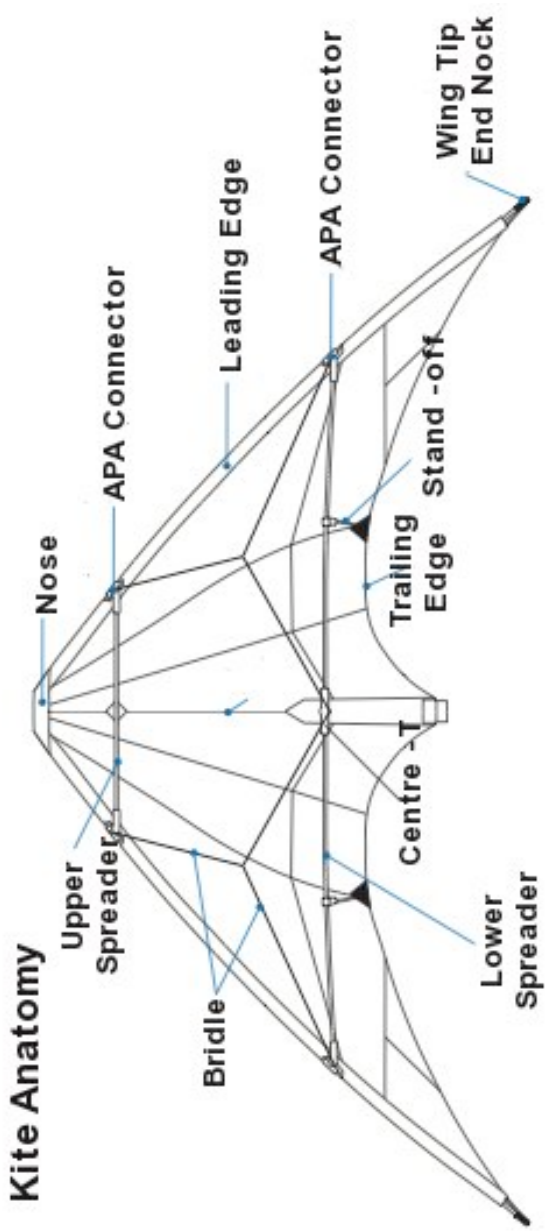

Great Canadian Kite Company

Serving North America from Alberta, Canada

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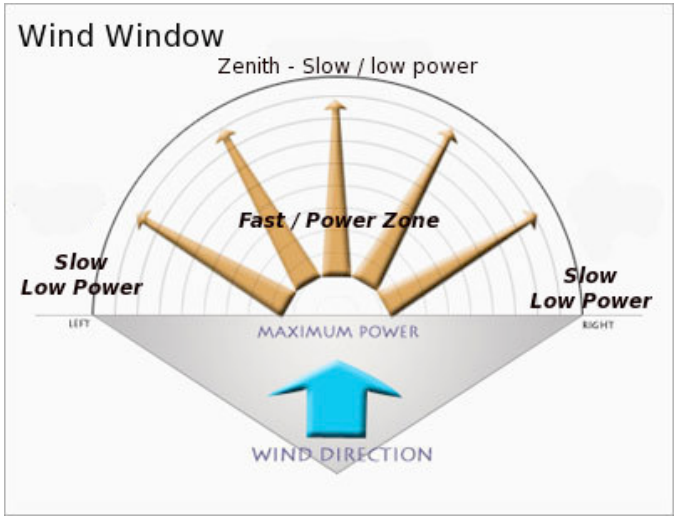


[Larks Head Knot]

(to attach line to kite and Flying straps)

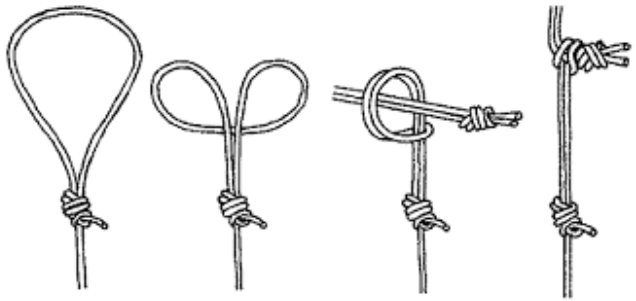
1. Take one of the sleeved ends of your lines in one hand and hold the other end open between your first finger and thumb.

2. Loop the line back on itself so you end up with a double loop, take you fingers out and hold as a loop

3. Take the end of the bridal on the kite in one hand, with the other hand place the loop over the knot on the end of the bridal.

4. Pull the knot tight against the knot (pigtail) on the end of the kite bridal so it holds tight.

5. Repeat this process at the other end of the line for attaching the flying straps.



For more information, trick tutorials and more: www.canadiankitecompany.com

KITE

[FLIGHT BASICS]

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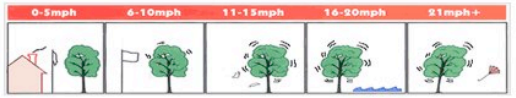
Canada's Favorite Kite Shop!

In addition to this information, please visit our resource section on our website - www.canadiankitecompany.com or drop us an email!



0-5 mph - Light Breeze	Wind felt on face, leaves rustle. (Large Deltas)
6-10 mph - Gentle Breeze	Leaves and small twigs in constant motion, wind extends light flag. (Deltas, Dragons, Big Wing Stunters)
11-15 mph - Moderate Breeze	Raises dust and loose paper, small branches move. (Diamonds, Parafoils, Soft Foils)
16-20 mph - Fresh Breeze	Small leafed trees begin to sway: crested wavelets form on inland waters. (Small Stunt Kites)
21 mph+ - Strong Breeze	Large branches move: umbrellas difficult to control. (We do not recommend flying in winds stronger than 21 mph).

Common Sense for Kite Flying

NEVER FLY OVER PEOPLE.
Don't show off! Always consider the safety of spectators.

NEVER FLY NEAR TREES OR BUILDINGS.
They will only cause air turbulence and make it more difficult to fly.

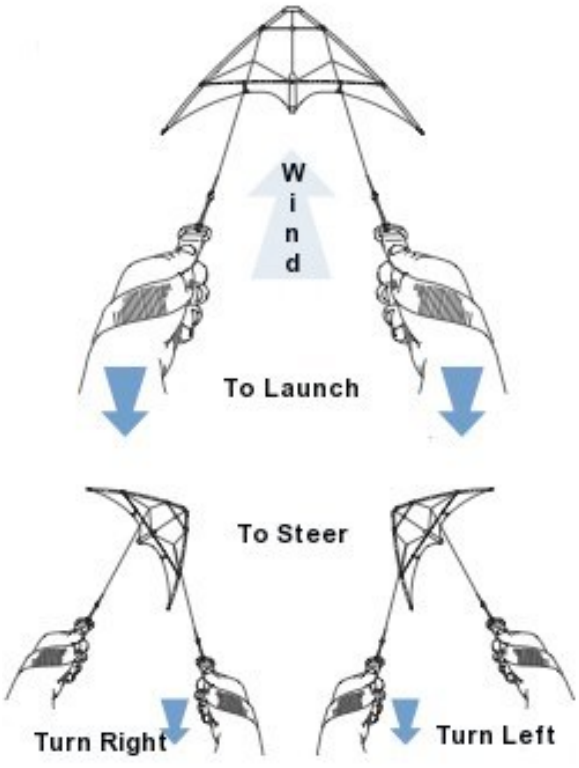
NEVER FLY IN RAIN OR THUNDERSTORMS.
Wet flylines will conduct electricity.

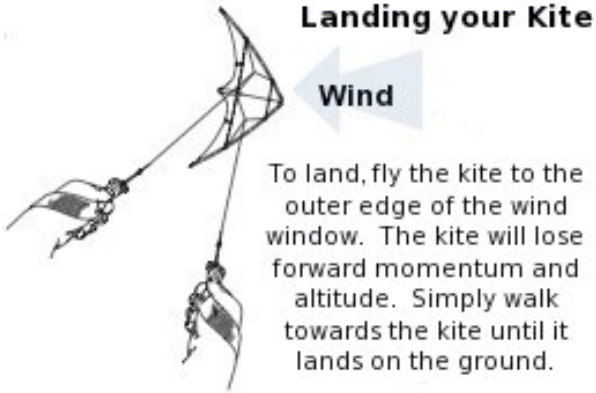
NEVER FLY NEAR BUSY STREETS OR ROADWAYS.
A kite that crash lands across a busy street can cause a serious accident.

NEVER FLY NEAR POWER LINES.
If your kite should get tangled in a line, call your power company for assistance.

Common sense and basic courtesy will help ensure the sport of kite flying is enjoyed by everyone!

Basics of Kite Flying





Info for this brochure is based upon our own experience and material adapted from Prism Kites, HQ Kites & R-Sky.

Kite Flying Tips

[Choosing a Flying Field]

Choice of flying field is an important key for success with your kite, and most trouble beginners have comes from picking a spot where the wind is turbulent and gusty as a result of obstacles in its path.

Wind flowing past trees, buildings and hills becomes messy and erratic and can make controlling your kite a chore. Look for wide open fields with no trees, buildings, or hills for 200 metres upwind.

[Flying in light winds]

Light wind flying is a challenge but practice makes perfect! The trick is to keep tension on the lines at all times by constantly moving around on the field. Gain altitude by walking backwards, and regain lost ground by moving forward while the kite glides downwards. You will need to keep moving!

Use a shorter, lighter line set on calm days to decrease the weight, the drag on your kite, and increase your control. Moving the bridle attachment points upward will change the kite's angle of attack and maximize lift.

[Flying in strong winds]

Make sure you have the right line set for your kite and wind conditions. For most kites, you'll want at least 150# lines; if you have a kite that pulls a lot.

To slow the kite down and decrease pull adjust the bridle attachment points. Start at the factory setting, and move the bridle attachment points down (towards the trailing edge) in 1/2 cm increments until the kite has the speed and pull you want.

[Tip: Kites trick better at slower speeds]

[Tuning & Adjustments]

While it's not necessary to adjust your bridle, small adjustments will help you fly in a wider range of wind. This is really trial and error, the more you fly the more you will be able to get a feel for the differences tuning makes.

Your kite will come with the pigtails on the factory setting, which is approximately the midpoint between two knots spaced about 2 cm apart. Generally, the factory setting works best in the light to moderate side of your kite's wind range.

On dual line kites, the bridle determines the exact angle the kite holds to the wind as it flies (the "angle of attack"). Angle of attack adjustments can be made by moving the pigtails you connect your flying lines to along the bridle legs. Tipping the nose slightly further forward or further back affects the speed, pull, and turn radius of the kite.

The kite performs better in light winds with the pigtails slightly closer to the top knots (nose tipped forward), and in strong winds you'll find it turns easier and pulls harder with the pigtails closer to the bottom knot. (nose tipped back). DO NOT MOVE THE PIGTAILS MORE THAN 1.5cm FROM THE FACTORY MARK.

Once you've gotten to know your kite, try moving the pigtails slightly above or below the factory setting, moving them only 1/2 cm at a time. **Remember**: whatever you do to one side of your bridle you must do to the other!