



## 2007 NAZCA FREERIDE KITE

The concept behind the NAZCA hybrid kite has been to combine 100% safety with a harmonious balance between depower, performance and handling.

We have developed an innovative 5th line bridle system, which - in cooperation with other features - is providing incredible low-end and turning performances, while the flat arc design is contributing a great deal of depower.

All together the NAZCA has an excellent wind range and offers great versatility for all kind of riders in any and all conditions.



**Safety and Depower:**

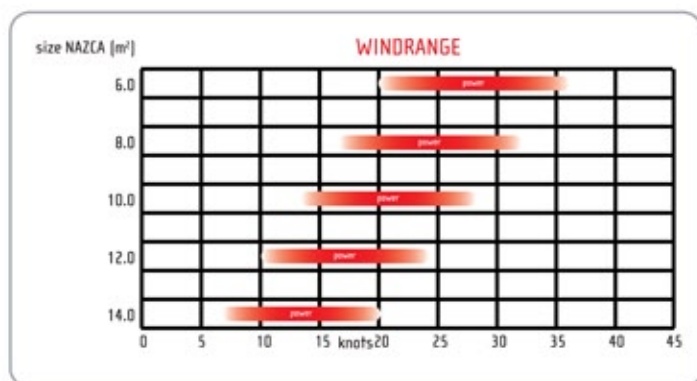
We chose not to go for a kite with 100% depower because we would have to give away too much from the sweet side. And this just to be able to obtain that extra bit of full depower, which in fact is only there to be used as a safety device. We preferred to entrust that task to a well-proven 5th line safety system, whereas we could concentrate on the depower you actually make use of when riding. Instead, we are able to take full advantage of the aerodynamics of a kite.

We decided not to have quite as much depower in the middle of the window, but achieve in consequence of that a better depower on the edge of the window. Profile, thin LE diameter and way less canopy flapping when depowering the kite all enable the kite to move further forward to the edge of the window. This adds a lot of comfort to riding powered up since the pull is coming more from where you actually want to go and also at the beach there is less drag.

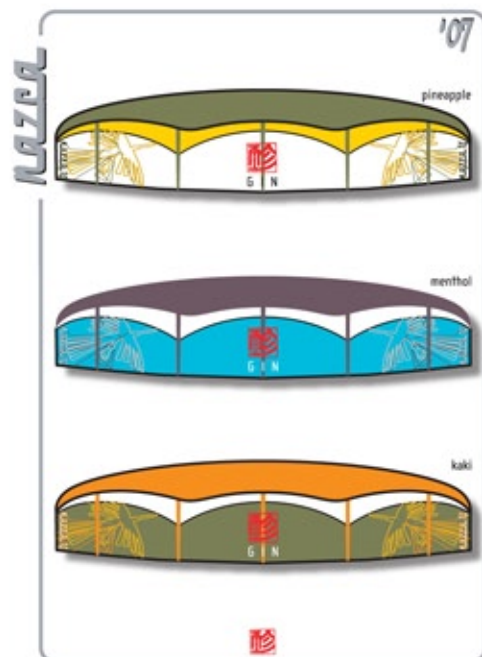
**Performance and Handling:**

The NAZCA strikes with incredible low-end performance, which means that you can basically take one size smaller than you would with a kite that is mainly concentrating on depower.

Our Advanced Performance 5th line bridle enables the kite in the turns to adapt its shape to the radius of the curve, while maintaining its rigidity when needed for lift, hang time and depower. Besides that the 5th line system enables easy relaunching from the water, easy riding away after releasing the safety, simple and secure launching and landing when you happen to be on your own. The NAZCA also features a very nice progressive steering and doesn't require high bar pressures to fly and turn the kite. Whenever the bar pressure gets too high - simply pull the depower strap to get back in tune.



COMPLETE PACKAGE:  
KITE, COMPLETE BAR, KITEBAG,  
MESH BAG, XL PUMP, REPAIR KIT,  
USER MANUAL

**Control Bar:**

The NAZCA carbon control bar features slim bar diameter, back line adjusters, double depower line system that untwists front and 5th line, one extra wide bar hole with depower line divider for minimum drag and maximum bar freedom. By releasing the safety you will automatically stay connected to the 5th line, while reassembling the safety is as simple and effective as it gets. 25 meters of total line length.

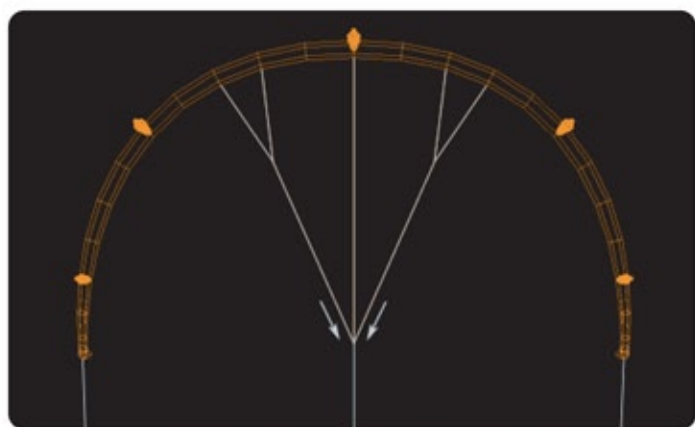
**Construction:**

Reinforced three layer LE seam, double stitched union strut connections, 3D canopy and strut protections, reinforced trailing edge and secure pulley bypass attachment are some of the features which together with the choice of quality materials provide the kite with its excellent durability and tough construction.

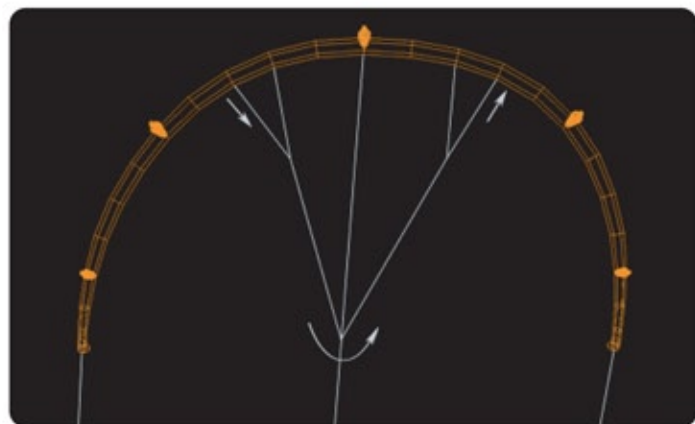


## ADVANCED PERFORMANCE 5TH-LINE-BRIDLE

Have you noticed that many brands are trying to compare the characteristics of their new high depower kite with the turning performances and the handling of a classic 4line kite? We have looked the same way but learned something at it. The reason why a 4line C-kite is doing so well in the turns is because the kite can twist and adapt its shape to the different flying speeds between the inner and outer curve wing tips. It's called TORSION. Most of the kites these days have either multiple attachment point 5th line systems or SLE bridles that make the kite stiff and rigid, preventing it naturally to achieve the turning characteristics we are looking for.



AP 5th line bridle when the kite is going straight. There are no effects other than being a regular 5th line bridle which greatly supports the LE and its flat arc.



We have developed a 5th line bridle with 5 LE attachment points, which allows the kite to twist in the turns, introducing turning characteristics and performances that have never been achieved by a hybrid or bow kite before.

The NAZCA turns around the inner curve wing tip with no negative movements whatsoever. This means the kite isn't breaking itself down each time you have to turn it, but is carrying the speed through its curve, taking along the forward momentum to build up on. The kite therefore is able to generate a continuous pull also through the curve, whereas pivoting kites tend to loose all of that and have to rebuild it after each turn.

Resulting on our side is a kite that is moving through the air very fluidly, offering a steady pull and performing very well especially in the low-end.



Behaviour of the AP 5th line bridle while the kite is being turned. We still have the same LE support, but the bridle allows the kite to modify its shape so that it can adjust to the aerodynamical properties of flying a curve. The deformation of the LE illustrated here is only the starting point, which is enabling the kite to torque itself and to achieve different profiles along the LE.

**BACK LINE BRIDLE**

The back line bridle enables us to fine tune the handling of the kites - individually for each size. Further we achieve a real nice progressive steering, which is forgiving to small accidental impulses while reacting committed and smooth to proper turning commands. The more you pull on the bar - the greater the effect.

**THIN LEADING EDGE**

Thanks to the 5 attachment points of our AP 5th line bridle the LE is very well supported and we can minimize its diameter quite a bit. This helps a great deal to achieve higher flying speeds of the kite (=more power) and to have it move quicker and further forward to the edge of the window (=more depower).

**UNION STRUTS**

3D connections between the struts and the leading edge improve the rigidity of the kite, make it to better respect the given profile and allow a more precise construction.

**SINGLE POINT INFLATION SYSTEM**

Pump up your kite in one time only - much better warm-up, gets you out on the water quicker and adds a whole lot of simplicity to your sess. You do have the choice of sealing off the connections between struts and LE. This helps in case of a puncture or to stow the kite with inflated struts.

**LINE DEFLECTORS**

We've framed the strut ends at the trailing edge with deflectors, which prevent any lines to get caught. The deflectors won't restrict the struts from their freedom of movement at the trailing edge, enabling a better airflow.

