

Pre-flight checks

- **Check that both wing spars are locked into position.**
- **Insert spreader strut into pockets – not between tapes from the side – if there is a central restraint for the spreader, pass it through the loop first.**
- **Check that nose and tail tapes are not twisted; align them if not.**

Flying

- **Never launch a light wind kite in too strong a wind**

Though deltas are easy to fly, controlling them, particularly on landings, may require some practice. The main rule is: don't tug on the line when the kite points down — that'll just make it go in that direction. Kites are controlled by pulling and releasing the line. They accelerate 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!

- 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 up.)

- 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.

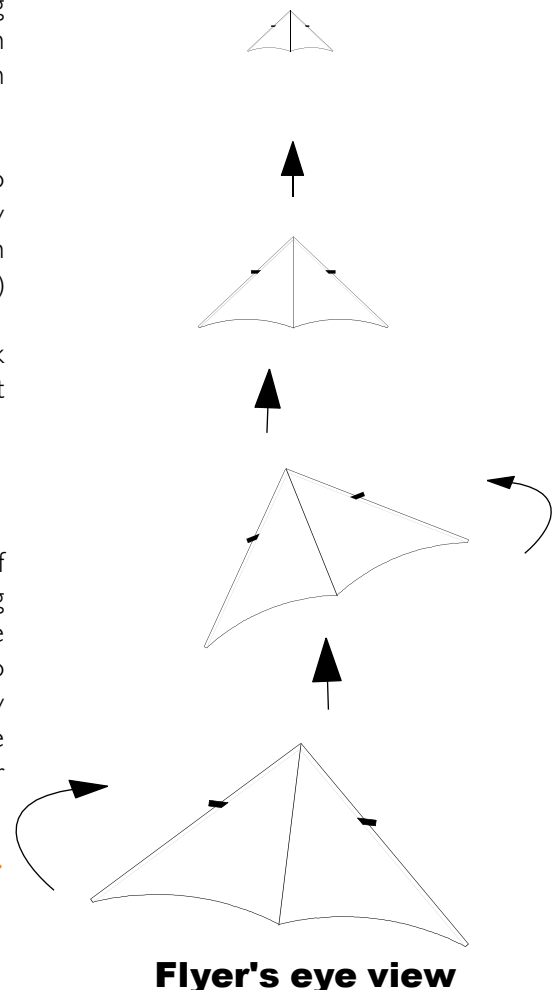
- Wearing **gloves** is advisable. Lines and reels can both burn.

- Kites are delicate structures, but proper **care** ensures many years of service. **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. Never store kites wet.

WARNING! Keep well clear of power lines, trees, roads, 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**

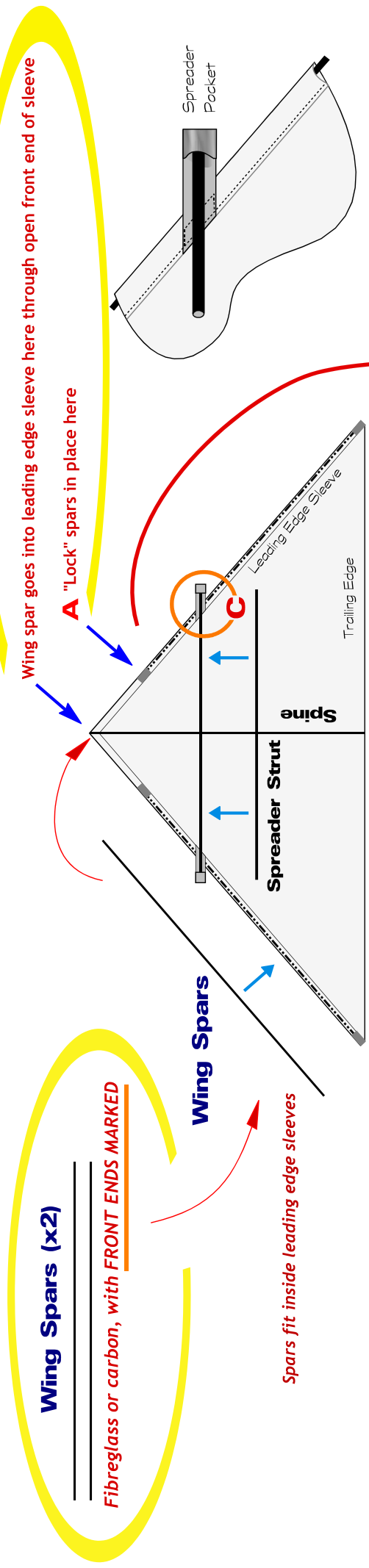
Kites go in whatever direction they're pointing when you pull on the line—which is not necessarily up! To correct a kite when it misbehaves give it some slack – let the line go instead of pulling on it. Give it a well-timed tug only once the kite is pointing in the right direction.

In order to maintain control if the kite loses lift (due to lack of wind, say), immediately start bringing line in. Take up any slack and keep the kite steady at a respectable angle (not so steep it over-flies).

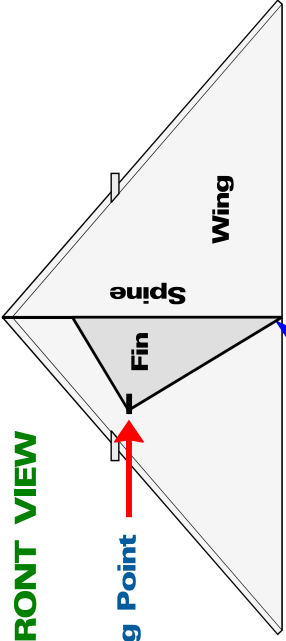
TYPICAL ASSEMBLY

and Names of Parts

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



FRONT VIEW



BACK VIEW

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

SIDE VIEW

