effect.

The stabilizer will provide a long life of trouble-free service when properly treated. No maintenance is required as the unit is hermetically sealed. However, care should be taken to keep rough handling to a minimum as the life of a precision gyroscope deteriorates rapidly when mishandled. Read carefully and adhere to the operating instructions that follow.

OPERATING INSTRUCTIONS

Always be sure battery is fully charged!

1. KS-2 or KS-4 Gyro: Attach the Gyro to the camera or binoculars using the thumb screw on the Gyro and putting it into the tripod recess on the camera.
   KS-6 or KS-8 Gyro: Attach the Gyro to the camera using the tommy bar screw that fits your camera tripod recess (each kit is supplied with a ¼ - 20 and a 3/8 - 16 tommy bar with extra screws).
   Washers are also supplied just in case your tripod recess is shallower than the length of the tommy bar screw.

1. **NOTE: The Gyro must be positioned with the longitude axis of the lens- i.e. The Gyro must be in line lengthwise to the lens of the unit.**

Snug up the thumb screw or tommy bar securely ***Check this connection occasionally while using the Gyro as it will "walk" otherwise and must be in proper alignment with the lens at all times. Always be sure all 4 screws are securely tightened in the mounting plate!**

2. Attach the plug end of the Gyro cable to the inverter on the top of the battery-- there are two receptacles, but only one will fit the Gyro's 3 pin XLR plug.

***Only a power source providing 115 volts and 400 cycles per second is permissible for the Gyro's operation-- the use of any other power source will damage the unit.**

3. Plug the battery pig-tail into the 4 pin plug on the inverter.

4. Push the switch on the side of the inverter box and the LED light should appear green - you will hear the Gyro begin to warm up. Wait 10 - 12 minutes for the Gyro's wheels to achieve their high maximum RPM's. The high pitch will level off in pitch when it reaches its maximum RPM's.

Any rapid movement other than up and down will make the wheels jerk about until the unit comes to rest again. Violent or rapid rotational movement of the stabilizer when it is in operation will bring it hard to the internal stops-- which you will feel, or if extreme, will actually damage the instrument to such degree that a complete rebuilding of the unit is necessary.

Some practice is required before you can achieve maximum proficiency in the use of the Stabilizer. Look through the viewfinder at a distant object. Notice that the Gyro will keep that object in your line of vision quite comfortably. The Gyro will not permit the unit to be nose heavy (pitch). Then try panning. Do this in a slow manner so that the unit does not jerk -- you will find that at whatever angle you desire to pan, skywards, horizontal or lower than the horizon, the gyro will not deviate from your chosen plane(yaw).

The Gyro will take a bit of getting used to, but by following the above instructions you should be able to obtain excellent results--with complete freedom of movement.

SPECIAL CONSIDERATIONS

To reduce fatigue in holding the unit during sustained viewing, a bungee (elastic) cord may be attached to any convenient point above the observer to support the weight of the camera and Stabilizer. The bungee cord will be attached to the camera-stabilizer combination at a point as close as possible to their combined center of gravity.

In any experimentation with the application of the Stabilizer, the unit must be free to move in all three axes as it is when held in the hands or suspended by an elastic cord. **Do not mount the unit on any rigid support or use any leverage type aiming device as a pistol grip or shoulder stock, etc. As this restricts the movement of the instrument and prevents it from functioning properly.**

CHARGING INSTRUCTIONS

TO CHARGE THE BATTERY, unplug the battery pigtail connector from the top of the inverter and plug into the similar receptacle on the charger. Plug the power cord into the wall socket. Our new **Cell-Con** chargers can automatically sense the voltage input of 100-240VAC(**NOT** our old chargers, you need to switch them manually). So when traveling, you need not be concerned with the different power requirements in different countries. When the LED light has turned green, the battery is fully charged. The charger voltage is at standby level, which means the charger can continue to be connected to the battery without causing harm to either.

Fully charged, the 12 volt 7amp hour battery supplied with the Kenyon Gyro kit should operate the KS-2 & Ks-4 for about five

(5) hours and the KS-6 & KS-8 for about 2 ½ - 3 hours at 70 degrees Fahrenheit. **Using a dual output inverter with 2 gyros will cut your operating time in half.**

----------IMPORTANT----------

Extremely hot or cold temperatures are hard on a battery. If the battery is discharged completely, too many times, it will greatly reduce the life of the battery. It should always be stored fully charged at room temperature. Once a month, put battery on charger to make sure it is fully charged.

CHARGER SPECS:

Cell-Con Model 452240-SB 12v Lead Acid Charger:
6 hour charge time, automatically senses input voltage for universal use and is CE approved.
100 - 240VAC, 50-60 Hz input
14.7 VDC output

Cell-Con Model 459940-SB 12v Lead Acid Charger
Rapid Charger
3 hour charge time, automatically senses input voltage for universal use and is CE approved.
100 - 240VAC, 50 - 60 Hz input
14.7 VDC output

NOTES:

The battery is shipped in a fully charged condition. It is recommended that you put it on the charger till the LED light turns green before putting the battery in service to assure full capacity.

----------IMPORTANT----------

Always store the battery fully charged. A discharged battery can be damaged if stored in that condition longer than 48 hours. A fully charged battery may be stored at room temperature (68° , 20 °C) for 16 months or about 10 months at 86° Fahrenheit, 30 ° C. Store battery preferably at 70 ° F or below -- avoid storage at temperatures above 100°F.

SPECS:

KS-2 & KS-4 - 115-120V input 400 Hz. Starting amp draw is about 1.2 - 1.3 amps and drops to about .8 amps at full running speed.

KS-6 & KS-8 - 115-120V input 400 Hz. Starting amp draw is about 2.6 - 2.7 amps and drops to about 1.6 amps at full running speed.

INVERTER SPECS:

The serial number sticker on the side of the inverter indicates which type of inverter and can be coded with either -

KP-4 = Kenyon Powerpack (all components sold as a kit, except gyro, will have the same serial number, which includes 12v inverter, battery and charger), thus the name powerpack.
KI-12-4 or KI-28-4 = an inverter that was sold separately.
IMPORTANT -These inverters are meant to run both the KS-2 & KS-4 gyros and are NOT meant to run a KS-6 or KS-8.

The same rules apply to the KP-6 or KI-12-6, 14v and 28v inverters. These inverters are meant to run a KS-6 or KS-8 gyro and NOT a KS-2 or KS-4.

All dual and quad output inverters are designed to run any combination of the above 4 gyros.

FUSE REQUIREMENTS

KS-4 12V input: 126-128 volts; AC output no load -2 amp fuse
KS-4 28V input: 126V AC output no load;- 2 amp fuse
KS-6 12V input: 127-130V; AC output;- 3 amp fuse

KS-6 14V input: 127-130V AC output; -3 amp fuse
KS-6 28V input: 126V; AC output no load;- 3 amp fuse

Dual output inverters require a 6 amp fuse
Quad inverters require a 15 amp fuse

Fuse holder is located on the side of the inverter box. It is marked "fuse" and has an arrow indicating the direction it turns, which can be done with a small screwdriver, dime or penny.

KS-2 & KS-4 SPECIFICATIONS

MECHANICAL CHARACTERISTICS :

STABILIZATON: Stabilizes against motions of pitch (hobby horse) and yaw (fishtail).
KS-2 provides stabilization for equipment weighing up to 2 pounds.
KS-4 provides stabilization for equipment weighing up to 4-6 pounds.

SIZE: 2.8" diameter x 4.86" long x 2.93" high not including mounting bracket and thumbscrew.

GYRO WHEELS: Two precision- balanced gyros. Speed: approximately 21,000 rpm within 10 to 12 minutes after power is applied.

CONSTRUCTION: Aluminum alloy, hermetically sealed housing. Precision ball bearings on all moving parts**.**

WEIGHT: KS-2 - 1.8 lbs.
KS-4 - 2.41 lbs.

ELECTRICAL CHARACTERISTICS:

VOLTAGE: 115 volts, 400 Hz., Approx. 1.2 amps at start up dropping to approx. .8 amps at full running speed. 6 hours running on a fully charged Power Pack.

VERY IMPORTANT

If the Stabilizer continues to draw relatively heavy current after start- up and the amp draw does not drop off as it should, the instrument is not functioning properly and should be returned to the manufacturer for repair. An amp meter reading is required only if a malfunction is suspected.

KS-6 & KS-8 Mechanical Characteristics

STABILIZATION: Stabilizes against motion of pitch (hobby horse) and yaw (fishtail).
KS-6 provides stabilization of equipment weighing up to 8 pounds
KS-8 provides stabilization of equipment weighing up to 12 pounds.
SIZE: 3.4” diameter x 6.13” long x 3.748” high not including mounting plate.

GYRO WHEELS: Two precision balanced gyros.
Speed: Approx. 21,000 RPM within 10-15 minutes after power is applied.

CONSTRUCTION: Aluminum alloy, hermetically sealed housing. Precision ball bearings on all moving parts.
WEIGHT: KS-6 ...3.41 lbs.
KS-8...5.12 lbs.

ELECTRICAL CHARACTERISTICS:

VOLTAGE: 115 volts, 400 Hz., Approx. 2.6 amps at start up dropping to approx. 1.6 amps at full running speed. 2 ½ - 3 hours running on a fully charged Power Pack.

TROUBLESHOOTING

WHAT TO DO WHEN THE GYRO WON'T RUN:

Always be sure battery is fully charged!

1. If possible, check the battery voltage. Volt meter should read 12-14 volts, no load on 20 volt setting, under 10.5 volts will ruin battery if operating gyro. If you can't test battery, go to step 2.
2. Plug battery pigtail or other DC source into the inverter and turn on. It should make a low buzzing sound. LED light should be green. If the LED light is orange or red, you are at about 10.5 volts or under. DO NOT RUN GYRO! Charge battery.
3. If the LED light does not light up at all, yet the inverter still makes the low buzzing sound, you can still use the inverter, but you will not know when your power is running out. You should return inverter to the factory for repair as soon as possible. This is an inexpensive repair with a quick turnaround.

If the inverter makes a noise go directly to the next step 4: If no noise comes out of the inverter, first check the continuity of the battery cable.

Sometimes there is a stress break inside the cord that cannot be seen on the outside. If defective, replace. Send back to the factory for cord replacement or you may contact us to purchase a new cord if you want to do it yourself, but you will need to have the ability

to solder and must be careful or YOU WILL GET HURT. If the cord is okay, do the following:

Check the fuse located in fuse holder on side of inverter (a 2 amp fuse for the KS-4 inverter and a 3 amp fuse for the KS-6 inverter. Duals require 6 amp and quads require 15 amp.). Remove old fuse and replace if necessary. If after replacing the fuse and the inverter still does not operate, check all connections one last time and return to factory. If you open the inverter up, look for wires that may have become disconnected or melted. **Be very careful not to scratch the large wound toroid, this will cause a short, making the inverter inoperable and the toroid will need replacing. This is the heart of the inverter and the most expensive component, so check for any nicks in the wires.**

If there is a pungent, bad smell, you have toasted a transistor and both transistors will need replacing. Sometimes the whole circuit board will need replacing if the resistors look burnt.

4.) Plug in the gyro cord. If the inverter is working and the gyro still does not start, wiggle the gyro cord (possible broken wire sometimes you cannot see the problem). Check cord by removing the four 2-56 flat head screws from the gyro name-plate, exposing the connections***Do not touch the copper tube***(it looks like a ground wire, but it is actually a copper tube that if cut or broken will release the helium from within the gyro. It usually has a bit of solder on it to seal the helium in the gyro. If the helium is released from the gyro, the gyro will run about half speed). Remove the gyro coil cord by unsoldering the connections and test each lead with an ohm meter.

_____Very Important!_____

When soldering or unsoldering gyro cord from the gyro, do not apply too much heat to the pins. Just enough to do the job. They are glued into the frame and too much heat can compromise the glue and release the helium inside. Also, keep the cord wires

soldered near the top of the pins, not at the bottom. It does not matter if you switch the wires when resoldering, they are putting out AC current.
Test the wires in this order:
Connector pin holes are numbered 1,2 & 3.
Connector is grounded and the frame has a grounding lug attached under the nameplate. Wires should be soldered securely.

1) white to pin #1
2) black to pin #2
3) black to pin #1

There should be continuity for the first two and none for the last--if there is a reading on # 3, there is a short in the cord. Shake or wiggle the cord during testing.

NOTE: Check for solder around the pins hanging down onto the frame, this can cause a short. Or if there is a suspected internal short, return to factory for repair.

Running the Gyro from alternative 12, 14 or 28 volt sources: IE: Car, boat or aircraft

1. The inverter must be for either 12 volt DC system or a 14 or 28 volt system. For example: a KI-12-4 translates to a Kenyon Inverter for a 12 volt power source for a KS-2 or KS-4 Gyro, A KI-28-6 translates to a Kenyon Inverter for a 28 volt power source for a KS-6/8 Gyro. Do not mix them up or you will damage inverter.

2. If you are using a cigarette cord adapter you need only plug the inverter to your DC source using the adapter end--it is properly polarized already.

3. If you are using an open- ended cord from a 12 volt battery (car or boat) **note that the white wire is always positive** and it is soldered into pin #4 on the inverter end. Yes, there are tiny numbers located on the face of the 4 pin XLR connector. **Do not reverse polarity.** If you use the black wire on the positive terminal of the battery it will blow the inverter's fuse and perhaps fry a transistor.

4. If you are using you own connectors to receive power from your 12, 14 or 28 volt airplane--take great care and know that the white wire is positive and the black wire is ground.

NOTES:

The battery is shipped in a fully charged condition. It is recommended that an initial charge till the green light comes on be

added before putting the battery in service to assure full capacity.

Always store the battery fully charged. A discharged battery can be damaged if stored in that condition longer than 48 hours. A fully charged battery may be stored at room temperature (68° , 20 °C) for 16 months or about 10 months at 86° Fahrenheit, 30 ° C. Store battery preferably at 70 ° F or below -- avoid storage at temperatures above 100°F.

REMEMBER, WHEN RUNNING OFF EXTERNAL 12/28 VOLT SOURCE, DON'T CROSS THE WIRES!

*****SPECIAL NOTE*****

In order to use the battery for longer than the usual running time, one can cycle the battery, i.e. Run the unit up to speed, use it for a bit, then turn the inverter off-- using the now coasting gyro for up to 7+ minutes still utilizing its stabilizing capabilities and when it seems to weaken, turn the inverter back on to bring the unit back up to full speed. One can hear the unit level off at it's maximum 21,000 RPM. The battery power needed to get the unit back up to speed is much less than from a dead start-- and by such cycling can increase the battery's use for the day. OR, you may start the gyro up using the cigarette adapter cord and plug into your car's 12 volt receptacle to get it up to speed before plugging into your battery pack supplied with the kit.

KS-2 & KS-4
with Attached Inverter

The KS-2 & KS-4 with attached inverters are ideal for using in remote control applications or where space and weight is an issue. With the inverter attached, you eliminate the bulk of the gyro cord that would normally plug into the inverter and would use the red and black wires coming out of the inverter to attach directly to your battery or other power source. It is important to note that RED is POSITIVE and BLACK is NEGATIVE in this application.

The inverter itself is 2 ¼" x 2 ¼" x 2 ¼" and only adds less than a half of a pound of weight to the gyro. Although we sell them without a battery, we can provide a battery on request. You would have the option of having a straight cord with 4 pin male XLR connector (any length up to 11 feet, you make that choice) or a 24" retractable coil cord with same connector that will stretch to approximately 9 feet. OR - either cord choice from

above with a cigarette adapter plug in place of the XLR connector to plug directly into a 12 volt power source such as a car, boat or aircraft.

_____NEW_____
12 & 28 volt KWIK START Inverters

The new dual output Kwik Start inverters are designed to get two gyros up to full running speed in about 9 minutes, (approximately 5 minutes for one gyro).This is about half the time it takes for our regular inverters to provide the same speed.

Start up sequence:

1) LED glows amber

2) 4 second diagnostic- 2 seconds high speed then 2 seconds low speed

3) LED glows green

4) Normal cycle begins

5) High speed for approximately 9 minutes or until inverter senses gyros are up to full running speed and then switches to low speed.

The battery is sampled every 10 seconds

Green = voltage is good

Red = voltage falls below 10.6 volts for the 12v inverter
falls below 22 volts for the 28v inverter

History of Kenyon Laboratories

Theodore W. Kenyon was truly a brilliant man who patented numerous inventions throughout his lifetime. Ted was born in 1899 and graduated from MIT with an engineering degree in 1924. He met his future wife, Cecil "Teddy" Woolsey MacGlashan while he was a senior at MIT. Ted was working as a pilot for Colonial Airlines when they were married in 1926 and after 10 hours of instruction, Teddy received her pilot's license and would sometimes be Ted's copilot. Teddy became a charter member of the "99ers" and went on to win the National Sportswoman Flying Championship at Roosevelt Field in New York. Ted and Teddy lived incredibly interesting lives. They loved to barnstorm around the country. Ted was a first class photographer and there are thousands of photos and videos that recorded all their adventures. Most of those items are now at the Air & Space Museum in D.C. and Teddy's many flying trophies are now at the International Women's Air & Space Museum in Cleveland, OH. At age 55, Teddy got her helicopter pilot's license so Ted would have someone who could test his helicopter autopilot. She remained an active pilot well into her 70's.

Ted's first patent, filed in 1930, was for the boat speedometer with his own company, Kenyon Instrument Inc. out of South Boston, Mass. The company manufactured marine speedometers, airplane instruments, electrical switches, etc. The company was dissolved after being bought by Sperry Gyroscope Co. in 1936. Sperry didn't want the speedometer business, but did want him to join them. He did, and with Sperry's permission, Ted organized the Kenyon Instrument Co. in Long Island, New York in 1937. He kept the speedometer patent and the company continued to build and sell them as well as other marine equipment. Ted soon realized that he was too busy working for Sperry to devote any time to Kenyon Instrument, so he gave up his stock in the company. They proceeded to build speedometers and a number of hydraulic valves and other gear for the aviation industry. Twenty five years later, this move will come back to haunt him.

Ted spent many years working for Sperry developing and patenting aviation instrumentation that changed the world of aviation. His brother, David Kenyon, also worked for Sperry for 36 years, his genius was the electrical aspect of any given project. David also had numerous patents attributed to him during his lifetime.

In the 1940's, during the war, Ted and Teddy both worked for Grumman, Teddy test flew the Navy Hellcats and TBF Avengers off the production line and Ted demonstrated the autopilot that he patented with Sperry at bases around the country. It was estimated that Teddy had about 4000 takeoffs and landings by the end of the war.

Teddy was featured in a Camel cigarette ad in 1944
Teddy never smoked a day in her life

Ted aboard a Hellcat while working at Grumman

In 1946, Ted decided to start up another business by the name of Kenyon Industries, it was reorganized in 1948 as Kenyon Gyroscope & Electronics Corp. in New York. The nature of the business was gyroscopic and other instruments for marine and aircraft use.

Ted was also an avid sailor and while on his boat "Sea Spray" he found that trying to identify the buoy markers with his binoculars while on a pitching vessel was quite difficult at times. So why not apply the gyroscopic principle and come up with a way of an easily attachable system to use on a pair of binoculars? He also realized what an advantage this device would be for aerial photographers as well. In April of 1950, he filed his patent for the Gyrostabilized Sighting Instrument for use with hand held instruments such as binoculars, sextants, cameras and the like. Not long after, Ted and Teddy moved to Lyme, Connecticut, and in 1953, Kenyon Laboratories, Inc. was born. The business continued to build marine and aircraft instruments and control equipment. At the same time he began another company by the name of Gyrostabilizer Corp. In 1957,Ted was granted a new patent on his improved gyrostabilizer design.

Around 1958, Ted decided to move the company out of his home and designed and had a place built at the Chester Airport in Chester, Connecticut. The building was ready for occupancy in late 1959. It was the perfect location, they could park their plane directly in front of the building! He was able to assemble a good team of employees, the most important was Henry Struck, his design engineer. Ted was also able to get a few investors lined up by offering stock options in the company.

Kenyon Laboratories - Chester Airport, Ct.
AKA - Kenyon Products

Henry Struck, as a 16 year old freshman, studied in the aero engineering field at CCNY Engineering School. He never did finish his studies at the school, he found it hard to fit in due to his being much younger than the other students. Nevertheless, he became legendary as a model airplane designer, builder and contest flyer. He held many records and was well known for his innovative designs and his perfectionist nature in flight adjustment. He was known to keep his a hair a particular length... short, so he could feel the thermals tickle the back of his neck. Henry would clap his hands with childlike delight when one of his models would fly so far as to never be seen again. He learned to put his name and address on his models and occasionally one would come back, via the mail. Henry was a humble flyer who always had a look of amazement every time he won, never believing he was a master. Henry was often invited to lecture on his designs. One particular occasion, he stood behind the podium and displayed a paper covered clothes hanger to the audience. He deftly bent the wire into shape and launched it out into the audience. It flew flawlessly around the room and landed perfectly at his feet. The crowd roared with approval. Henry was always amazed that he was amazing.

He was honored in the Hall of Fame of the AMA, National Free Flight Society and the Society of Antique Modelers. In 1941, he was Grand Champion at the Chicago Nationals. Henry set the record for free flying gas powered models in 1950. This model as well as one of his Berkeley model designs is included in the Smithsonian Air & Space Museum collection. Fifty Struck designs were published in magazines and 45 were produced as kits.

Henry was first employed as a draftsman at Berkeley Models. When World War II broke out, Henry found himself in Lyme, Ct. working on specialized classified projects including the first supersonic flight made in the United States. He became part of an elite team of scientist who were glider experts employed at the Pratt Read Co. He also did research for Roger Griswold and continued on after the war with Luddington-Griswold and others. A licensed pilot, he did a lot of work in experimental aircraft design. Then in 1958, Henry went to work for Ted as a design engineer.

Business was prospering for Kenyon Labs and Gyrostabilizer Corp. with gyro orders from the Navy, Air Force, Life Magazine, National Geographic, M.I.T. and the New York Port Authority. Ted was still improving on his marine instrument patents and since 1954, Ted had been working with Aeroflex on his patent for Gyro Vertical Construction. The patent wasn't granted until December of 1961. About a year and a half earlier, a Mr. Hussey of Aeroflex had purchased 51% of Kenyon Laboratories stock and paid Earnest Pallme to run the company as Vice President and General Manager. Meanwhile, Ted was working in his lab on a new gyro that they all felt was badly needed. Unfortunately, in March of 1961, Kenyon Laboratories was forced into bankruptcy due to the fact that Aeroflex had lent the company a large amount of money and Kenyon Laboratories found themselves owing quite a sum of money in unpaid bills. Sadly, Kenyon Labs closed the doors at the airport and the company once again went back to Ted and Teddy's home in Lyme.

Ted's patents that were once assigned to Kenyon Laboratories were reverted back to him and he began his new company, T.W. Kenyon, Inc. He then began the arduous task of trying to rebuild Kenyon Laboratories to be successful once again. By the end of 1963, business was picking up slowly and they lived on the hopes that the hard times were behind them.

In February of 1964, a distressing letter arrived for T.W. Kenyon, Inc., it was from a firm of lawyers who represented the company of Kenyon Instrument Co. requesting assurance that Ted whould promptly discontinue the use of the word Kenyon in any name, product or trademark. This was the very same company Ted started in New York in 1937. With disbelief, Ted began a year long battle to try to retain the right to use his name.

What seems to have transpired was that Kenyon Instrument

(which was then bought out by Flexible Tubing Corp.) was building inferior speedometers and many people had asked Ted if he could get the company to do a better job, but he got nowhere with them. Ted decided that he would bring out a new, improved and thoroughly modern speedometer which was tested for a good year and a half on his own boat. He began marketing it in early 1963 and at his lawyers suggestion, the new instrument was called "Kenlog" and was manufactured by T.W. Kenyon, Inc.

Flexible Tubing Corp. sent up representatives and afterwards made a feeble attempt to buy his new speedometer, but would not pay anywhere near what Ted thought it was worth. They had been working on a new speedometer for some time, but had not got one on the market yet , although they were advertising heavily. Ted realized that they undoubtedly resented his coming into the picture and were going to make it as difficult for him as possible.

Back and forth the arguement relented. Neither side wanted to give in. By October, Ted had enough and decided to change the name of the company to Kenlab, Inc. and all marine products would be known as KENLOG, KENMILE, KENKNOT,KENSTEER, etc. He tried to keep the Kenyon name intact for the gyros, but Flexible Tubing even argued that it was known that gyros were attached to binoculars and used on boats.

By April of 1965, a settlement was finally agreed upon. T.W. Kenyon, Inc. was dissolved. Ted would be able to market the gyros as Kenyon Stabilizers and could not refer to them as instruments or be marketed with the name Kenyon to anyone concerned with marine applications. Kenlab, Inc. was accepted as the name of the company, but no marine products could be sold using the word Kenyon in any way. Finally, Ted could move on and concentrate on his business. He did get the last laugh by selling the speedometer patent to Danforth of Maine for a sizeable amount of money.

Ted soon decided to begin another business by the name of Square Circle, Inc. to build the gyro stabilizers. He was favored by two large orders from the Navy for over 200 gyros. Chiefly, as a result of the Vietnam requirements, increased evidence of need for a stabilized optical viewing device was apparent. By this time, gyro stabilizers had been bought by Hamilton Standard, Bureau of Standards, Atomic Energy Commission, the U.S. Army, Marine Corps and Air Force.

Throughout Ted and Teddy's lives, they associated with so many interesting and well known people. One favorite story is that of how every year, Ted would get together with two good friends and sail out to Block Island for a getaway. Those friends were L. Francis Hereshoff, son of Nathanael Herreshoff, both well known wooden boat designers, and the one and only Albert Einstein. They would stay up for days in drunken oblivion discussing their ideas and problems with the projects they were working on at the time. Ted and L. Francis would take great delight in sailing around the island and then let Einstein attempt to sail the boat back to the mooring. He

would always fail miserably and they found that incredibly amusing.