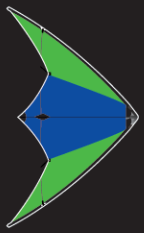
Dodd Gross EXPLOSIVE Sport Series

NewTech KITES
America's Favorite Kite Company

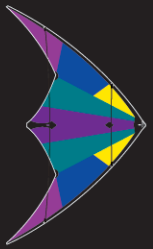
New Tech Kites
//:Dodd Gross Sport Series

FLIGHT SCHOOL 101

assembly & flying instructions



IGNITOR

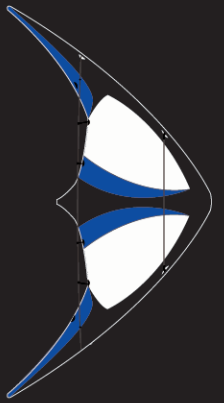


FUSE

FIRECRACKER

M-80

DYNAMITE



FIRESTORM

Dodd's Story:

Dodd is one of those individuals whose name is practically synonymous with sport kiting. Dodd has contributed to the sport through his award winning video training series, popular sport kite designs, and dedication to teaching the world to fly through his teaching tours.

In the late 80's he saw sport kites at the beach and immediately was hooked. Three years later he became an entrepeneur, opening his own retail shop while becoming a dominant figure on the US competition sport kite circuit. In 1993, Dodd produced his first professional training video, Flight School. In 1994, he retired from competition with many regional and national titles including 1994 AKM Masters Ballet/Precision Champion. This same year he switched his business from retail to wholesale and importing and went on tour in Europe to promote his new video.

More videos and tours were to follow, along with successful sport kite designs, all which have had a major impact on sport kiting today.

New Tech is proud to have Dodd on our team. Together, we are producing some of the best sport kites in the world today.

Congratulations!

You have just purchased one of the most high performance kite products available, produced by New Tech Kites, and designed by one of Kiting's leading Designers/Instructors, Dodd Gross.

Please read through this instruction manual before you assemble or fly your new kite and remember to fly safe and have a great time!

Don't worry. It looks like a lot of information but flying your kite is easy and fun (we just like to be thorough).

This manual is provided to help you get the full flying experience from your new kite. Please refer to it if you are new to flying.

Index:

SAFETY FIRST!

- Before you begin remember:
- Never fly around power lines
- Never fly over people or pets
- Never fly in or near thunderstorms
- Never fly near airports

Know your kite parts:

Becoming familiar with these terms will assist you in your flying experience. These are common terms used in kiting and throughout this manual.

1. Nose
2. Upper or Top Spreader
3. Lower or Bottom Spreader
4. Spine
5. Center T
6. Leading Edge Connectors
7. Bridle Outhaul leg
8. Bridle Inhaul leg
9. Bridle Upper leg
10. Bridle connection point to flying line
11. Stand offs
12. Upper Leading Edge
13. Lower Leading Edge
14. Trailing Edge (Leach Line inside)
15. Velcro Spine Release
16. Cheater "M" Line

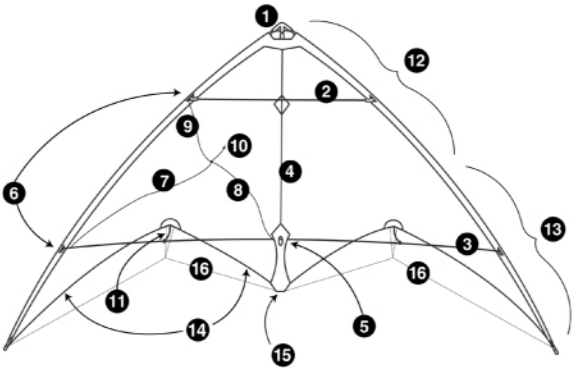


Fig. 3a

M-80, Dynamite, Firestorm Assembly:

To familiarize yourself with your kite, set it up inside your house, and out of the wind. Be sure you have plenty of room.


Fig. 4a

Start by connecting the two rods that comprise the leading edge. Insert the lower leading edge rod into the ferrule attached to the bottom of the upper leading edge (M-80 uses a one piece leading edge).

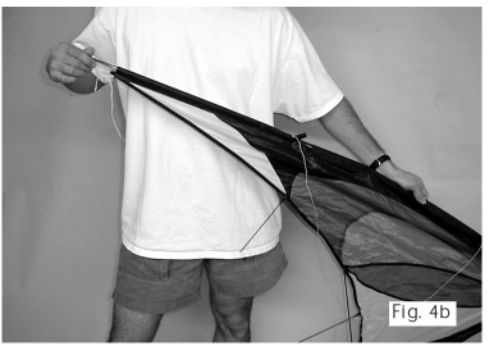


Fig. 4b

Note: A ferrule is a 4" fiberglass or metal tube that is used to connect rods in order to form a longer rod.

Attach the white leach line loop (the small thinner loop) to the arrow nock at the wing tip. The leach line tightens and quiets the trailing edge of the sail. It should not be so tight as to distort the shape of the trailing edge. Adjust its length as necessary.


Fig. 5a

Tighten the sail along the leading edge by locating the Dacron loop beside the leach line and pull it onto the arrow nock at the wing tip.

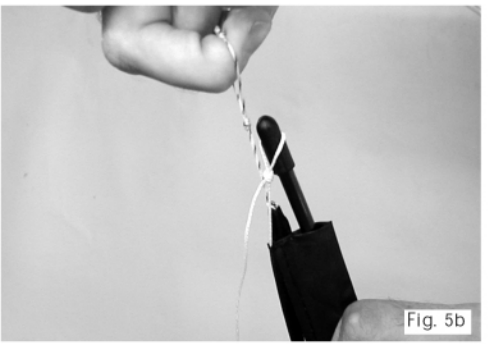


Fig. 5b

Locate the plugged or "loaded" ends of the carbon lower spreaders and insert them into the 'center-t', located just below the middle of the kite along the spine. The two lower spreaders are connected by a tension band. This is to prevent the lower spreaders from coming out of the center t during flight. Insert the other side into the lower leading edge connectors on the leading edge.

Fig. 6a

Now is a good time to check that the bridle is not tangled around any spar and comes off each point equally.
Insert each end of the upper spreader into the upper leading edge connectors. You must fully insert all spars. Again, make sure that the bridle is not wrapped around anything.

Fig. 6b

Lastly, place the standoffs into the appropriate lower spreader standoff connectors. The standoff should be placed at a 90 degree angle (perpendicular) to the bottom spreader.

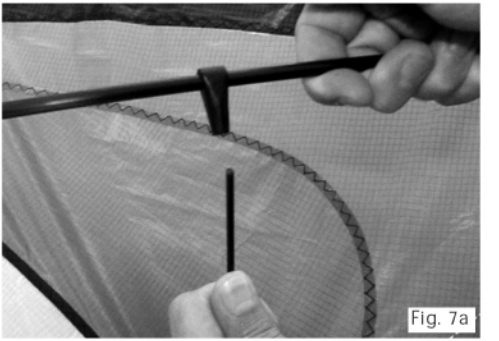


Fig. 7a

The Dynamite and M-80 include a cheat line or 'M' line used to help prevent wingtips & spine wraps during slack line tricks. This line starts at the left wingtip, extends up through a loop that is attached to the center standoff connector, then to a bungee that runs through the spine fitting, then continuing to the right side.

Fig. 7b

Disassembly:

For disassembly, simply reverse the process.

*If you are flying an M-80, Dynamite, Firestorm skip to page 10.

Ignitor, Fuse, Firecracker, Nitro Assembly:

Insert both the leading edges into the nosepiece.


Fig. 8a

Tighten the sail along the leading edge by locating the Dacron loop attached to the sail at the bottom of the wing and pull it onto the arrow nock at the wing tip.

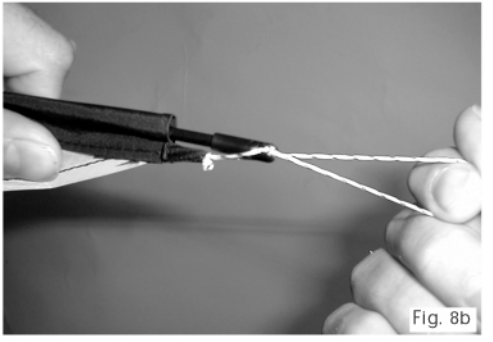


Fig. 8b

Insert the upper spreader in to the upper leading edge connector. Insert the lower spreader rods into the lower leading edge connectors located on the leading edge. The Ignitor does not use an upper spreader.

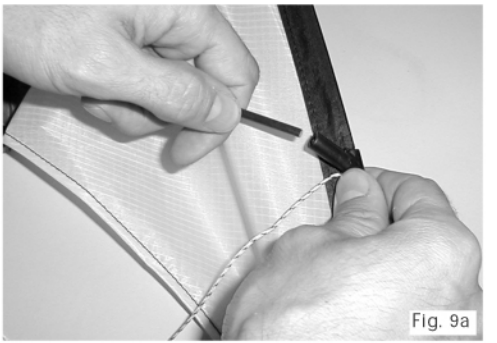


Fig. 9a

Lastly, place the standoffs into the appropriate lower spreader standoff vinyl connectors. The standoffs should be perpendicular to the spreaders.

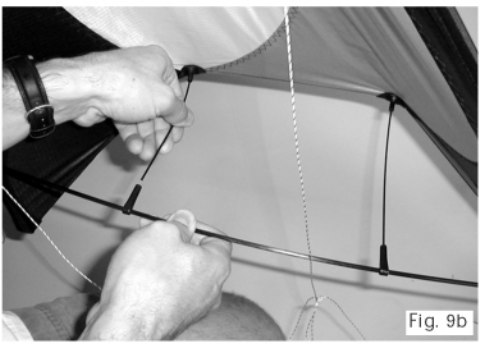


Fig. 9b

To disassemble, simply reverse the entire process.

Bridle Adjustments:

The bridle of your New Tech Kite is factory set at the ink mark for optimum flying in most conditions.

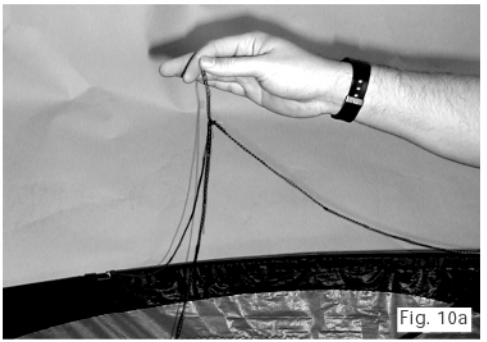


Fig. 10a

By moving the attachment point up from the factory setting, towards the nose, (ink mark will now be below) you are actually changing the angle of attack of the kite and bringing the nose forward. This will cause the kite to fly with less pull on the lines, possibly in lighter winds, and have a decreased turning radius and will be less responsive.

Moving the attachment point down (ink mark above attachment point) will make your kite more responsive, pull more, and you will need more wind to fly.

Remember when adjusting your bridle to only move it 1/4" at a time, and equally on each bridle side. For your kite to fly correctly, your bridle lines must be even.

NOTE:
We generally do not recommend that you adjust your kite's bridle until you are comfortable flying it. Small changes in the bridle can have a large impact on the kite's performance.

Velcro Spine Release:

All of Dodd's kites (except for the Ignitor) feature a Velcro spine release. In the event of a hard nose crash, the Velcro that retains the spine is designed to release to prevent damage to the spine and sail of the kite. You may need to reset the spine into the nose before you resecure the Velcro. Be sure the tip of the spine is inserted under the double layer of black Dacron nose material. One side of the kite spine will rest against the colored fabric of the sail.

Kite with Plastic Flying Handles:

If your kite comes with Dacron lines on 2 plastic flying handles you can adjust the length of line you fly on. If your lines don't have a loop tied at each end, use a simple overhand knot and tie 6-inch loops for each end. The loop will be used to make a larks head slipknot to connect the flying line to the bridle of the kite (see Figure 14a).

Set your kite up where you want it to fly. Lay your kite on its back with its nose pointed away from the wind. Then attach the loops on your flying lines to the bridle of the kite (see Figure 14a). Begin walking backwards up wind. When you reach the desired length, wrap the line on each individual handle around the tie off knock on the handle. We recommend flying on lengths between 60' to 100'. Longer lengths are better for beginners because you will have more reaction time and a slower kite speed due to the drag on the lines. It is very important that the lengths be adjusted so they are absolutely equal before attempting to launch your kite.

If the ground winds are turbulent and your kite flips over on the ground before launch, you may want to stake off the ends of the line to provide tension (see Figure 12a). Make sure that the kite is laying back at a 45 degree angle to prevent launching without you.

Kite with Wrist Straps:

The first time you use your lines make sure that they are of equal length. Using a ground stake, such as a screwdriver, stretch your lines out and pull them under tension. If the lines are not equal, an adjustment should be made.

If you have high performance Spectra line it will be sleeved at both ends. To adjust sleeved line, untie the sleeving loop knots on one end of the longer line and slide the sleeving down the line until it is adjacent to the other sleeve. Retie the loop so it is of equal length with the other line. Be careful not to pull the sleeving off the Spectra. Cut off any excess line.

Once you are certain your lines are equal, there are a couple different ways to go about setting up your kite to fly. Some prefer to use a ground stake to unwind their line. The advantage to this is once your kite is setup and attached to the lines it is under tension. By leaning the kite back on its wingtips about 45 degrees downwind, it is ready to launch at your command. Others prefer to first setup their kite, place it on its back where they will launch it, attach the lines to the bridle and then unroll the lines as they walk backwards up wind. By pulling on the lines the kite will stand onto its wingtips and be ready for launch. If the ground winds are strong or turbulent, you may find the kite wanting to flip over on the ground since the lines are not under tension. If you are at the beach a little sand on the sail will prevent this.

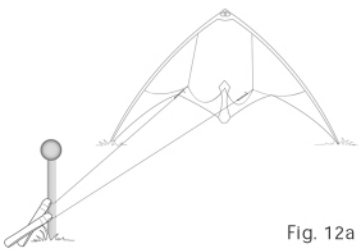


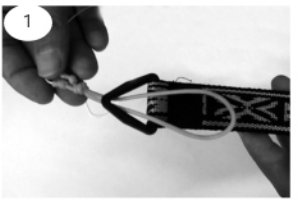
Fig. 12a

Attaching the lines:

Attach the flying lines to the bridle using a larks head slipknot. To attach the lines to the straps, pass the end of the sleeved line through the plastic or metal end of your strap, and pass the entire strap through the loop of the sleeved line, attaching the flying straps to the flying lines. (see Figure 13a)

Attaching Your Straps: Fig. 13a

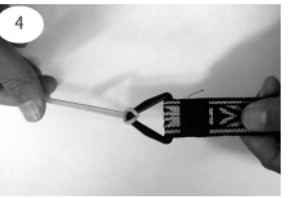
Place the loop through the plastic ring.



Pull the strap through the loop.

Pull the strap and loop away from each other.

Tighten the loop around the plastic ring.



NOTE:
If your straps have a large diameter line with knots instead of the plastic ring shown above you should use a larkshead loop (see opposite page) to attach to your straps.