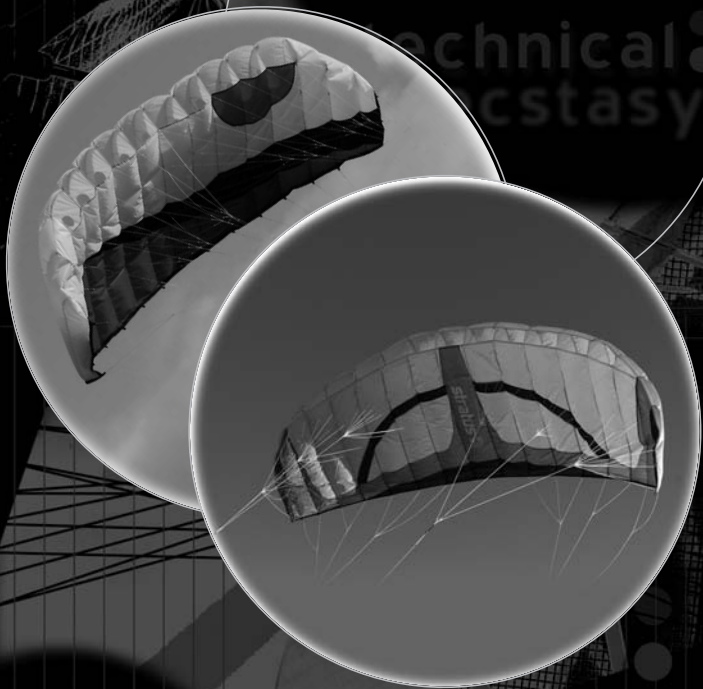


# **SPIRIT** OF **AIR** <sup>©</sup>

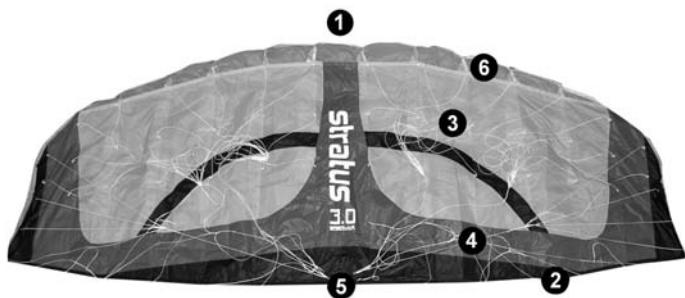


Kite assembly and flight instructions  
4 Line Kites

## Introduction

Thank you for buying this Spirit of Air kite. It has been designed to reward you with many hours of kite flying pleasure. Please take time to read and understand the instructions fully. Flying a modern power kite is a skill that needs to be mastered, be patient, persistent and the skills will develop. Most of all we want you to enjoy this power kite, so go and have some fun!

## Identify Your Kite Components



Familiarise yourself with the common terms for components we use throughout this manual.

1. Leading Edge
2. Trailing Edge
3. Main Bridle Line
4. Brake Bridle Line
5. Velcro Fastening Tab
6. Leading Edge Inlets

## Kite Assembly

Unfold your kite out flat on the floor with the leading edge facing away from you downwind and with the bridles facing you. Detach each half of the bridle from the security Velcro tab on the trailing edge of your kite. Do this one side at a time as the Velcro tab helps prevent the bridles

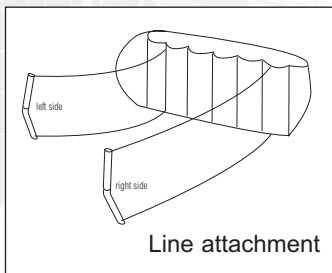


from becoming tangled during storage. Detach the brake lines (bridles attached to trailing edge) from the main bridles, you now have four flying line attachment points.

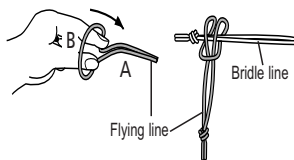
*For disassembly, simply reverse the process.*

## Attaching Your Flying Lines

Your Spirit of Air four line power kite is supplied with high performance flying line and control handles. The lines come pre-sleeved and equalised to the same length although some readjustments of the line may be required after initial flights.

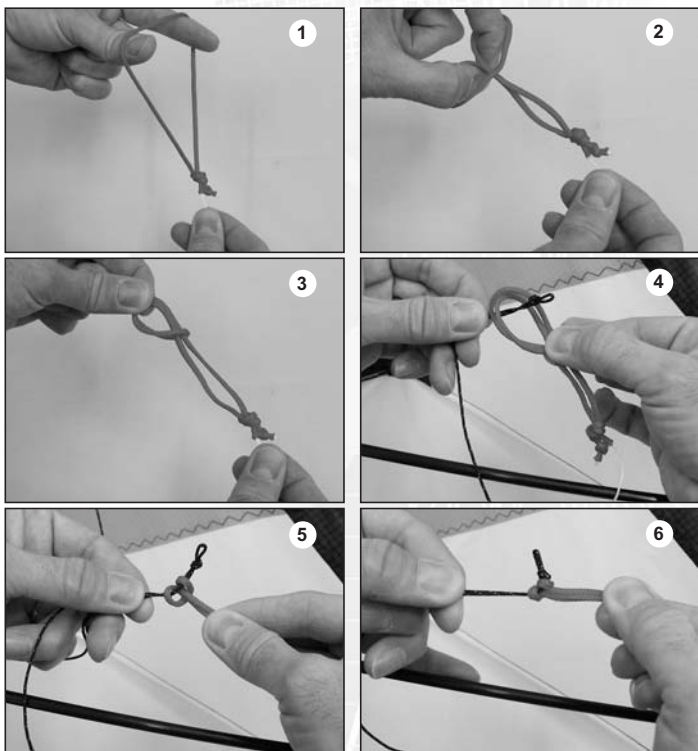


### Larks Head Hitch

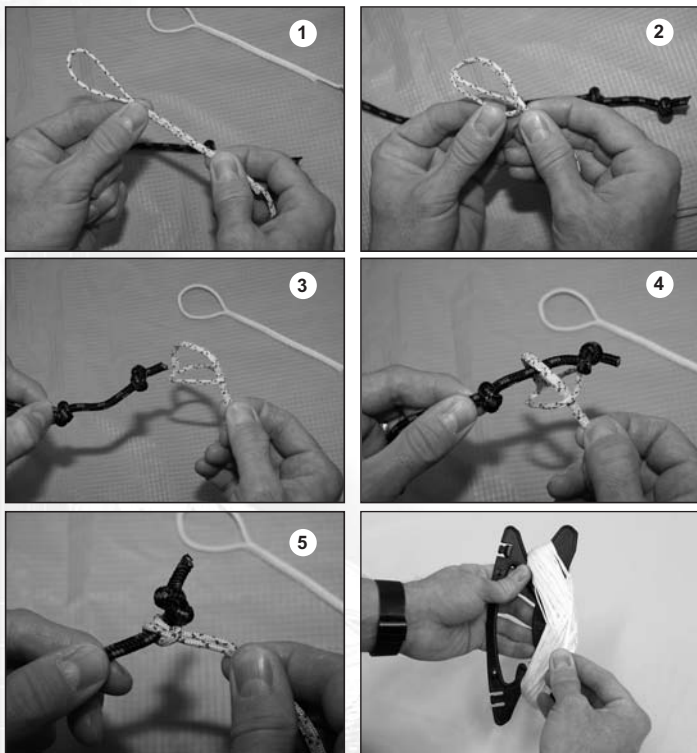


For the first few times have a friend help you by holding the kite on the ground. Ensure there are no tangles in the bridles and attach the flying lines to each of the bridles with a larks head hitch as illustrated. The main flying lines are the stronger (thick) ones as they take almost all of the kites pulling power. The lines used as braking lines are not as strong as the main lines (thin) as this will lead to an unwanted braking effect on the kite and decrease the kite's performance.

### Larks Head Knot



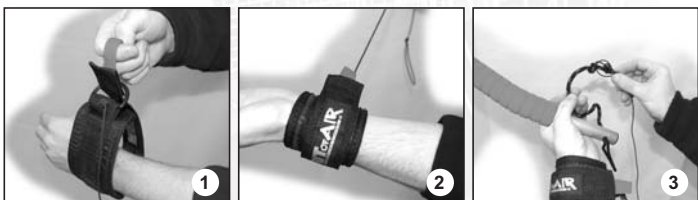
The lines need to be attached to the control handles and the kite as shown in the diagram, with the main flying lines to the main bridle line of the kite (top of the handle) and the brake lines to the brake bridle lines of the kite (bottom of handle).



When winding your lines back onto the winder, wind in a figure of eight method. This prevents twists in the lines. When unwinding simply reverse the method and you should have untangled lines.

## Kite Killers (optional)

If supplied with your kite, kite killers allow you in an emergency to let go of the handles of a four line kite without losing the kite. It is essential the application instructions are followed accurately as the kite killers must be attached to the brake (lower) lines of quad line handles only. The principle of operation is once you have let go of both handles the brake (lower) lines are aggressively applied by the kite killers de-powering the kite and bringing it to the ground.



**Important. Only attach kite killers to the brake (lower) lines.**

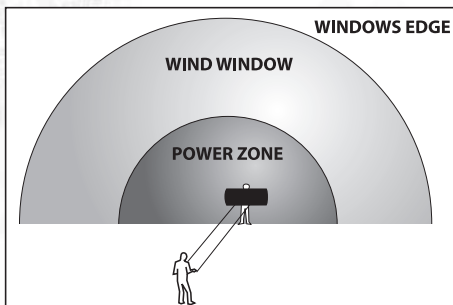
## Choosing a Flying Site

Find an open park, field or beach at least 5km (3miles) from an airport and a good distance away from roads and railway lines.

Do not fly a kite near electricity pylons or overhead cables as they present a serious risk of injury should your kite or flying lines become tangled in them.

Do not fly your kite over vehicles. The kite could hit the vehicle causing distraction to the driver and possibly an accident, not to mention damage to your kite. Your kite could also get caught on a moving vehicle which could drag you to the ground. This could result in serious injury. Keep away from flying too close to other kites to avoid tangles and twists.

## The Wind Window



The wind window is the area in which the kite flies. This is approximately 140 degrees in front of you when you stand facing down wind. The window will swell and shrink dependant on speed changes of the wind.

The wind window is affected by obstacles i.e. buildings, trees etc. that may be behind you. For clean wind choose a flying site free of obstacles. As a general rule, an obstacle will cause turbulent wind a distance of 7x it's height down wind before it smoothes out. The area directly down wind is the "power zone". This area creates the most pull and the wind is at its strongest here, as you fly the kite to the top and outsides of the window the kite will slow down and generate less pull. This is the edge of the window.

## First Flight

You have your new kite in hand, an open space to fly... so lets do it!

Assemble your kite. Make sure everything looks clear and symmetrical. Check the wind. How hard is it blowing? From what direction? Pick the place to fly which will give you the clearest, smoothest wind. For your first flight, we suggest picking a day when the wind is moderate between 8 and 12 mph.

Attach your flying lines, using the larks head knot. Unroll your lines. Get a helper to hold onto the kite and walk directly into the wind while unwinding your lines.

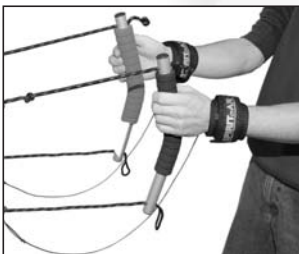
## Launching

Make sure that all lines are free from tangles and attached correctly without twists or crossovers. Tilt the flying handles backwards (shortening the main lines and lengthening the brake lines) pull on both handles equally and the kite will rise into the air. In gentle winds the kite will need to pick up a little speed before it stabilizes in flight. To aid this take a few steps backwards when launching. When the handles are tilted forwards, the brake lines shorten and the kite de-powers, at this point the kite can be gently flown in reverse to the ground.

## Control During Flight

Pull the right handle and the kite will turn to the right. Pull the left handle and the kite will turn to the left. When you steer using a four-line kite, applying the brake slightly on the handle that you are pulling enhances the steering. Pulling on the left handle and applying a little brake at the same time will make the kite turn sharply to the left. The same applies to the right. After performing a loop the flying lines will have crossed. Your power kite will still fly due to the high performance flying lines supplied.

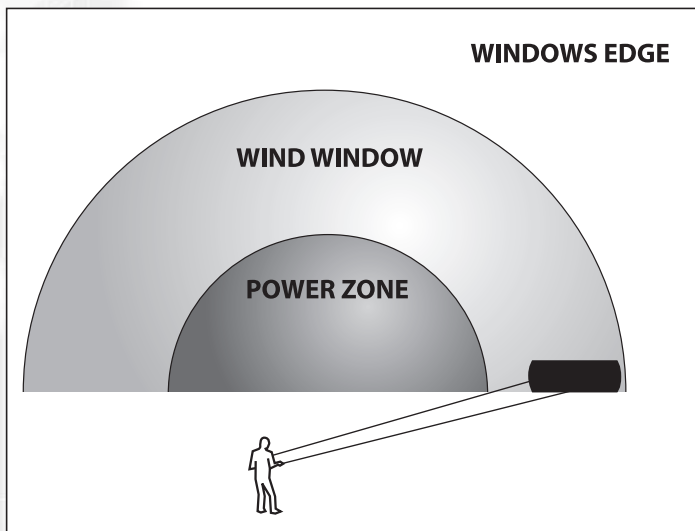
Multiple twists in the line will weaken the lines. To untangle the lines simply fly the corresponding number of loops in the opposite direction.



Don't worry you will crash, everyone does! Learn to fly in light to moderate winds as repeated ground impact in stronger winds will damage your kite. When you crash, simply repeat the launch procedure to get back in the air. Remember to check your kite after crashing to make sure there is no damage.

## Landing

By understanding the wind window and the basic controls of your kite you are ready to make a controlled landing. Fly your kite to the edge of the wind window and follow the edge down. When your kite nears the ground apply both brakes firmly and the kite will de-power and sit on the ground.

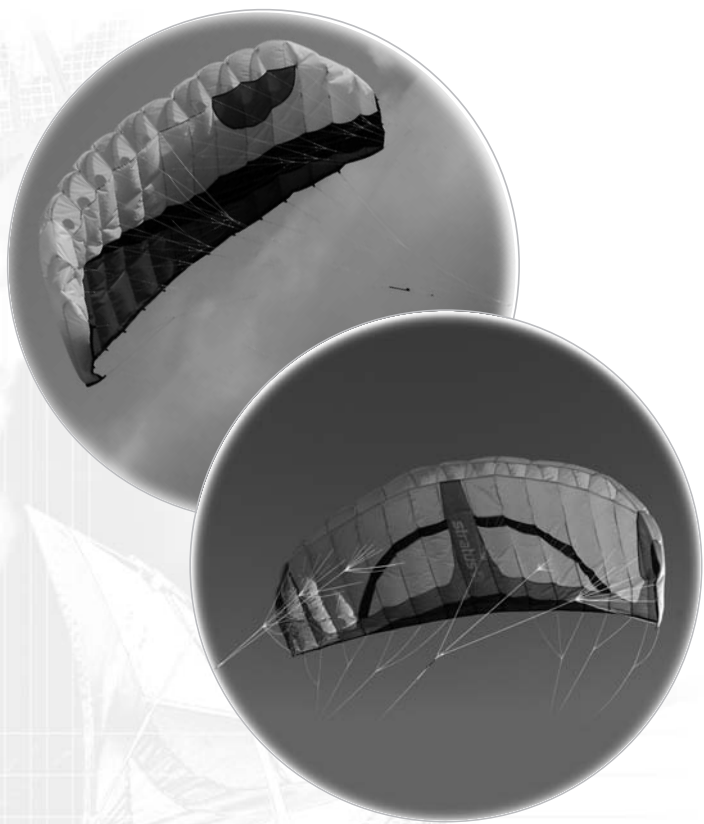


## Do's and Don'ts

- ✗ Don't fly your kite if there is a risk of a thunderstorm.
- ✗ Don't fly your kite near overhead power lines.
- ✗ Don't fly your kite over people or animals.
- ✗ Don't run with your kite in order to fly it.  
If you need to run there is not enough wind.
- ✗ Don't fly your kite over 60m (200ft) altitude or within 5km (3 miles) of an airport.
- ✗ Don't put your kite away in its bag for a long period of time if it is wet, allow it to dry out naturally in a warm room before you pack it away.
- ✓ Do be patient, flying skills take a while to master.
- ✓ Do have serious fun.

### IMPORTANT

**Learn to fly in light winds as repeated ground impact in a strong wind will damage your kite. When flying in strong wind more robust flying lines than the ones supplied will be required.**



*The designers, manufactures, wholesalers and retailers of this product can in no way accept responsibility for damage or injury caused by the use, misuse or abuse of this product.*



technical  
ecstasy

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