

Assembly Instructions for G-Kites Comet / Fast Track / Zig Zag

Basic Sport Kite assembly involves four simple steps – attach the lower spreader, attach the top spreader, connect stand-offs, and attach flying lines.

1. **Bottom Spreader.** The long bottom spreader is located at the base of the kite. It may be one or two pieces. Connect these rods from the center of the kite to the molded fittings on the outside edges of the sail. Note that the bridle lines should be over the spreader.

Always be careful when inserting spars so you do not puncture the fabric.



2. **Top Spreader.** Insert the short rod into the molded fittings on the edge of the sail.
3. **Stand-offs.** Carefully insert the thin rods from the sail into the fittings on the lower spreader. These flexible rods will arc to create sail tension. You may need to slide the fittings along the spreader so they are positioned over the stand-offs.



4. **Flying Lines.** Connect the two flying lines to the pig-tails on the bridle. Use a larkshead knot for easy attachment and removal. If the flying lines are color coded, attach the red line to the right side of the kite. Then fly with the red handle in your right hand.

Now check your kite to insure all spars are secure in their fittings, and that no bridle lines are wrapped around the spars. Also check that your flying lines are tied to the bridle at the same location on the left and right side of the kite.



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Tuning:

The bridle tow points are attached to the bridle using Prusik knots. These are a type of lark's head knot that can be locked and unlocked easily, so the tow points can be moved to fine tune your kite's performance.

Move the tow points towards the nose of the kite for less pull and more lift in light winds.

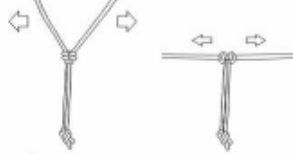
Move the tow points away from the nose of the kite for more pull and faster turning in normal winds.

Make your adjustments ¼" at a time, and make the same adjustment on both sides of the kite.

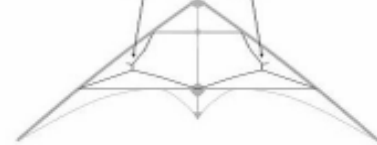
Larkshead



Prusik



Bridle Adjustment Points



First Flight:

Choose an open space with smooth wind. Breezes of 5-12 miles per hour are ideal. If flags, buses, or tree branches are moving gently, you have good winds. Make sure there are no large obstructions or people near your flying zone.

Use all of your flying line. Longer lines give you more maneuvering space and time to react.

Launching is easier with an assistant. Have them stand directly downwind and holding the kite so the nose is pointing straight up. On your signal, they release and you steer the kite into the sky.

Practice flying straight up. Then turn left or right and steer the kite from side-to-side as you become familiar with the controls. Steer like you would a bicycle – pulling on the right handle to turn right, or the left the turn left.

Stand with your hands in front of you – again, like steering a bicycle. If you need more power for a launch or turn, back up a few steps.

If you turn in a complete circle, the line will twist. Simply turn back the other way to untwist it. You should still have good control with six or more twists in the line.

If you crash, turn the kite over and try again. Untwist your lines before you launch. This is more easily done by wrapping the handles round each other than by asking your assistant to rotate the kite.

More information on flight control, maneuvers, and tricks can be found in the Learn to Fly sections at GKites.com or NWWinds.biz.



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Trouble Shooting Guide:

Lousy Wind There may not be enough wind. The amount of wind you need to fly easily depends on the design of your kite.

Wrong Handitis Is the flying line in your right hand attached to the right side of the kite? If not, you'll get some really surprising results when you try to steer.

Unbalanced Are your lines the same length? If one line is shorter, the kite will think you are pulling on that line and start to turn.

Twisted Look at your kite. Has it been put together right? Pay special attention to the bridle lines. Is one wrapped over the spar, and the other one under it? I thought so...

Tuned Out If your bridle isn't twisted, then look at the connection points where you attach the flylines. Are they equal distance from the nose of the kite? Usually, kitemakers put a mark on each bridle to show the "factory tuning". You can change the setting to adjust your kite's performance, but make sure both sides of the kite are "set" the same.

Turbulence You aren't trying to fly behind a big tree or building, are you? The wind is going to be really bad there.

Safety and Courtesy A maneuverable kite is a PROJECTILE... capable of doing injury and property damage. Even in moderate wind, a typical sport kite can be moving at over 40 miles per hour. If someone gets hit by anything moving that fast, it's going to hurt. So please be careful.



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