For good knots: www.deltakites.com/knots.html

Pre-flight checks

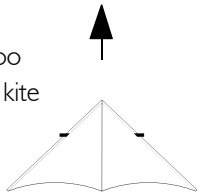
- **Check that both wing spars are in position**
- **Insert spreader strut into pockets (not between tapes from the side)**
- **Check that nose and tail tapes are not twisted; align them if not**

Flying

•Never launch any kite in too strong a wind

Though easy to launch and fly, controlling deltas, in particular on landings, may require some practice. The main rule is: never tug on the line when the kite is pointing down — instead, line must be briskly shot out, enabling the kite to level out before being gently tugged around. Kites are controlled by pulling and releasing the line. They go in the direction they're pointing when the line is pulled. To avoid crashing when a kite suddenly loops at low altitude: do not instinctively jerk the line. Practice handling the kite in gentle ground winds to develop a feel for steering it, and don't be afraid to intentionally induce turns. It pays to develop the proper reflexes because crashes severely reduce service life! The exception to the tugging rule is if the kite stalls: the line goes slack and the kite's nose drops. Then you have to pull in line to restore tension and regain control – a situation best avoided if at all possible!

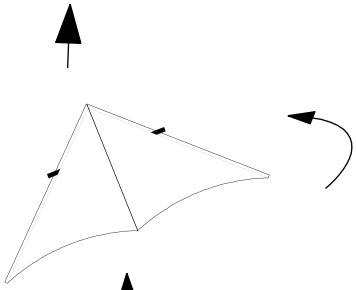
•When using long launches to rise above ground-level turbulence or to get to higher velocity breezes, take care not to climb too high initially into unknown winds, in case they're too strong. (A long launch is when you lay out a long length of line downwind and pull or reel the kite into the air.)



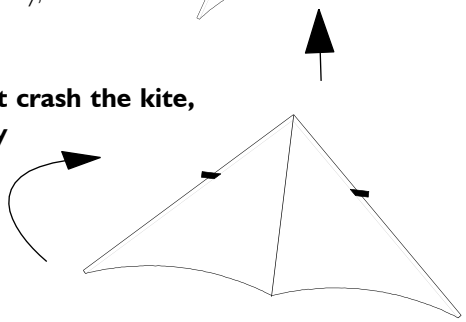
•Kites are lost from line breaking. Make sure to use good knots. Check the flying line for abrasion and cuts as it goes out and comes in; cut out weak spots in the field.

•Wearing gloves is advisable. Reels and lines can burn.

•Roll up a delta by holding its centre spine with the wings hanging down—fin underneath—and bringing each wing spar in turn up to the spine. Holding the kite's nose, pull the spars taut along the spine to straighten out the leading edges. Smooth out the fabric and roll smoothly around the spreader, like a blueprint or plan. When done correctly, there will be a single crease on each wing the next time it's opened.



•**A little care goes a long way. For a long service life: don't crash the kite, drag it along the ground, roll it up with creases, store it wet *or fly it in too much wind!***



Flyer's eye view

WARNING! Keep well clear of powerlines, roads, trees, buildings, etc.

•DON'T FLY WITHIN 5KM/3MI OF AIRFIELDS

•Note the CAA regulation height limit is 60m/200ft

Kite control summary:

•Take-offs are easy — landings can be tricky

• Kites go in whatever direction they're pointing when you tug the line — this is not necessarily up! To correct a kite when it misbehaves give it some slack – let line out instead of pulling on it. Give a well-timed tug only when the kite is pointing in the direction you want it to go.

• If the kite stalls due to lack of wind, take up the slack and wind it in, but not so fast that it over-flies.

• If there's a breeze apply some drag, but allow the spool to slip in a climb to avoid stress on the kite and line, and if it looks like there's too much wind, don't let out too much line – bring the kite down to fly another day.

TYPICAL ASSEMBLY

and names of parts

Slip the wing spars in (very carefully) and leave them

Leading Edge Wing Spars

Fibreglass or carbon, with front ends marked

Wing Spars (x2)

To insert spreader:
Fold the pocket down, pinch it open, then bring it back up & over the end of the spreader

DETAIL C

Spreader Pocket

Detail C: spreader in place for flight

BACK VIEW

Spreader Strut

Spine

Leading Edge Sleeve

Trailing Edge

C

A

Spars go INSIDE leading edge sleeves

FRONT VIEW

Towing Point

Fin (Keel)

Centre Spine

Wing

B

Wing

Centre Sleeve

Fin

SIDE VIEW

Detail B: Opening in stitching for spine at rear of centre sleeve

Wing

Detail A: Insert wing spars here through opening in sleeve stitching at wing tip

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