# KITEBOARDER'S HANDBOOK

# Independent

## Preview

7th edition

IMPORTANT: This is a preview of the first few pages. To read the whole handbook, become a member of IKO.


# Kiteboarder’s Handbook

DISCOVERY
INTERMEDIATE
INDEPENDENT
ADVANCED
EVOLUTION

IKO Books | Learn with IKO

**Original Author:**
Eric Beaudonnat and Vincent Herbillon

**Photographer:**
Nathan Helli
**Pictures:**
Charles Osterlund
**Cover Picture:**
Charles Osterlund
**Graphics:**
Eric Beaudonnat and Vincent Herbillon
**Graphic Design:**
Raymar Sotomayor
**Editing:**
**An IKO Publication**
Plaza Novus Mare Local A6-A7
57600 Cabarete, Sosua, Puerto Plata
Dominican Republic
Tel: (+1) 809 571 9530
www.ikointl.com

©Copyright 2004-2019 IKO Kiteboarder's Handbook. All rights reserved. Copying this publication is not allowed. It cannot be sold or transmitted for any personal reasons whatsoever. No reproduction of any sort is permitted without IKO's written authorization. IKO, IKO Center, IKO Kiteboarder, IKO Instructor, IKO Examiner, and IKO Kiteboarder's Handbook are copyrighted trademarks or service marks of IKO.

## Disclaimer

Your use of the Kiteboarder's Handbook is at your sole risk. Kiteboarding is as fun and enjoyable as it can be an extreme sport. Do not alter kiteboarding equipment and always follow the manufacturer's instructions. Learn under the direction of a properly trained and certified IKO Instructor. Always do a preflight check of all your equipment before each practice time and assess the weather and local wind quality. If you do not know, ask for the help of an experienced professional. Wear flotation assistance, helmet and use kiteboarding equipment with safety systems (learn to use safety equipment and train often to apply the safety procedures). Practice kite flying as far away as possible from obstacles of any type.

The information in this handbook is a guideline only. It is your responsibility to make decisions in accordance with your equipment, the conditions and your level. IKO holds no liability or responsibility for any accidents or injuries arising from activities in association with the Handbook or with any other related information such as videos or content links provided in the kiteboarder's handbook series.

## Why the IKO Kiteboarder's Handbook Series?

When you want to learn, getting input from different sources is the best thing. Watching, doing, reading, and talking regularly about what you have learned (or want to learn) allows you to retain information. As important as practice can be, improving your knowledge about kiteboarding leads to a better and faster progress.

The IKO Handbook series helps you define your needs and select

the appropriate skill you want to work on.

You can find other aspects in the Kiteboarder's Handbook series from the Discovery level to the Evolution one (including an appendix per categories: freeride, freestyle, wave riding, hydrofoil), along with all the safety procedures.

With that in mind the Kiteboarder's Handbook series are the perfect complementary tools, to increase the benefit of your kiteboarding lesson along a properly trained and certified Instructor.

Wishing you to get as many enjoyable hours kiteboarding as we do since 2001.

**Frédéric Béné and Eric Beaudonnat**
**IKO co-founders**

## Before you Start

Make sure you master the skill of the Kiteboarder Discovery and Intermediate Courses. Take time to practice those skills again, if you did not kiteboard for a long period.

Check the wind direction: only go with side-shore or side-on-shore wind.

## Make sure that:

- There are no hazards; rocks, current, fishing net, etc.
- You wear a helmet and a buoyancy aid.
- All safety systems are connected and functional

Be aware that the skills you acquired are corresponding to the weather conditions you experienced. Your learning must include repeating all the previous steps in various type of weather, for you to become fully independent and safe.

## Buying equipment?

You may be thinking about buying your own equipment.

Be sure to choose the right kite size for the wind conditions that you will be kiting in and that corresponds to your body weight

Make sure the kite has a good safety system with a quick release and a leash that fully de-powers the kite when activated.

Check the kite fabric of the trailing edge, with light going through it: if the weaving is not straight, but homogeneous it is fine, else if fabric coating goes off, weaving is no homogeneous, or that small

gaps can be seen between fabric's fiber, know this kite is worn. Check the bar, lines and safety systems.

Avoid buying a board that is too small for you, as this will slow your progress. Ask for advice from your IKO Instructor or local kite retail shop on which kite and board are suitable for you.

Wishing you the best fun learning and practicing Kiteboarding!

# Ride and Control

## Ride and Manage Speed

### Increase or reduce speed and stop

Right after doing your water-start there are 3 possibilities

- You ride at a moderate to fast speed and enjoy it.
- You go too fast (until you fall).
- You go slow (it feels like just working on balance) and may even come to a stop.

It is time to learn how to manage your speed in order to keep riding for a longer distance with comfort and later on to be able to take chosen trajectory and speed and ultimately to stop when you decide.

It is also very important to be able to stop to avoid accident with other riders.

### 3 ways to manage speed

To manage efficiently your travel speed and by extension the point of sail you must use a combination of the following:

1. The kite piloting: still or moving.
2. The board edging: heel pressure intensity and, pressure difference between front and back foot.
3. The kite adjustment: control bar and the trim (also call Angle

of Attack adjustment)

## Time to practice:

Your goal is to do a water-start, gain some speed and experiment separately the effect the different options (bar, board, kite position) have on your speed.

Use a kite in its middle wind range to explore the possibilities of this exercise to the fullest.

Your Instructor can help you choose and tune your kite.

Do your water-start and make sure to keep the board flat until you gain speed.

Experiment the following until you come to a stop.

1. The kite piloting: still or moving

- Fly the kite on the upper part of the wind window (between 10:30 to 11 or 1:30 to 1).
- Keep the kite at this height.

By keeping the kite at one given height you have it traveling at the same speed as you do on the water.

To the opposite: flying the kite up and down on one side of the wind window, will generate power as it travels more distance than you do and therefore generates its own wind (creating more power, as during the power stroke). This will increase your speed.

2. The board edging:

To be able to stop quickly to avoid accident with other riders. Train to master your board edging and kite power control as soon as you can water-start.

### Apply heel pressure

- It generates resistance which slow down the board and therefore the kite.
- It influences the direction of movement: the more you edge the slower and more upwind you will aim. This is referred as edging up or edging hard.

To the opposite, reducing heel pressure makes the board flatter on the water and decreases its resistance, which helps to go faster.

To apply heel pressure and keep your balance, lay back on your harness.

Pressure difference between front and back foot

### Apply front foot pressure (or equal pressure between feet):

- When the board is flat to gain speed after the water start.
- To gain speed when you reduce heel edging and want to go broad reach

### Apply back foot pressure:

- On top of edging to decrease the turn radius and increase turning speed (works as well for toes side pressure during jibe).
- Helps to master more kite power during gust or for fast stopping.

The combination of edging and applying more pressure on the back foot constantly and with force, will lead to a complete stop (unless the kite keeps generating power).

3. The kite adjustment: control bar and the trim.

- Pushing the bar away will reduce the power and therefore your speed.
- If pushing the bar away does not reduce enough the power, adjust the trim (usually by pulling on it).

To the opposite if pulling the bar toward your body does not provide more power during the power stroke, adjust your trim to increase the kite's power.

As a beginner experiment separately the effect of the kite piloting, edging, and bar adjustment to understand better how they affect your speed.

## Speed control troubleshooting

### You ride for a small distance and fall backward:

It can be the kite power or the body position

- You may have stretched your legs too early during the water start: make sure to keep your back leg completely bent until you reach above your board (that should be flat on the water).
- If your board was flat on the water when you stood up on it: generate more kite power by piloting the kite faster and lower in the power area during the water start
- Check the power trim adjustment and bar position: you may have stretched your arm after the water-start and lost power.
- Make sure you do not edge too much on your board, if you feel like doing so increase the kite power (pulling on the bar or piloting it up and down repeatedly) to counteract the effect of edging and generate more kite pull to keep you going.
- You can also try to make a more aggressive power stroke to generate more kite power at the beginning of your water-start.

If none of the above works, you must get a bigger kite, longer lines (up to 25 meters) and or a bigger board.

You ride fast right after your water-start and do not feel in control
Your water-start technique is good; you will need to control the speed by:

- Edging up (heel side and with back foot pressure) to aim more up wind.
- Reducing the power during water-start to gain less speed during the water-start (pilot the kite higher during the power stroke).
- Reducing the kite power (by changing the bar position on the center line: upper).
- Stopping moving the kite when you start moving forward after the water-start.

## When edging up at full speed

You will feel a lot of pressure in the lines and in your legs at first, yet do not release your edging, the pressure will decrease and your speed will reduce.

## Reaching back to shore

Be careful of the distance appreciation, you may reach the shore sooner than you expect when riding: always edge up (heel side) and slightly depower the kite before reaching the shore line.

Edge fully until you come to a stop and fall backward, before the shore and finish by a body dragging if you cannot stand up yet.

Congratulations! You have completed your first real ride, and are well on your way to becoming an independent rider.


# Improving Board and Kite Control

## Controlling your Speed and Balance

To ride successfully, you must be able to maintain good balance on your board. Because the pull of the kite is not consistent, you have to adjust your body position to avoid being pulled over the front of your board or falling back in the water.

### Practice time!

Your goal is to ride constantly without falling backward or forward: by managing adjusting your balance to the variation of power.

For now, do not aim for a specific point of sail, just try to manage your balance and speed; direction will come later on.

## Adjusting your balance to the kite's power:

### Leverage principle

- The more you extend your body (legs fully stretched and back straight), the more weight you oppose to the kite.
- The more you bend your body (legs fully bent and back curved forward), the less weight you oppose to the kite.

### From that principle:

When the kite pulls less (as soon as you feel you are leaning more backward), you can bend your legs to avoid falling in the water.

## The top body position and use

Your arms are a little bent to be able to push or pull the bar and pilot the kite, and to keep your back straight and shoulders opened (if not adjust the power trim).

## The lower body position and use

You are leaning slightly heel side. Your hips, head and shoulders are turned in the direction of the travel.

Remember to:
Keep your shoulders opened to have a better freedom of movement.
Have you back straight and hips slightly forward (do not sit in your harness).

1. Maintaining balance when over-powered:

Your body is more stretched and your arms are slightly stretched to reduce the power. Consequently, you ride more on your heel side. You can take your front hand off the bar to allow you to twist your body in the direction you are headed and lean back more.

2. Regaining balance when the wind drops or when you fall backwards:

Fly the kite towards the top and pull on the bar to increase traction. At the same time, bend your legs and keep your back straight (this reduces the leverage your body applies against the kite while permitting to keep a good board edging).Once balance is restored, go back to a stretched body position when the kite power increases.

## 3. Feeling uncomfortable

Your body position is important to achieve a proper riding, but also for your comfort and health.

Correct your position and avoid back pain and tiredness: Your legs are stretched and you are pushing on your heels, but your back is bent.

- Your trim may not be adjusted properly
- Your harness may be too loose (set too high above your waist) : adjust it, or grab a smaller size
- Another reason could be that you are uncomfortable to lean your body backwards. Do not worry, the worst that can happen is that you will touch the water!


EDGING
iko

# Maintaining and Changing Course Direction

You can now stand up on your board and generate a constant pull to keep you going. It is time to manage your direction.

Before going further, you must keep in mind the elements that will affect your direction: the kite's power, the board, your body stance, the wind direction (if the wind turns your direction will change accordingly).

**Important**

Learn to ride according to the wind direction, rather than to a visual reference.

## The use of the board

The board reacts to the pressure on its edges or bottom surface:

### Heel side pressure

By pressing on your heels (referred to as 'edging'), you will be able to reduce drift and therefore head more upwind. The board is at a wider angle to the surface of the water and will therefore provide more resistance.

### Toeside pressure

When you do a change of direction from heel side to toeside and want to keep riding. You will edge toeside.

### Equal pressure between heel and toe

You will flatten the board. This is done when you wish to gain

speed or aim more downwind.

## Back foot pressure

The effect of this stance depends on the type of board you are using; let's talk about the twin-tips for now. In combination with edging, applying back foot pressure (more than on front foot), the back side of the edge you are on will get more in the water. The board surface in the water will decrease as the front foot and part of the board will lift off the water.

This is good when the kite power is getting to the maximum you can take, or to stop faster and for some tricks.

With the board flat, it is used to land a jump when the speed is too great or balance is not fully controlled (making the back of the board touching the water first).

## Front foot pressure

Front foot pressure is very important for gaining speed and going upwind, while combined with some heel side pressure.

Applying front foot pressure increases the board surface in contact with the water, allowing you to plane in lighter winds. This stance is used when riding light wind, after a water-start and to gain speed after landing jumps.

## Directional board

Most of the resistance to downwind drift comes from the fins rather than the edge of the board. Less heel side pressure is needed because the fins create most of the traction.

## Combination of stances

- To quickly change direction, combine back foot pressure with toe side pressure.
- To keep your course in light wind, apply heel and front foot pressure.
- Back foot pressure combined with heel pressure will help to start rotations (windward) during jumps or to come to a stop.

# Going Upwind

## Prerequisite to understand how to go upwind

You are now aware of the point of sail (find the point of sail related content in the Kiteboarder Handbook Intermediate Course).

Here is a diagram showing an example of the riding speed according to the point of sail.

It shows: the speed of a rider according to points of sail, 3 different wind speeds (wind speed: 10 knots the blue line, 20 knots the pink line and 30 knots the yellow line).

To find a speed of the rider:

1. Pick a wind speed line (blue, pink, yellow: let's take pink 20knots of wind).
2. Chose at point of sail: let's take cross wind.
3. Find the riding speed, by looking at where the point of sail line crosses with the wind speed line: in the example below this is point B.
4. Follow the closest arc (blue or green) toward the top of the drawing and read the speed scale: B goes almost at 25knots of speed.

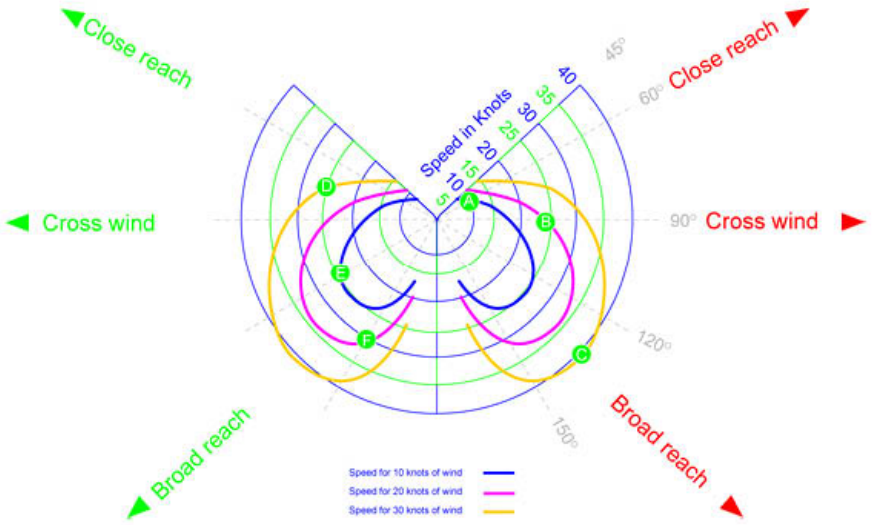
This is an example, it varies with each rider, wind and equipment.

Dot A: Is riding close reach in 10 knots of wind, at 10knots of speed.

Dot B: aims crosswind, in 20 knots of wind at 25knots of speed.

Dot C: aims Broad reach, in 30 knots of wind at 40 knots of speed.

Look at the other dots and check their speed and in which wind speed their ride.




## Point of sail and speed relativity principle:

• The closer to the wind, the less riding speed: the more you edge, the closer you go to the wind, the slower your go.
• The further away to the wind (cross wind and broad reach): the less you edge, the more riding speed.
• The faster the wind, the more speed: proportionally to all sail points (check blue/pink/yellow lines in diagram below).

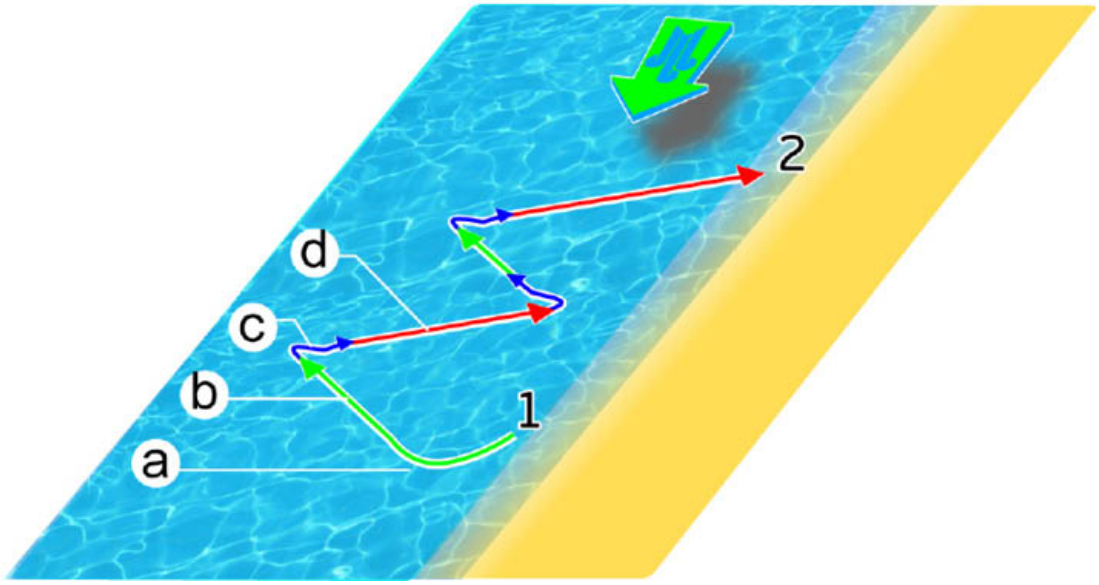
### Definition of riding upwind

Going upwind means riding against the wind direction. You cannot ride directly into the wind, but with an angle to the wind that is above 90 degrees and up to +-45 degrees (this varies with your abilities, the equipment potential and the water current).

The closer you ride to the wind the slower you go, therefore to reach a point upwind, you must find the best compromise between speed and direction.

For example, in the drawing below to go from 1, the start point, to 2 somewhere upwind

» Doing water-start and take speed.
» Edging on the board heel side and lay back to adjust balance (against the kite pull).
» Tacking from one side to the other (Starboard to Port in this case).
» Edge on the board heel side and managing balance on the other side and so on.




In this example drawing, the rider does 4 legs to reach the point 2, but you could do it in 2 legs or 8 legs, it depends how far from the beach you want or can go.

To be able to go upwind, you must: find a balance between your direction (upwind) and your speed (green arrow).

Leaning back and edging too much, therefore heading too far upwind and/or not generating enough kite pull: results in a loss of speed and power and will make you come to a stop (the red arrow).

Going too fast, not leaning back and not edging enough: results in an increase in apparent wind and makes your kite sit further back in the wind window, making it difficult to edge and ride upwind (orange arrow).

## When the speed or/and the kite pull increases:

Aim more upwind (lean back to oppose your weight and be able to edge).

Pilot the kite down (under mid height, for better edging and to have the possibility to move it up later).

Lastly if needed only, reduce the kite power by pushing the bar away as needed to keep leaning back, but not falling.

### When the speed decrease:

First: pilot the kite up and back down where it was (several time if needed) to generate power

Second: if kite piloting does not permit to keep going up wind, reduce your heel side edging until you gain some speed and start edging again to aim back upwind.

### When you lack of power:

Pilot the kite up and down continuously to generate power

Let more time pass before leaning back in order to get speed. Lean back and edge without applying too much leverage (therefore bend both of your legs to reduce the leverage).

### Time to practice upwind riding:

#### Your first goal is:

To get some speed after the water-start (board almost flat on the water or slightly edging on it).

Then lean back against the kite power to edge heel side on the board: do not hesitate to edge until your body touches the water, it is an important experiment to make to understand and feel better.

Here is a rider taking speed after his water-start.

## Body positioning

Keep the front leg stretched (almost fully if water is choppy, fully if water is flat)

• Slightly bend the back leg: it makes your gravity center move to the back of the board where it is needed

• Twist the upper part of your body toward where you aim (and open your shoulders)

• Look where you aim (chose a boat, a cloud, a water mark, a point on land, etc.)

• Arm bent when you have maximum power (bar down), adjust your trim.

Here is a rider leaning back and edging after he had enough speed.

The kite should be placed at half the height of the wind window (45°)

Your second goal is:

Regulating your body balance (body angle to the water) and kite power to keep riding upwind.

Your speed will vary according to the changes in the wind speed, this is why you will need to regulate.

When there will be less wind:

- You feel your back is going toward the water: bend your legs, and pull the bar toward you; this will reduce the leverage made by your body and the kite will pull you up again and you will regain speed.

- When you will have regained speed, lean back, stretch your front leg and keep the back one slightly bent.


When there will be more wind:

- First you will accelerate, this is fine, enjoy
- If you go too fast to keep control or you feel that the kite pulls too much: stretch your legs to the maximum and push the bar away.

This will increase leverage and edging, therefore load the kite and reduce your apparent wind (which helps to aim upwind). Pushing the bar away will reduce the kite power.

• When the kite pull and speed will reduce just pull a bit on the bar to lift you up.

This will reduce your body angle to the water and therefore, reduce the edging.

• Do not hesitate to experiment separately the following to understand better:
• The effect of only pulling or pushing on the bar while maintaining pressure on the board edge
• The effect of bending and stretching both legs
• The effect of using the back leg (bending or stretching it) while keeping the front leg stretched.

You came back to your starting point, congratulation! If not check the following content to help troubleshoot what prevents you from riding upwind.

## Upwind troubleshooting

Keep practicing: going upwind may require some practice time before to succeed.

Build up your skill by riding in different wind strength and conditions.

## I go fast but I do not go upwind...

Your speed ads up to the wind, which is called the apparent wind. It is often the cause of losing ground downwind, and can be overcome simply by slowing down a little.

Increase your heel side pressure and sheet out on the control bar. You may have the kite too high or moving it too much, simply park the kite at 45°. This will also help you to edge better. If the board is too big, edging will be difficult, while if the kite is too big, you will be overpowered and pulled downwind.

## I go upwind and then stop...

You may be edging too much on your heel side and are not releasing the edge when the wind or your speed decreases.

You must flatten your board on the water and sheet in on your control bar as soon as you feel your speed decreases. If you are still slowing down, fly the kite up and down to regain speed. If you are still unable to go upwind, use a bigger kite and/or a bigger board.

## I can go upwind on one side better than on the other...

We all start with having a stronger side. With practice and time, however, you should be able to ride equally on both sides. It may be that when heading out to sea, you head more downwind because you are not focusing on a reference point.

## Taking too much speed after the water-start

The more power you have, the sooner you must start to lean back and edge after the water-start.

Practice and you will learn to anticipate.

When going too fast apply the following: depower the kite by pushing the bar away and pilot it slightly up, apply full pressure on your back foot (to make the back of the board go in the water and the front go off the water) and lean back; the pressure in the lines and your legs will increase at first and then reduce.

## Doing everything by the book but not riding upwind

This means the wind may be too light

You may either adapt your kite or and board size to a bigger one.

Or that you are experiencing a water current that goes in the same direction as the wind

Check if this current is due to the tide or else and ride with the opposite current or between the last 2 hours and first 2 hours of tides when the current is the least strong.

## Practice makes perfect

At this stage, it is important to continue practicing so that you can master riding in all directions, including upwind. Keep in mind that you will be amongst other kiteboarders, so remember to respect the Right of Way Rules (see Kiteboarder Handbook Intermediate Course).

## Switching Direction with a Twin Tip

This is also called a sliding turn, to change direction you must be able to comfortably coordinate both the board edging and the kite piloting. Changing direction can be split into 3 distinctive steps:

1. Slowing down
2. Changing direction.
3. Regaining speed.

Let's look at each point and get to practice.

## Trick 1:

Keep enough power in the kite all along the slide drift, to be able to lean back and keep edging

## Trick 2:

Increase the kite speed down toward the water to regain speed, as soon as you stopped moving forward, to gain speed in the opposite direction (like doing a water-start, but already standing).

### Slowing down

Your goal is to edge up hard until your actual board front tip almost aims up wind

- Pilot your kite up to 12 o'clock progressively, but do not stop it there.
- As you pilot the kite (as mentioned above), stretch out your back leg and transfer a little weight to your back foot. The board should shift a little. You can practice this first by pushing your back foot while continuing to go forward.

## Changing direction

Your goal is to keep generating pull from the kite and prepare your body to start moving in the opposite direction

- As you are about to stop, slightly bend your new back leg and transfer your weight to it.
- Stay lean back (as much as possible)
- Start turning your shoulders and head toward the new direction of displacement
- Keep moving the kite and do not release the bar pressure.
- As your speed is to the minimum adjust your balance (lean less back).

## Regaining speed

Your goal is to regain speed, rather than stopping completely

- Dive the kite in the new direction (like for a water-start).
- Push your front leg away to regain speed (like for a water-start).
- Start edging as you get speed; press on your back foot and heel edge to control the speed.


CHANGE DIRECTION
WITHOUT STOPPING
iko

# Toe-Side Turn

Toe side turn is another way of switching direction and a very important skill to be able to surf waves and a very good base to do several tricks.

It is also a very good feeling.

Your goal is to ride and change to the opposite direction by passing from heel side edging to toe side edging

- First make sure not to go too fast (starting from riding upwind or crosswind).
- Kite at mid height.
- Bring your kite up to 12 o'clock (do not stop it there or you will pass under and loose power).

- As you continue to steer the kite towards the new direction, stop leaning back and start putting pressure on the toe side edge (kite should be close or at 12 o'clock).

- As the board goes through the downwind position, fly the kite faster in the direction in which you wish to move and push hard on your toe side edge.
- Back foot slightly bent and with more pressure than the front one.
- Look at where you aim.

• Start edging toe side to aim either crosswind or upwind or even broad reach depending of your wish.

After that various options:

- To keep riding toeside.
- To move your board around to the other heel side position (drifting on the water or by a little pop of the water).
- To go back to the previous direction, and passing from toeside to heel side edging again.

## Key points

- It is important that you coordinate the movements between the kite and the board
- Make sure to keep your body balanced (use the bar/kitepower)
- As soon as the board points downwind, you must move the kite into the power zone with speed and commit to your toe side edge.

Your next toeside riding goal is: experiment riding toeside from Port to Starboard tack and opposite.

As we all have a stronger side, it will be easier on one side than

on the other one, yet the sooner you start the better it will be.

Your final goal with toe side riding should be: to train to aim to choose point of sail (upwind, crosswind, broad reach...)

# Self-launching
# Self-launching Risk Assessment

Regardless of the type of kite you fly (Foil, C shape or Bow), self-launching is never the safest way to launch. Prefer having an assistant helping you as often as possible, especially when the wind is strong and gusty.

Every time you want to launch a kite, make sure you checked and verified the functionality of the safety systems.

This said, you may need to launch by yourself:
- When you are the last to go for a downwinder.
- When you stop in a place where you cannot stay and must go again.
- When all other riders are on the water and that none is on the beach.

## Always learn and train to self-launch:
- In light winds
- With an Instructor
- After a thorough preflight check.

When should you NOT self-launch:
- When you have somebody that can help
- When the wind is too strong or gusty

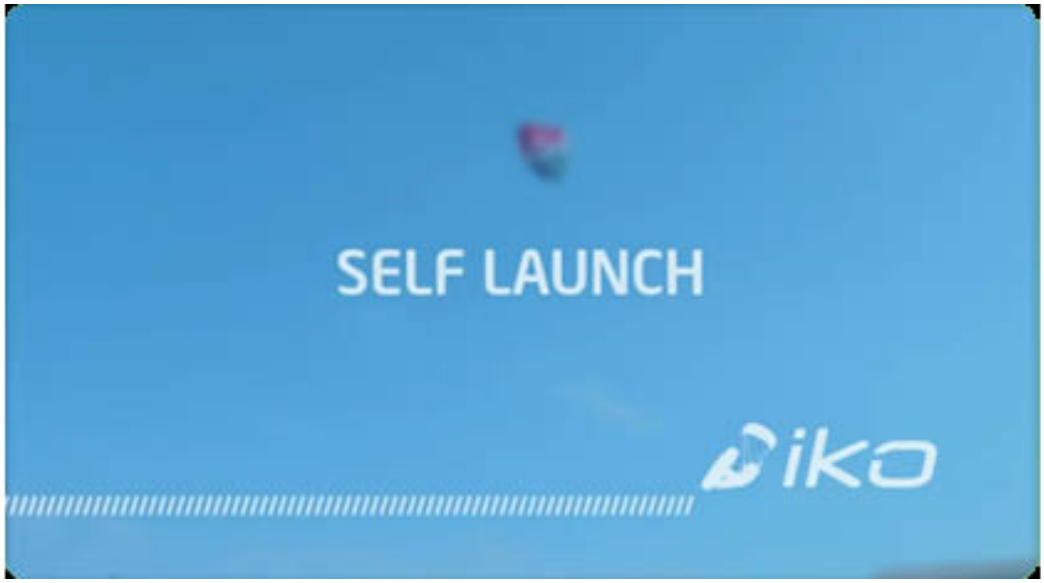
- When you did not master the self-launching under supervision of an Instructor
- When there are obstacles or people downwind to you within a 100 meter radius

## C-shape Self-launching

Your kite is now inflated and secured. You are ready, and you are wearing a helmet and a life jacket as well.

- Position the bar and lines so the kite is at the wind window edge.
- Adjust the trim strap to have half the power if conditions are in the lower wind range of the kite, or de-power entirely if you are experiencing maximum wind range conditions.
- Position the kite on its side
- Grab the kite's bottom tip and let the wind position the kite before putting it on the ground.
- Bend the leading edge and put sand on it (enough to maintain the kite in place, depending of the wind)
- Clear the lines from the struts ends and secure them in the sand and check nothing could tangle the lines.
- Go to your bar quickly and connect to the kite leash.
- Hook to the chicken loop, grab the bar with the upper hand and have the other hand ready for the chicken loop release
- Walk upwind and backwards to put tension in the lines (the kite tips should unfold, releasing the sand).
- Fly the kite up slowly... there you go!


FUEL




## C shape self-launching troubleshooting?

### The kite will pull hard as it takes off:

You are positioned too far upwind; therefore the kite was not on the wind window's edge.

- Push the bar away as it takes off to reduce the power.
- Let the kite go straight forward to the wind window's edge.
- Be ready to release your chicken loop during the launch.

### The kite does not take the wind and is dragged on the sand as you move backward or even rolls downwind

Abort the self-launching: trigger the chicken loop release, the kite may launch unexpectedly.

You are positioned too far downwind so the kite is upwind to the wind window's edge.

- Check the wind direction and visualize the wind window's edge, according to your position, before taking off the kite.
- Make sure the line between you and the kite is on the wind window's edge (more or less perpendicular to the wind direction) before putting tension in the lines.

### You get pulled as the kite takes off

It may be a wind gust or your kite size is too big (sometime you will under or overestimate the wind speed).

- Keep the kite low (maximum at mid height).
- If you can, adjust the trim or/and adjust the power with the bar.
- If the kite is still too powerful, ether ask someone to help land or be ready to release the chicken loop (you must always be connected to your kite by a leash).

### As you get tension in the lines you see mixed up or crossed lines

The danger can be immediate, do not try to further evaluate the risk

- Immediately let the bar go and trigger the chicken loop, let the kite go (attached to the leash)
- Be ready to release the kite leash if the kite does not lose its power

It could just be a crossed back and front line, which is no danger, but you may as well have inverted the back lines, in which case, piloting would make the kite go to the opposite of the expected direction and lead to accident.

## Bow Kite Self-launching

Do not use this procedure with standard C-shaped kites or in strong winds.

Practice it first in light, steady winds and under the supervision of your kiteboard Instructor.

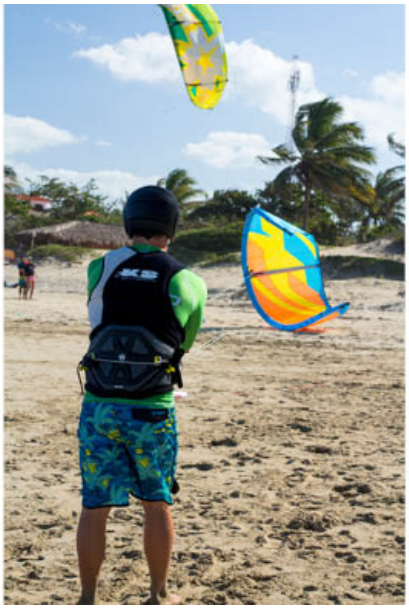
### Self-launching steps

1. Start with your kite inflated and secured, and your lines set downwind. Double-check that your safety systems work and

your lines are correctly set-up.
2. Ensure your kite is set on the ground, leading edge pointing toward the wind.
» Grab the kite tip on the opposite side of where the bar will be for take-off.
» Pull the tip you grabbed towards the center of the wind window until the wind lifts the canopy up to the center strut. The imaginary line between the kite tips should now be 45 degrees to the wind.
» Check that the bridles and lines are clear, and set the bar so that the lines are on the edge of the wind window (around 90 degrees to the wind).

3. Slightly reduce the power, using the adjustment trim and facing the kite as if piloting it. Connect yourself to the kite leash and then to the chicken loop.
4. Walk backwards, opposite the direction of the kite, and slightly upwind, until the kite catches the wind and starts to rotate. See

drawings of the pilot point of view below.



Keep the bar perpendicular to the centerline, and one hand on the chicken loop quick release.

When the kite finishes its rotation and launches, be ready to adjust the power using the bar.

# Thank you for reading this IKO Handbook Preview. This is just the first few pages of the eBook.

## Want to read the rest of the handbook? Become a member of IKO!

With IKO Membership, you get access to
all Kiter Handbooks and other eLearning content, insurance coverage and gear discounts.

learn more


iko
International Kiteboarding Organization